

PROJECT OBJECTIVES

A Project Objective is a desired result; an outcome that meets specified needs or remedies a stated problem.

The following Project Objectives are provided as illustrative examples to guide in the development of project alternatives during the scoping and design stages. **The illustrative examples are for information and reference only and should be edited for use to address specific project needs.** They are not intended to be used verbatim.

A) BRIDGE

1. Restore the bridge condition rating to ____, or greater, for at least ____ years, using effective techniques to minimize the life cycle costs of maintenance and repair.
2. Restore bridge to a non-deficient condition by employing an effective method of repair which will maintain the bridge in a non-deficient condition for at least ____ years.
3. Eliminate the bridge's deficiencies by utilizing a cost effective method of repair to render the structure non-deficient over a service life of ____ years.
4. Eliminate the structure's deficiencies using a cost effective treatment to ensure an unposted structural condition for at least ____ years.
5. Repair the structure's deficiencies to assure it remains serviceable and to prevent premature posting or closure, pending its replacement within the next 5-year program period.
6. Improve the structural integrity of the bridge to a condition rating of ____ or greater, through the removal of identified deficiencies, to extend the bridge's service life and provide an enhanced functional condition.
7. Maintain bridge structural elements in a condition of good repair at a condition rating of at least ____, or greater, for ____ years, using cost effective maintenance treatments which provide low life cycle costs.
8. Develop a properly designed improvement based on design year traffic forecasts and current design standards, which provides adequate capacity over a design life of ____ years for the structure.

B) MOBILITY

1. Provide a properly scaled transportation improvement based on design year traffic forecasts and current design standards, which reduces or minimizes the hours of delay at LOS E and F in the movement of people and goods.
2. Mitigate link (or system) capacity/mobility deficiencies through the selective application of feasible, cