

ACTION

COMMITTEE	DATE
M.A.P.C. <u>Work session</u>	<u>1-22-81</u>
B.C.C./B-GA-C. <u>work session</u>	<u>2-3-81</u>
MHC <u>No Quorum</u>	<u>1-29-81</u>
Bcc <u>Aggrore 1981</u>	<u>2-10-81</u>

Done -

DR 81-9 - 1981-1986 Capital Improvement Program.

great part in OR
do not need bank

WICHITA-SEDGWICK COUNTY

DATE 12/2/80

METROPOLITAN AREA PLANNING DEPARTMENT

TO Ray W. Bruggeman, Director of Engineering
FROM Robert A. Lakin, Director of Planning

SUBJECT OPTIMIZATION OF CENTRAL AREA TRAFFIC SIGNAL SYSTEM

As a part of our effort to reduce the level of carbon monoxide pollution in the central area of the city, we are required by EPA to implement those Transportation Control Measures (TCM's) that will reduce auto emissions so we are no longer in violation of the EPA standard. We are working on a number of TCM's including the voluntary I/M program (now under contract to the Kansas Lung Association), restriction of on-street parking, street and intersection improvements, transit service improvements, car/vanpool ridesharing programs, staggered work hours, and others.

On November 19, the Traffic Commission approved a plan to restrict parking on numerous central area arterials. This was a recommended action to increase street capacity and street speed thereby reducing CO emissions.

My staff in consultation with your staff (McKinley and Mielke) are of the opinion that the traffic signal timing system could be improved with considerable emissions reductions and gasoline savings resulting. (See calculations as per Exhibit A.) The savings shown in the calculations show that the traffic flow improvements proposed would be very worthwhile; with benefits in gasoline savings exceeding the cost of the project several times.

Optimization of the signal timing system requires a considerable amount of manpower which you like everyone else may be short of. Since staff positions are fixed for next year, it may be necessary to pursue another course of action.

Let me suggest the following: The East-West Task Force recommended a computerized signal control system. This would take several years to study, design and install. In the meantime we need to improve the existing system in order to realize the CO reduction benefits which we need now. I would suggest that an item be placed in the 1981 CIP to fund a two phase improvement program for signals in the central area. Phase one would collect the necessary data to determine the feasibility of a computerized signal system. That data would be used to run the TRANSYT Program, the output of which would be used to retune the central area signals as a short term solution. The short term solution would produce the necessary CO reductions needed to fulfill our commitments to EPA to achieve acceptable standards by December 31, 1982. Phase II of the study would be a determination of the feasibility of a signal system monitored and controlled by an on-line computer. This would be the long range solution.

The calculations shown in Exhibit A indicate that even small savings in traveltime can produce very significant savings to the motoring public.

Ray W. Bruggeman
OPTIMIZATION OF CENTRAL AREA TRAFFIC SIGNAL SYSTEM

-2-

December 2, 1980

Monies spent to improve the efficiency of the central area signal system combined with the removal of parking will produce benefits which far exceed estimated costs.

Give me your comments on the above topic. We are now at a point where we must document to EPA our commitments to implement those TCM's that will produce the required CO reductions by December 31, 1982. Improving the efficiency of the signal system and the removal of parking will be among the most productive and cost effective actions we can take.

Robert A. Lakin
Director of Planning

RAL:MLF:rh

Attachment

cc: Willard L. Stockwell, Chief Planner, Advance Plans Division

KELLOGG AT
WOODLAWN

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT	74	≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	10 4	740 296
2.	Existing Volume/Capacity Ratio	V/C Ratio	89	≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 4	890 356
3.	Accidents	EPDO Rate	57	≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10 10	570 370 570
4.	Traffic Volume Increase	Year 2000 Increase % over current	54	> 50%	+25 to 49%	0 to 25%	≤ 0%	10 10	540 540
5.	Contributions to Completed System	Percent of System at Standard	52	> 75%	50-75%	25 to 50%	< 25%	10 7	520 364
6.	Existing Condition of Street	Physical Condition of Surface Base	74	Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	74 74
7.	Air Quality Improvement	Project Location	8	In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	4 4	32 32
8.	Project Effectiveness	Percent Capacity Increase	63	≥ 100%	60 - 99%	20 - 59%	< 20%	10 4	630 252
9.	Project Unit Costs	Cost per Vehicle-mile	33	< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									4326

**KELLOGG INTERCHANGE
AT OLIVER**

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT	77	≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	10	740
2.	Existing Volume/Capacity Ratio	V/C Ratio	89	≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate	57	≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7	399
4.	Traffic Volume Increase	Year 2000 Increase % over current	54	> 50%	+25 to 49%	0 to 25%	≤ 0%	10	540
5.	Contributions to Completed System	Percent of System at Standard	52	> 75%	50-75%	25 to 50%	< 25%	10	520
6.	Existing Condition of Street	Physical Condition of Surface Base	74	Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	52 74
7.	Air Quality Improvement	Project Location	8	In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	4	32
8.	Project Effectiveness	Percent Capacity Increase	63	≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile	33	< 5c	5 - 15c	16 - 25c	> 25c	10	330

Street Segment Score 4155

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KELLOGG AT

Street Improvement Evaluation Worksheet

MS-303

Street: WBBB From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt ' Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 4	518 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 10 10	890 890 370
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10	570 570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	< 0%	10 10	570 570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10 1	620 52
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 7	52 72 364 578
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1 1	8 8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 10	252 630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3894

CENTRAL AT

Street Improvement Evaluation Worksheet

MS-2A9

Street: WEST From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 7	518 518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 10	623 623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10	370 370
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	< 0%	4 4	299 210 309 210
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7 7	378 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 7	52 52 364 578
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7 7	56 56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3774

Street Improvement Evaluation Worksheet

E-10

Street: Kellogg Overpass From Topeka to Arkansas River Length 0.5 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		<u>28,400</u> ≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	10	740
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ <u>2.12</u>	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	<u>216</u> 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	<u>520</u> 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	<u>74</u> 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	10	80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	<u>630</u>
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	<u>33</u>

Street Segment Score

3753

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Street Improvement Evaluation Worksheet

Street: Rock Road From 750' South of CENTRAL to 9th N. Length 0.64

MS-129
 CORNER-C
 WIDTH 24.3
 Miles
 Central at Post

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	690
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50% 19,445/12,155 = 1.6	+25 to 49%	0 to 25%	≤ 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	57
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score								3735	

Street Improvement Evaluation Worksheet

MS-99

Street: Maple From Sheridan to McLean Length 2.06 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7	399
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	7	56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10	330
Street Segment Score								3711	

KELLOGG AT

Street Improvement Evaluation Worksheet

Street: OLIVER From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	10 4	740 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 7	870 623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7 3	599 399
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1 7	54 399 378
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10 7	540 364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	52 74 52 74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	4 4	32 32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10 4	630 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score								10	3669

Street Improvement Evaluation Worksheet

Street: BROADWAY From 55TH S. to 1.140' N. OF 47TH S. Length 1.22 Miles

MS-269

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5¢	5 - 15¢	16 - 25¢	> 25¢	10	330
Street Segment Score									3636

Street Improvement Evaluation Worksheet

MS-224

Street: Broadway From Arkansas River to 290' South of Polonee Length 0.30 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7	518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPMD Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7	399
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	510
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10	330
Street Segment Score									3585

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DOUGLAS AT

Street Improvement Evaluation Worksheet

Street: EDGEMOOR From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4 4	296 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 10	87 870
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7 7	399 399
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10 10	570 540
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10 7	580 362
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	6274 6274
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	4 4	32 32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1 10	252 630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3555

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Street Improvement Evaluation Worksheet

MS-305

Street: 13TH N₂ From GOVERNEUR to ROCK Length 0.50 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	399 378
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	378 364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	364 518
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5¢	5 - 15¢	16 - 25¢	> 25¢	7	231

Street Segment Score 3543

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Street Improvement Evaluation Worksheet

Street: Kellogg Freeway From I-235 to Dugan Road Length 0.8 Miles

E-9E

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		35,995 ≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	10	740
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25% 42,952/35,995 1.19	≤ 0%	4	216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75% 90%	50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100% 65,640/35,995	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c 33c	16 - 25c	> 25c	7	231
Street Segment Score									3537

KELLOGG AT BLUFF

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	10	740
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	228 216
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	540 520
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	52 74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	7	56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10	330
Street Segment Score									3513

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31st & AT

Street Improvement Evaluation Worksheet

MS-150

Street: SENeca From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4 7	276 518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	4 10 10	356 890 570
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4 7	570 228 216
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	378 364 378 364
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7 7	52 94 52 74
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 7	56 56
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7 7	56 56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3432

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McLEAN AT
DOUGLAS ~~ST~~

Street Improvement Evaluation Worksheet

M16-238(2)

Street: ~~McLean at Douglas~~ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volume	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 4	518 276
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 7	870 633
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10	370 370
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4 1	278 216 57 54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10 10	540 540 520
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	52 74 52 74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7 7	56 56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3426

McLEAN AT
2ND ~~ST~~

Street Improvement Evaluation Worksheet

MS-238C13

Street: ~~McLean~~ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4 4	296 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	4 1	350 89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10	570 570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10 4	570 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1 10	54 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	52 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7 7	56 56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330

Street Segment Score

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1699
2110

McLEAN ST

Street Improvement Evaluation Worksheet

MS-239

Street: SENeca From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 4	518 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 7 10	820 623 570
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10	570 570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4 4	228 216 228 216
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10 7	540 320 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7 1	52 34 52 34
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7 7	56 56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3426

DOUGLAS AT

Street Improvement Evaluation Worksheet

Street: HILL SIDE From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 7	518 518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 10	870 870
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10	570 570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4 4	228 216 228 216
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10 7	540 510 570 364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	54 34 54 34
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7 7	56 56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3426

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Street Improvement Evaluation Worksheet

MS-200

Street: 47th St. S. From Broadway to Seneca Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000.	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7	399
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	399 378
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									3402

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Street Improvement Evaluation Worksheet

MS-148

Street: MacArthur From I-235 to Seneca Length 0.76 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54 57
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	4	208 210
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	578 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132
								Street Segment Score	3306

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Street Improvement Evaluation Worksheet

MS-1

Street: 29th St. N. From Arndon to Arkansas Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPHO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	378 399
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	4	32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									3300

DOUGLAS AT

Street Improvement Evaluation Worksheet

Street: HYDRAULIC From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 4	513 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 4	390 256
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10	270 570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1 1	54 54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10 4	540 216
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	54 54 74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	10 10	80 80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									2288

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CENTRAL AT

Street Improvement Evaluation Worksheet

Street: OLIVER From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 4	518 276
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 4	870 356
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10	870 870
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4 10	228 208 570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7 7	278 364 378 364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	524 524
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	4 4	32 32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3238

CENTRAL AT
EDGEMOOR

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 4	518 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 7	870 622
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7 7	394 394
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7 4	244 378
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7 7	378 364 378 364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	52 52 74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	4 4	32 32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 10	252 630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3237

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Street Improvement Evaluation Worksheet

MS-208

Street: Rock Road From Osie to Oak Knoll Length 0.75 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000.	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	378 399
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5¢	5 - 15¢	16 - 25¢	> 25¢	7	231
Street Segment Score								3231	

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KELLOGG AT VINE

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	10	740
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	328
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	228 216
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	52 74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7	56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	7	441
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10	330
Street Segment Score									3228

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CENTRAL AT
WOODLAWN

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	We Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 4	518 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7 10	290 623 570 570
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10 10	570 570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4 7	378 378 394 378
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7 7	378 364 378 364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	52 74 52 74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1 1	9 8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									3222

Street Improvement Evaluation Worksheet

Street: Woodlawn From Rockhill to 25th St. N Length 0.85 Miles MS-59

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000.	4	276
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	57 54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	378 364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	578 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									3219

Street Improvement Evaluation Worksheet

MS-49

Street: Seneca From Mac Arthur to 47th St. S. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	870
3.	Accidents	EPDU Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase 2 over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 504
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									3219

Street Improvement Evaluation Worksheet

MS-91

Street: 17th St. N From Broadway to I-135 Length 0.75 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	4	356
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	540
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	7	56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	330
Street Segment Score								3216	

Street Improvement Evaluation Worksheet

MS-241

Street: Central From Main to Santa Fe Length 0.37 Miles

No.	Factor	Measure	Weight	Criteria Score			Raw Score	Wt. Score	
				10	7	4			1
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000.	7	518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	870
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 304
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	10	80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132
							Street Segment Score	3189	

Street Improvement Evaluation Worksheet

MS-50

Street: Seneca From 47th St. S. to 55th St. S. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	200
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132

Street Segment Score

3120

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Street Improvement Evaluation Worksheet

MS-257

Street: Herry From Eastmoor to Webb Length 0.85 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000.	7	518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	870
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	57
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	4	208 210
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	578 304
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing R.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231

Street Segment Score

314

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MAPLE AT
RIDGE

Street Improvement Evaluation Worksheet

MS-289

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4 4	296 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7 10	623 820
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4 4	228 228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4 4	238 238
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1 1	54 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7 7	369 518
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1 1	B B
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10 10	630 630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7 7	231 231
Street Segment Score									3069

Street Improvement Evaluation Worksheet

MS-222

Street: HILLSIDE From BAYLEY to SKINNER Length 0.80 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDR Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	24 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7	56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132
Street Segment Score									3066

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Street Improvement Evaluation Worksheet

MS-195

Street: Greenwich From Douglas to KTA Length 0.75 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidentals	EPD) Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	57
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	578 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10	330
Street Segment Score									3054

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DOUGLAS AT

Street Improvement Evaluation Worksheet

Street: OLIVER From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4 7	296 518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7 7	623 623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7 7	399 399
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7 7	399 399 399 399
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10 7	540 520 378 362
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	52 74 52 74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	4 4	32 32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10 10	330 330
Street Segment Score									2970

CENTRAL AT

Street Improvement Evaluation Worksheet

MS-261

Street: WASHINGTON From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7 4	518 296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10 7	890 623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7 7	399 399
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1 4	57 216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7 10	378 364 320
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	152 42
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	10 10	80 80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4 4	252 252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c 0-25¢	5 - 15c 26-50¢	16 - 25c 51-75¢	> 25c 775¢	10 10	330 330
Street Segment Score									2961

Street Improvement Evaluation Worksheet

MS-285

Street: Rock Road From 13th St N. to 21st St N. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wr. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	540
5.	Contributions to Completed System	Percent of System at Standard		> 75%	.50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score								2955	

Street Improvement Evaluation Worksheet

MS-284

Street: 21st St. N. From Woodburn to ~~Rock Road~~
Tara Length 1.00 Miles
1.25

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase 2 over current		> 50%	+25 to 49%	0 to 25%	< 0%	4	216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	.50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									2922

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Street Improvement Evaluation Worksheet

MS-199

Street: 47th St. S. From I-135 to Arkansas River Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPD ₁₀ Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	54 52
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	578 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									2907

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Street Improvement Evaluation Worksheet

MS-130

Street: Tyler From A.T. & S.F. Railroad to Maple Length 0.75 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54 57
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	4	208 210
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33

Street Segment Score 2865

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Street Improvement Evaluation Worksheet

MS-106

Street: Mt. Vernon From K-15 to Main Length 1.03 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000.	4	276
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	84 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	4	32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33
Street Segment Score									2832

Street Improvement Evaluation Worksheet

MS-255

Street: Oliver From Murdock to 9th St N. Length 0.25 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	288
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	378 379
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	4	32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10	330
Street Segment Score									2827

Street Improvement Evaluation Worksheet

MS-120

Street: Hydraulic From Kellogg to Harry Length 0.94 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDM Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	4	208 210
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7	56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33

Street Segment Score 2811

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Street Improvement Evaluation Worksheet

MS-230

Street: Grove From 14th St N. to 21st St. N. Length 0.05 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	4	208 216
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7	56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33

Street Segment Score

2811

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Street Improvement Evaluation Worksheet

MS-267

Street: Oliver From Glendale to 100' North of Lincoln Length 0.40 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7	518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	4	32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4	252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									2805

MS-36

Street: AMIDON From 29th St. N. to 37th St. N. Length 1.20 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT	74	≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio	89	≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDM Rate	57	≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current	54	> 50%	+25 to 49%	0 to 25%	< 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard	52	> 75%	50-75%	25 to 50%	< 25%	4	208
6.	Existing Condition of Street	Physical Condition of Surface Base	74	Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518
7.	Air Quality Improvement	Project Location	8	In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase	63	≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile	33	< 5c	5 - 15c	16 - 25c	> 25c	4	132
Street Segment Score								2793	

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Street Improvement Evaluation Worksheet

MS-256

Street: Maple From I-235 to Ridge Length 1.13 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDU Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	399 378
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									2793

Street Improvement Evaluation Worksheet

MS-10B

Street: 31st St. S. From K-15 to Oliver Length 1.56 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		> 25,000	15 - 24,999	5 - 14,999	< 5,000	4	276
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 367
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing H.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		> 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231

Street Segment Score 2736

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Street Improvement Evaluation Worksheet

MS-52

Street: Hydraulic From MacArthur to 47th St. S. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDM Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	4	208 210
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Cracked Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 309
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132
Street Segment Score									2688

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13TH N. AT

Street Improvement Evaluation Worksheet

MS-25A

Street: OLIVER

From

to

Length

Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	276
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	4	276
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7	623
								4	356
								10	570
								10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	< 0%	4	238
								4	216
									238
									216
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	378
								7	364
									378
									364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	52
								1	52
									52
									74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	4	32
								4	32
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	4	252
								4	252
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
								7	231
Street Segment Score									231
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2092
1875

Street Improvement Evaluation Worksheet

MS-283

Street: Ridge From Central to 13th St. N. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132

Street Segment Score 2637
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Street Improvement Evaluation Worksheet

MS-206

Street: Rock Road From Donegal to B+ St. N. Length 0.50 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132
Street Segment Score									2637

Street Improvement Evaluation Worksheet

MS-279

Street: Central From Maize to 119th St. W. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase 2 over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	10	740 520
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132
Street Segment Score								2634	

Street Improvement Evaluation Worksheet

MS-281

Street: 13th St. N. From Moize to 119th St. W. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	264 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	10	520 740
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132

Street Segment Score

2634

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Street Improvement Evaluation Worksheet

MS-65

Street: 37th St. N. From Broadway to Hydraulic Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	578 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132
Street Segment Score									2613

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Street Improvement Evaluation Worksheet

MS-276

Street: Maple From Ridge to Tyler Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volume	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	4	356
3.	Accidents	EPIW Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	378 399
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface 6-Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132

Street Segment Score 2598

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Street Improvement Evaluation Worksheet

Street: BROADWAY From JOHN MACK BRIDGE to RAILROAD OVERPASS Length 0.80 Miles

MS-272

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7	518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10	330
Street Segment Score									2580

Street Improvement Evaluation Worksheet

MS-229

Street: Grove From ELM to 14th St N. Length 0.97 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000.	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	57
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	4	208 246
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	10	80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33
Street Segment Score								2568	

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Street Improvement Evaluation Worksheet

Street: WACO From 2nd to 3rd Length 0.12 Miles MS 302
3rd N. Waco Wichita 0.08

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volume	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296 74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89 87
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	238 238
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10 10	570 570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10 1	570 57
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7 1	304 570 27
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	10 10	80 80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10 1	63 630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5¢	5 - 15¢	16 - 25¢	> 25¢	7 7	231 231
Street Segment Score									2565

2233
1780

Street Improvement Evaluation Worksheet

MS-251

Street: Woodlawn From 750' North of Harry to 750' South of Harry Length 0.28 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364 378
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10	330

Street Segment Score 2544

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Street Improvement Evaluation Worksheet

MS-266

Street: Mosley From 400' South of 21st St. N. to 21st St. N. Length 0.08 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDK Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	378 399
5.	Contributions to Completed System	Percent of System at Standard		> 75%	.50-75%	25 to 50%	< 25%	10	540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7	56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33
Street Segment Score									2526

Street Improvement Evaluation Worksheet

Street: WOODLAWN From 25TH N. to 37TH N. Length 1.25 Miles
COMOTAWAN

No.	Factor	Measure	Weight	Criteria Score				Row Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	540
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	378 364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 304
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									2511

MS-250

Street Improvement Evaluation Worksheet

Street: HARRY From RUTAN to Geo. WASHINGTON BLVD. Length 0.23 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	7	518
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPD) Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	7	399
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	4	208 216
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7	56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									2493

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LINDERPASS AT 2ND ST.

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	10	570
4.	Traffic Volume Increase	Year 2000 Increase 2 over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	4	216 228
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	10	80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33
Street Segment Score									2475

LINDERPASS AT 1ST ST.

Street Improvement Evaluation Worksheet

Street: _____ From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	10	890
3.	Accidents	EPHO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	378 399
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	10	80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33
Street Segment Score									239

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Street Improvement Evaluation Worksheet

MS-277

Street: Maple From Tyler to Maize Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	4	356
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132

Street Segment Score 2367

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Street Improvement Evaluation Worksheet

Street: 29TH N. From WOODLAWN to ROCK Length 1.00 Miles MS-304

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	576
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	10	740 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132

Street Segment Score 2322

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13th St. N. at

Street Improvement Evaluation Worksheet

MS-308

Street: West From _____ to _____ Length _____ Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4 7	296 578
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7 10	623 890
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4 4	228 228
4.	Traffic Volume Increase	Year 2000 Increase % over current	767	> 50%	+25 to 49%	0 to 25%	≤ 0%	1 1	54 54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7 7	364 364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1 1	74 74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	7 7	56 56
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1 1	63 63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1 1	33 33
Street Segment Score									2280

3750.000

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Street Improvement Evaluation Worksheet

MS-288

Street: Maize From Maple to Central Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	4	228
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	570 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132
Street Segment Score									2271

Street Improvement Evaluation Worksheet

US-287

Street: Rock Road From 21st St. N. to 29th St. N. Length 1.00 Miles
32 1.50

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000.	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	576
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface 4' Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	578 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-Mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									2199

Street Improvement Evaluation Worksheet

MS-280

Street: Moize From Central to 13th St. N. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt. Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.20	0.90 to 1.19	0.70 to 0.89	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	540
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5¢	5 - 15¢	16 - 25¢	> 25¢	4	132
Street Segment Score									2100

Street Improvement Evaluation Worksheet

Street: Woodlawn From 11th to 14th Length 0.3 Miles

MS-309

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	7	623
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase 2 over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	378
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	7	364
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	0
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	7	231
Street Segment Score									2094

650,000

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Street Improvement Evaluation Worksheet

MS-291

Street: Tyler From 1666' south of Pownee to A.T. & S.F. Railroad Length 1.50 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	7	378 394
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	4	208 216
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132
Street Segment Score									2094

Street Improvement Evaluation Worksheet

Street: 21st N. From TARA to WEBB Length 0.75 Miles
COHOCANA

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDA Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	570 369
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	10	80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	4	132

Street Segment Score

2073

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ML-306

Street: REMOVAL OF R.R. CROSSING ON WALD. N. OF FROM DOUGLAS to _____ Length _____ Miles

R & P

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	4	296
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase 2 over current		> 50%	+25 to 49%	0 to 25%	< 0%	10	570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	10	80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	10	330
Street-Segment Score									2049

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Street Improvement Evaluation Worksheet

MS-27B

Street: Maple From Maize to 119th St. W. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000.	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	570 570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	578 304
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33
Street Segment Score									2001

Street Improvement Evaluation Worksheet

MS-301

Street: Rock From 32ND N. to 41ST N. Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	10	540 570
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	52 54
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Cracked Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518 364
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5¢	5 - 15¢	16 - 25¢	> 25¢	1	33
Street Segment Score									2001

Street Improvement Evaluation Worksheet

MS-275

Street: YOSEMITE From Tyler to Yosemite Dr. Length 0.25 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	67
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	10	520 540
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	1	74 52
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	>2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	10	630
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33
Street Segment Score									1589

Street Improvement Evaluation Worksheet

Street: Murdock Realignment From Wabash to I-135 Length 0.5 Miles

MS-307

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	2846 2,000 < 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	< 0% 2054	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25% 20%	1	52
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	518
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	10	80
8.	Project Effectiveness	Percent Capacity Increase		≥ 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c 2.02	1	33
Street Segment Score								1020	

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Street Improvement Evaluation Worksheet

MS-205

Street: 37th St. N. From Meridian to Seneca Length 1.00 Miles

No.	Factor	Measure	Weight	Criteria Score				Raw Score	Wt Score
				10	7	4	1		
1.	Current Traffic Volumes	Current ADT		≥ 25,000	15 - 24,999	5 - 14,999	< 5,000	1	74
2.	Existing Volume/Capacity Ratio	V/C Ratio		≥ 1.2	0.9 to 1.1	0.7 to 0.9	< 0.7	1	89
3.	Accidents	EPDO Rate		≥ 13.0	8.5 to 12.9	4.0 to 8.4	≤ 4.0	1	57
4.	Traffic Volume Increase	Year 2000 Increase % over current		> 50%	+25 to 49%	0 to 25%	≤ 0%	1	54
5.	Contributions to Completed System	Percent of System at Standard		> 75%	50-75%	25 to 50%	< 25%	1	51
6.	Existing Condition of Street	Physical Condition of Surface Base		Currently Gravel Surface	Surface & Base Deteriorating	Base Deteriorated	Surface in Poor Condition	7	51.8 36.4
7.	Air Quality Improvement	Project Location		In N.A.A.	In Contributing N.A.A.	Within 2 Miles of N.A.A.	> 2 miles from N.A.A.	1	8
8.	Project Effectiveness	Percent Capacity Increase		> 100%	60 - 99%	20 - 59%	< 20%	1	63
9.	Project Unit Costs	Cost per Vehicle-mile		< 5c	5 - 15c	16 - 25c	> 25c	1	33
Street Segment Score									94.8

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Robert Laker

*By Hand from Budget
3:50pm 2/10/81*

THE CITY OF WICHITA
OFFICE OF City Manager

DATE February 9, 1981

TO Honorable Board of City Commissioners

FROM E. H. Denton, City Manager

SUBJECT 1981-1986 Proposed Capital
Improvement Program

A copy of the 1981-1986 Proposed Capital Improvement Program was distributed on Monday, January, 26, 1981. Copies of letters from individuals and various organizations were also forwarded to you on February 5, 1981 for your information. These letters included suggestions for potential projects as well as comments related to specific projects included in the 1981-1986 Proposed CIP.

A listing of projects for 1981 is provided on pages 2-11 of the Proposed CIP. For your convenience an extract showing the 1981 project list is attached. You will note that specific pages are also referenced for more detailed information on each of the projects. Page 13 includes the six-year financial overview of the projects as they are currently scheduled.

Following is a listing of CIP projects scheduled in 1981 for which comments were provided - either expressing approval or opposition:

<u>Project Number</u>	<u>Project Title</u>	<u>Page Number</u>	<u>Responses in Favor of Project</u>	<u>Responses Opposing Project</u>
E-9C	Kellogg Freeway-West Street to I-235	2	5	-
E-11	Feasibility Study-Urban Interchange on Kellogg at Oliver	2	-	1
E-12	Oliver at Kellogg-Right-of-Way-Channelization of North and South Approaches	2	1	-
E-13	Woodlawn at Kellogg-Right-of-Way-Channelization North and South Approaches	2	1	-
E-14	Northeast Circumferential	2	3	-

Page 2
 Board of City Commissioners
 February 9, 1981
 Subject: 1981-1986 Proposed CIP

<u>Project Number</u>	<u>Project Title</u>	<u>Page Number</u>	<u>Responses in Favor of Project</u>	<u>Responses Opposing Project</u>
MS-269	Broadway Right-of-Way- 55th Street South to 47th Street South	2	1	-
CS-1	Collector Street Improve- ments-Variou Locations	2	1	-
MS-99	Maple Street Improvement- Sheridan to McLean Blvd	2	2	-
MS-238, MS-238A, MS-239, MS-239A	McLean Boulevard Improve- ment	3	2	-
RS-1	Residential Street Improve- ment	3	1	-
MS-289	Ridge Road Improvement- Ridge Road and Maple Intersection and Ridge Road to Newell	3	1	-
MS-150	Seneca and 31st Street South- Widening and Chanelization	3	2	-
AS-1	Sidewalk Construction	3	1	-
MS-281	Thirteenth Street Improve- ment-Maize Road to 119th St. West	3	1	-
MS-304	Twenty-Ninth Street Improve- ment-Woodlawn to Rock Road	3	1	-
MS-309	Woodlawn Street Improvement- 11th Street to 14th Street	3	1	-
MS-59	Woodlawn Street Improvement- Rockhill to 29th Street	4	1	-
TE-26	Traffic Engineering Rubberized Rail Crossings	4	3	-
	Traffic Engineering Street Name Signs in 15 square mile area	4	1	1
	Traffic Engineering Feasibility Study by Consultant of Improving the Central Area Signal System	4	2	-

Page 3
 Board of City Commissioners
 February 9, 1981
 Subject: 1981-1986 Proposed CIP

<u>Project Number</u>	<u>Project Title</u>	<u>Page Number</u>	<u>Responses in Favor of Project</u>	<u>Responses Opposing Project</u>
	Traffic Engineering-Mt. Vernon-Between Poplar and Green-New School Pedestrian Signal	4	1	-
	Traffic Engineering-31st and Meridian and Pawnee and Meridian-Full Upgrade	4	1	-
B-76	Central Avenue Dam	5	4	-
D-19	Maple Street Interceptor-Sheridan to McLean Blvd.-Design Study	5	3	-
D-51	Midland Valley Drainage Study	5	1	-
D-60	Drainage in Connection with 17th Street-Broadway to I-135	5	1	-
D-66	Woodlawn Lowflow Storm Sewer-11th to 13th	5	2	-
D-75	West Thirteenth Street Drainage-Design Study and Construction	5	1	-
D-74	Montrose/Jones Park	5	1	-
D-44	Northeast Diversion-Wichita Industrial Park Drainage-Design Study	5	-	2
D-76	Sheridan Park Drainage	5	1	-
D-48A, D-48C	Southwest Industrial Park Storm Drainage Improvement	5,6	2	-
D-73	Thirty-Fourth Street and Arkansas-Right-of-Way	6	-	1
P-9	Cessna Park	6	-	1
P-78	Willow Park-Exercise Trail	7	1	-
P-91	New Park Southwest	7	2	-
P-79	River Beautification (Bicycle Path Extension-Watson Park to Galena)	7	1	-

Page 4
Board of City Commissioners
February 9, 1981
Subject: 1981-1986 Proposed CIP

<u>Project Number</u>	<u>Project Title</u>	<u>Page Number</u>	<u>Responses in Favor of Project</u>	<u>Responses Opposing Project</u>
P-80	Tree Planting (Various Locations)	7	1	-
FS-15	Fire Training Ground-31st Street South and Oliver. Fire and Police Academy Building-Planning and Design	7	1	-
PB-27	Convention Center Construction Downtown	7	1	-
PB-29	Energy Conservation Measures and Improvements-City Hall	7	1	-
PB-30	Energy Conservation Measures and Improvements-City Library	8	1	-
PB-32	Energy Conservation Measures and Improvements-Wichita Art Museum	8	1	-
PB-34	Replace Historic Museum Roof and Boiler Flue Lining	8	2	-
PB-49	Downtown Transportation Center-Architecture/Engineering and Land Acquisition	8	2	-
PB-46	City Hall Parking Garage Repairs	8	-	1
PB-47	City Hall Parking Garage Brick Replacement	8	-	1
CF-3	Resurface Three Parking Lots at Lawrence-Dumont Stadium	8	2	-
CF-4	Opportunity Acquisition Funds for Lawrence-Dumont Stadium	8	2	-
ED-3	Opportunity Purchases-Right-of-Way	8	1	-
OM-1	Curb and Gutter Reconstruction (Various Locations)	8	1	-

Page 5
 Board of City Commissioners
 February 9, 1981
 Subject: 1981-1986 Proposed CIP

<u>Project Number</u>	<u>Project Title</u>	<u>Page Number</u>	<u>Responses in Favor of Project</u>	<u>Responses Opposing Project</u>
RR-46	Skywalks-Downtown Core Area	9	1	-
S-8	Dry Creek Interceptor Sewer Project; Dry Creek Route or Bluff Street Route	9	1	-
S-16	Sanitary Sewer No. 12 (Reconstruct) from Lincoln to Treatment Plant No. 1	9	1	-
S-48	Main 9, Sanitary Sewer No. 23 Extension from 29th Street to 37th Street	10	1	-
MT-8	Sixteen Replacement Buses	10	-	1
MT-10	Twelve Replacement Buses	10	-	1
J-3	Heliport Facility	12	-	1

In addition to comments related to 1981 projects, several projects were identified for acceleration. These projects included the Northeast Circumferential on page 19; the Amidon Street Improvement, page 20; Broadway Street Improvement, Page 22; Douglas Avenue Improvements on pages 30 and 31; Harry Street Improvement on page 35; Maize Road Improvement, page 41; Maple Street Improvement, pages 42 and 43; Ridge Road Improvement, page 50; Rock Road Improvement, pages 51-54; Thirteenth and Oliver Intersection, Page 59; Thirteenth Street Improvement, pages 61 and 62; Twenty-First Street Improvement, page 65; and the Tyler Road Improvement, Page 67.

Utility programs included in the Proposed 1981-1986 CIP are presented beginning on page 122 of the manual. Included within the Utility section is a six-year capital program for the Water Department, Sewer Utility, Metropolitan Transit Authority, and Wichita Airport Authority. With the exception of the Metropolitan Transit Authority, financing for the utilities do not impact the mill levy within the General Debt and Interest Fund.

While it is noted that Arterial projects, Bridge projects and Drainage projects reflect significant expenditures within the capital budget, input from the citizenry of the City of Wichita has indicated that these are the types of projects that they are interested in seeing government provide.

Page 6
Board of City Commissioners
February 9, 1981
Subject: 1981-1986 Proposed CIP

For your information I have recommended the deletion of two projects. The first of these, PB-45 provides for the replacement of a condensate pump, receiving tank and automatic boiler make-up which is reflected in the 1981 program for \$15,000. I am recommending that this project be financed within the operating budget of Community Facilities. The second project, PB-47 provides for City Hall Parking Garage brick replacement. This project is scheduled in 1981 for \$18,000. It is also recommended for financing from the operating budget within Community Facilities.

Representatives of the boards and commissions and City staff will be available at your February 10 City Commission Meeting to answer questions relative to the Proposed 1981-1986 CIP. However, it is not planned at this time that they will make presentations unless requested to do so by the Board of City Commissioners.


E. H. Denton
City Manager

EHD:cce
Attachment

w/o attachment

THE CITY OF WICHITA
OFFICE OF CITIZEN PARTICIPATION

DATE February 9, 1981

TO Glen Dockery, Research and Budget Officer
FROM Shirley Mast, Administrative Aide III

SUBJECT CPO Recommendations on the
Proposed 1981-86 CIP

Attached please find comments and recommendations from the CPO Neighborhood Councils on the Proposed 1981-86 CIP.

The recommendations have been summarized by Project type to assist in expediting the review process.

If you have any questions, please contact me at 4516.

Shirley Mast
Shirley Mast
Administrative Aide III

SM:m1
attachment

NOTED:

Sarah Gilbert
Sarah Gilbert
Assistant CP Coordinator

*By Hand from Budget
9:50 AM 2/10/81*

RECOMMENDATIONS ON THE PROPOSED 1981-86 CIP

EXPRESSWAYS

- Page 16 E-9 Kellogg Freeway-West Street to I-235
"E" - Supported as scheduled.
"O" - Supported as scheduled.
- Page 17 E-11,
E-11A Study of an Urban Interchange (or flyover) on Kellogg at Oliver
"M" - Delete project.
- Page 19 E-14 Northeast Circumferential
"O" - Split decision.

ARTERIALS

- Page 20 MS-36 Amidon Street Improvement - 29th Street No. to 37th Street No.
"C" - Supported as scheduled.
- Page 21 MS-269 Broadway Right-of-way - 55th Street So. to 47th Street So.
"C" - Supported as scheduled.
- Page 22 B-49 Four lane bridge at Broadway at Big Arkansas River
"B" - Supports if the John Mack Bridge is retained for two one-way lanes.
- Page 23 MS-272 Broadway Street Improvement - John Mack Bridge to Overpass
"E" - reschedule to 1982.
- Page 29 CS-I Collector Street Improvements
"D" - Supported as scheduled.
- Page 32 MS-200 Forty-seventh Street So. - Broadway to Seneca
"C" - Supported as scheduled.
- Page 33 MS-199 Forty-seventh Street So. - I-235 to Arkansas River
"C" - Supported as scheduled.
- Page 35 MS-257 Harry Street Improvement
"H" - Suggest the project be extended east to include full upgrade of the Harry/Webb intersection.

Recommendations on the proposed 1981-86 CIP

Page 2

ARTERIALS cont'd...

- Page 36 MS-222, Hillside/Harry Improvement
MS-250
"F" - Suggest that updated traffic counts be conducted. The traffic counts reflected in the CIP were taken before the Canal Route opened. If the increased traffic flow on the Canal Route reduced the traffic flow on Hillside and Hydraulic, this lessens the need for this project.
- Page 37 MS-120 Hydraulic Street Improvement - Kellogg to Harry
"F" - Same as above.
- Page 38 MS-52 Hydraulic Street Improvement - MacArthur to 47th Street So.
"C" - Supported as scheduled.
- Page 40 MS-148 MacArthur Road Improvement - I-235 to Seneca
"C" - Supported as scheduled.
- Page 42 MS-276, Maple Improvement - Ridge Road to 119th Street West
MS-277,
MS-278 "N" - Supported as scheduled.
- Page 43 MS-256 Maple Street Improvement - I-235 to Ridge Road
"N" - Supported as scheduled.
- Page 44 MS-99 Maple Street Improvement - Sheridan to McLean Blvd.
"N" - Supported as scheduled.
"O" - Supported as scheduled.
- Page 45 MS-238, McLean Blvd. Improvement
MS-238A,
MS-239, "O" - Supported as scheduled.
MS-239A
- Page 46 MS-307 Murdock Improvement
"L" - Suggest that additional public hearings be scheduled regarding the specific configuration of the realignment of Murdock and that all area residents who have previously attended meetings on the improvements be notified of any future meetings.
- Page 49 RS-1 Residential Street Improvements
"D" - Supported as scheduled.

Recommendations on the proposed 1981-86 CIP
Page 3

ARTERIALS cont'd...

- Page 51 MS-129 Rock Road Improvement - Central to Donegal
"H" - reschedule to 1982 and include full upgrade of the Central/Rock Road Intersection.
- Page 52 MS-285, MS-286, MS-287 Rock Road Improvement - Donegal to 29th Street
"H" - Include signalization of intersection and improvements at 13th/Rock Road.
- Page 55 MS-150 Seneca and 31st Street Intersection
"C" - Supported as scheduled.
"E" - Supported as scheduled.
- Page 56 MS-49, Seneca Street Improvement - MacArthur to 55th So.
"C" - Supported as scheduled.
- Page 58 AS-1 Sidewalk Construction
"D" - Supported as scheduled.
- Page 59 MS-254 Thirteenth and Oliver Intersection
"I" - Reschedule to 1983.
- Page 65 MS-284 Twenty-first Street Improvements - Woodlawn to Tara
"I" "I" - Supported as scheduled.
- Page 69 MS-309, D66 Woodlawn Street Improvement - 11th to 14th Street
"I" - Supported as scheduled.
- Page 138 Webb Road - South of Kellogg (widen to four lanes)
"H" - Include project in the 1981-86 CIP. It is indicated the project is not considered because adjoining property is not in the City limits; the Council noted that these conditions also exist with a Rock Road widening project on Page 52.
- Page 141 MS-1 Twenty-ninth Street No. Improvement - Amidon to Arkansas
"J" - Reconsider project for inclusion in the 1981-86 CIP due to heavy traffic and the safety of children walking to school along 29th.

Recommendations on the proposed 1981-86 CIP
Page 4

ARTERIALS cont'd...

- Page 141 MS-205 Thirty-seventh Street Improvement - Meridian to Seneca
"M" - Reconsider project for inclusion in the 1981-86 CIP because of the extensive housing development occurring in the area (Duke Diamond Complex, BOE Vocational School). Also suggest updated traffic counts conducted on the streets.

TRAFFIC ENGINEERING

- Page 73 TE-26 31st and Meridian and Pawnee and Meridian - Full upgrade
"C" - Supported as scheduled.
- TE-26 Mt. Vernon between Poplar and Green - New School Pedestrian Signal
Street Name Signs in 15-square mile area
Rubberized Rail Crossings
"D" - Supported projects as scheduled.
"O" - Suggest that more funds be budgeted for the rubberized rail crossings.
"L" - Supported the rubberized rail crossing project as scheduled.
- Page 74 TE-30 55th Street So. and Broadway - New installation
47th Street So. and Meridian - New installation
"C" - Supported projects as scheduled.

BRIDGES

- Page 75 B-49 Bridge on Broadway at the Big Arkansas River
"C" - Supported as scheduled.
- Page 76 B-76 Central Avenue Dam
"L" - Include dredging of the Little Arkansas River north of the dam to 13th Street.
"N" - Supported as scheduled.
"O" - Supported as scheduled.
- Page 141 B-48 Widen bridge on 29th Street at Little Arkansas River
"J" - Reconsider project for inclusion in the 1981-86 CIP due to heavy traffic and the safety of children walking to school along 29th Street.

Recommendations on the proposed 1981-86 CIP
Page 5

DRAINAGE

- Page 80 D-51 Midland Valley Drainage Study. Companion project to MS-49 and MS-50
"C" - Supported as scheduled.
- D-74 Montrose Jones Park
"J" - Supported projects.
- D-44 Northeast Diversion - Wichita, Industrial Park Drainage
"J" - Opposed the project due to the funding source-total G.O. bonds.
- Page 81 D-73 Right-of-way for drainage at 34th and Arkansas
"J" - Questioned the need for the project and the use of G.O. bonds to pay for the project.
- Page 87 D-76 Sheridan Park
88 D-48A Southwest Industrial Park Storm Drainage Improvement
92 D-77 West Kellogg Drainage
"O" - Supported projects as scheduled.
- Page 93 D-64 Wichita Drainage Canal South and North of AT&SF Bridge
"D" - Supported as scheduled.
- Page 139 Nelson Street Drainage to the West 13th Street Storm Sewer
"N" - Reconsider project for inclusion in the 1981-86 CIP.
"M" - Suggest that the City emphasize making drainage follow the slope of land where feasible, thereby using gravity and avoiding the need for expensive pumping stations.

PARK

- Page 97 P-9 Cessna Park
"H" - Delete Frisbee Golf Course.
- Page 98 P-67 Chapin Site
"C" - Supported as scheduled.
- Page 99 P-10 Chishlom Creek Park
"I" - include "fitness trail" for the park.
- Page 102 P-22 Harrison Park
"H" - Supported allocation of \$150,000 for site improvement.

Recommendations on the proposed 1981-86 CIP
Page 6

PARK cont'd...

- Page 109 P-49 Riverside Park
- "L" - Delete reconstruction of the intersection of Nims at Park Drive.
"M" - Delete display gardens and garden center. Concerned about specific design and location of Marina. Supported reconstruction of intersection at Nims and Park Drive.
"H" - Delete display garden, garden center and Marina.
- Page 116 P-78 Willow Park Exercise Trail
- "D" - Supported as scheduled.
- Page 117 P-91 New Park Southwest
- "C" - Supported as scheduled.
"B" - Supported as scheduled. Suggested vacant land at the corner of 31st. Street South and West Street as location.
- P-79 River Beautification (Bicycle Path Extension-Watson Park to Galena)
- "D" - Supported as scheduled.
- P-72 Ice Skating Arena
- "H" - Delete project.
- P-80 Tree Planting
- "D" - Supported as scheduled.
- Page 141 P-25 Herman Hill Park
P-45 Pawnee Praire Park
P-93 Miscellaneous Park
- "E" - Reconsider projects for inclusion in the 1981-86 CIP. Also suggest Herman Hill Park as location for arboretum.

PUBLIC BUILDINGS

- Page 118 FS-15 Fire Training Grounds - 31st Street South & Oliver
PB-29 Energy Conservation Measures & Improvement - City Hall
PB-34 Replace Historic Museum Roof & Boiler Flue Lining
PB-30 Energy Conservation Measures - City Library
PB-32 Energy Conservation Measures - Art Museum
- "D" - Supported the projects as scheduled.

PUBLIC BUILDINGS cont'd...

Page 119 PB-49 Downtown Transportation Center
"D" - Supported as scheduled.

DEPARTMENT OF REDEVELOPMENT & REHABILITATION

Page 121 RR-37 Arkansas River Pedestrian Improvements - East bank from
Lincoln to Pawnee
"E" - Supported as scheduled.

MTA

Page 129 MT-8 16 Replacement Buses
MT-10 10 Replacement Buses
"O" - Opposed projects. Suggest the purchase of more
economical buses.

AIRPORT

Page 133 A-34 Terminal Building Addition
"H" - Suggest project also include improvement to the
baggage handling facility.

Page 135 J-3 Heliport
"E" - Questioned the need for this project.
"H" - Questioned the need for this project.

MISCELLANEOUS PROJECTS AND COMMENTS

Page 120 CF-2 Lawrence-Dumont Stadium
CF-3 "
CF-4 "
"O" - Supported projects as scheduled.

OM-1 Curb and Gutter Reconstruction
"L" - Include the 1400 Block of North Emporia for curb
and gutter reconstruction.

CPO "K" Opposed the proposed 1981-86 CIP because there are no
significant projects planned for the area, especially
related to drainage improvements.

CPO "A" To place a freeze on all future Park Department land pur-
chases. Park funds should be used to develop all currently
owned property instead of acquiring new land.

RICHARD J. BOUSHKA
402 LYNWOOD
WICHITA, KANSAS 67218

November 7, 1980

RECEIVED

NOV 12 1980

METROPOLITAN PLANNING

ROUTE

Mr. Robert A. Lakin
Director of Planning
The City of Wichita
455 N. Main Street
Wichita, Kansas 67202

Dear Bob:

Within the last several weeks we have had discussions with the City regarding street projects in the northeast sector of Wichita. As a means of giving you as much information as possible to support the recommendations which are included in an October 22, 1980 letter from Mr. Robert R. Fox, president of Comotara Properties, we are forwarding data regarding the 21st and Woodlawn area.

My direct involvement is with the Brittany Center on the southeast corner of 21st and Woodlawn. Our total project will include approximately 200,000 s.f. of retail, banking, health club and restaurants, and 200,000 s.f. of highrise office space. Total expenditures on the property should exceed \$25,000,000.

To attract quality office users we plan to provide a full range of support activities which by its very nature will increase the traffic load on both Woodlawn and 21st streets.

Obviously, this is very sketchy and broad-brush and if I can provide any more specific details which will be of help to you, please let me know as soon as possible. Thank you for your interest.

Very truly yours,

Rich

Richard J. Boushka

RJB:mc

cc Denton
Brenner
Broggeman
Finch
Anderson

THE CITY OF WICHITA



OFFICE OF THE CITY MANAGER
CITY HALL - THIRTEENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4331

RECEIVED

OCT 29 1980

METROPOLITAN PLANNING
ROUTE ORAL

~~THIS~~
Frank

October 27, 1980

Mr. Robert R. Fox
President
Comotara Properties, Inc.
2421 Longwood Circle
Wichita, Kansas 67226

Dear Mr. Fox:

Your letter to me of October 22, 1980, with recommendations for street projects to be included in the CIP is acknowledged.

Copies of your letter are being forwarded to the Director of Engineering and the Director of Planning so that evaluation of the projects can be accomplished prior to consideration by the CIP Administrative Committee.

It would be helpful if you could provide Mr. Bruggeman and Mr. Lakin information as to the type and extent of development that the projects would serve and the approximate amount of the private investment to be made.

Any written public support you can provide such as advisory petitions for the projects would also be beneficial.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. Finch".

Robert G. Finch
Deputy City Manager

RGF/pd

cc: R. W. Bruggeman, Director of Engineering (w/a)
Robert A. Lakin, Director of Planning (w/a)
Glen Dockery, Research and Budget Officer (w/a)
George Ablah, Woodlawn Development Company
Dave Ritchie, Tallgrass Company
Don Slawson, Becker-Slawson
Dick Boushka, Brittany Center



Office Of The City Manager
 EHP ISP
 R SH
 F
OCT 23 1980
 Copies To _____
 Send To _____
 File _____

October 22, 1980

Mr. Robert Finch
Deputy City Manager
City of Wichita
455 North Main
Wichita, Kansas 67202

Dear Bob:

Pursuant to our meeting in the City Manager's office on Friday, October 10, 1980, during which we were asked to submit our recommendations for an improvement schedule for arterial streets to alleviate the traffic congestion problem in northeast Wichita, we herein propose the following order of priority for the Capital Improvements Program:

<u>Priority</u>	<u>C.I.P. Year</u>	<u>Location and Description</u>	<u>Distance</u>
1	1981	*29th Street - Woodlawn to Rock Road	1 Mile
2	1981	Woodlawn - 17th to 25th Street	1 Mile
3	1982	21st Street - Woodlawn to Tara Lane	1½ Miles
4	1983	Rock Road - 21st Street to 32nd Street	1½ Miles
5	1984	Rock Road - 32nd Street to 41st Street	1 Mile
6		Rock Road - 13th Street to 21st Street	1 Mile
7	1985	Rock Road - Central to 13th Street	1 Mile

*Petitions have been submitted and approved for 29th Street - Woodlawn to Rock Road and has been shown above for reference purposes only.

The above schedule is based on priorities as related to present and future needs; complexities of each situation; and maintaining open routes for traffic flow during construction.

If the schedule and order of priority is agreeable with your administrative staff, then we will proceed as rapidly as possible to process petitions and public support as needed by your office.

Mr. Robert Finch
October 22, 1980
Page Two

We would appreciate your earliest possible attention to this program, and please feel free to call us if we can be of any assistance.

Sincerely,



Robert R. Fox
President

RRF:co

cc: George Ablah, Woodlawn Development Company
Dave Ritchie, Taligrass Company
Don Slawson, Becker-Slawson
Dick Boushka, Brittany Center

THE CITY OF WICHITA

OFFICE OF Director of Engineering

DATE January 30, 1981

Office of the City Manager	
<input type="checkbox"/> EHD	<input type="checkbox"/> SH
<input type="checkbox"/> RGC	<input type="checkbox"/> LF
<input type="checkbox"/> 1981	<input type="checkbox"/> MLC
JAN 30 1981	
<input checked="" type="checkbox"/> Copies to	S. Downey
<input type="checkbox"/> Send to	RM, RD
<input type="checkbox"/> File	

TO Robert G. Finch, Deputy City Manager

FROM R. W. Bruggeman, Director of Engineering

SUBJECT 1981 - 1986 Capital Improvement Program (CIP)

The Southwestern Bell Telephone Company has expressed their concern regarding the scheduling of the widening and reconstruction of 37th Street North, from Broadway to Hydraulic. I have attached a copy of their letter which explains their concern.

The project is included in the CIP in 1986 at a cost as follows:

Design	\$ 47,500 GO
	47,500 SA
Construction	947,500 GO
	947,500 SA

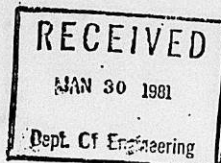
The project will also require drainage which has not been included in the CIP.

This matter is being brought to your attention so that it can be considered at the Tuesday, February 3, 1981, City Commission meeting if you so desire.

RWB Bruggeman
R. W. Bruggeman
Director of Engineering

RWB:gr

Attachment



Southwestern Bell

January 28, 1981
OSP Engineering
Central Operations
626 N. Broadway
Wichita, Kansas 67214

R. W. Bruggeman
City of Wichita
Director of Engineering Dept.
455 N. Main 7th Floor
Wichita, Kansas 67202

RE: Capital Improvement Program 1981-1986 Project # MS-65

Dear Sir:

Southwestern Bell Telephone Co. is in the process of preparing a major relief project on 37th St. North from Broadway to Hydraulic. This project will provide additional facilities for existing businesses and provide facilities for the Bridgeport 2nd Addition. The project is being engineered now with an anticipated completion date of 12-31-82.

The project will propose new underground cable, conduit, and manholes from Broadway to Hydraulic. This will allow the removal of all aerial cable along 37th St. North. Our plans were to coordinate the placement of conduit and manholes with the street widening project MS-65. The Capital Improvement Program (1980-1985) showed project MS-65 scheduled for 1981. The new Capital Improvement Program (1981-1986) shows the project scheduled for 1986. Unfortunately our relief to this area must be provided by the middle of 1982.

If project MS-65 is to be postponed to 1986 we need detailed plans indicating anticipated street widths, easement locations, etc. so that we can plan for the needed relief in the area and position our new plant appropriately for your future road project. With the current economic environment I'm sure you can understand our concern and our immediate need for this information.

If you have any questions concerning our project please contact Louise A. Eaton, Ntwk. Svcs. Supv. OSP Engr. - 268-2104 or John Pribble, Ntwk. Svcs. Supv. OSP Engr. - 268-2103.

Your cooperation and immediate attention to this matter is greatly appreciated.

Respectfully,

Harla McCoy
Mgr OSP Engineering
Wichita Central

RWZ

CITY OF WICHITA
Route Slip
(PLEASE CIRCLE DESTINATION)

Administration

Budget
Contracts Admin.
Controller
Data Processing
Purchasing
Microfilm
Print Shop
Stores/Mail Room
Ret. & Insurance
Treasurer
Airport Authority
Art Museum
City Manager
C.P.O.
City Clerk
City Commission
Community Action
Com./Status of Women
Personnel
Public Affairs
Civil Rights & E.E.O.

Community Facilities

Building Services
Century II
Community Arts
Omnisphere
Credit Union
Emergency Com.
Engineering
Admin./Planning
Construction/Survey
Design
Fire Department
Grievance Office
Health Department
Housing/Econ. Dev.
Admin. & Finance
Central Inspection
Energy Resources
Industrial Development
Local Housing Authority
Law Department
Library
M.T.A.

**Municipal Court
Operations/Maint. Dept.**

Administration
Fleet Maintenance
Flood Control
Street Maint.
Traffic Maint.
Park Department
Forestry
Recreation
Planning Department
Empl./Training
Graphics
Job Teams
Police Department
Redev./Rehab. Dept.
Water Department
Accounting
Engineering
Filter Plant
Gas Utility
Mains & Services
Water Pol. Control

For: Lakin WS

For your information _____ For your comments _____

MESSAGE: Don't this a local, not a national?

Signed: [Signature] Date: 1/10/80

December 17, 1980

Grover E. McKee, Secretary/Treasurer
Innovare Development Corporation
2224 Columbine
Wichita, KS 67204

Dear Mr. McKee:

As per your verbal request, I will see that the Administrative Committee discusses a project on Seneca Street, north of 37th Street. As you are aware, there are a number of requests that come in relative to street projects; therefore, this is not a commitment that the project will be done in the near future, but it is a commitment that it will be discussed by the Administrative Committee. This is the first step in the process of initiating a project.

Should you need any additional information, please advise.

Sincerely,



Russell L. Brenner
Director of Administration

RLB:cg

cc → CIP Committee

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DEC 8 1980

METROPOLITAN PLANNING
ROUTE *mm*



WICHITA

AREA
CHAMBER
OF
COMMERCE

December 5, 1980

Mayor Robert G. Knight and
Members of the City Commission
City of Wichita
455 North Main
Wichita, KS 67202

Dear Mayor Knight and Commissioners:

The Wichita Area Chamber of Commerce is interested in the continued expansion of our economy and the availability of necessary facilities to accommodate continued expansion. We believe the construction of new and the improvement and maintenance of existing streets and highways are a vital part of our ability to continue a strong economy.

We have reviewed the recently completed East/West Traffic Flow Study and the 1980-1985 Capital Improvement Program and have developed a number of recommendations regarding future improvements. The recommendations include:


1. Improving Kellogg as the major east/west traffic route through the city including grade separations at critical intersections.
2. Channelizing key intersections throughout the city.
3. Reclassifying First and Second Streets as arterials for traffic carrying streets.
4. Improving railroad crossings.
5. Moving forward on the Northeast Circumferential.
6. Establishing a revolving fund for design activities.

Attached is a report discussing in detail these and other recommendations. Funding is a limitation on several of these projects. The Chamber is actively working for legislative changes in this area.

Mayor Robert G. Knight and
Members of the City Commission
December 5, 1980
Page 2

We look forward to the recommended improvements being planned with construction completed and would be pleased to work with the City of Wichita in order to accomplish the needed improvements.

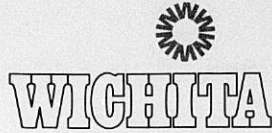
Sincerely,



Tom Dondlinger, Chairman
Streets, Highways and Public Transportation Committee

cc: Metropolitan Area Planning Commission
Traffic Commission
Ray Bruggeman
Gene Denton
Glen Dockery
Monroe Funk
Paul Graves
Robert Lakin
Bill McKinley
Bill Stockwell

December 5, 1980



AREA
CHAMBER
OF
COMMERCE

TO: City Commission
Metropolitan Area Planning Commission
Traffic Commission
Ray Bruggeman
Gene Denton
Glen Dockery

Monroe Funk
Paul Graves
Robert Lakin
Bill McKinley
Bill Stockwell

FROM: Tom Dondlinger, Chairman
Streets, Highways and Public Transportation Committee
Wichita Area Chamber of Commerce

COMMENTS REGARDING: (A) East-West Traffic Flow Study,
Dated September 9, 1980

(B) Capital Improvement Program (CIP),
City of Wichita, 1981-1985

ENCLOSURES: (1) East-West Traffic Flow Short Range and Long-Range
Recommendations, Attachments A & B to W. L. Stockwell Memo,
Dated November 3, 1980

(2) Wichita Area Chamber of Commerce Letter to the City Commission,
Dated September 5, 1980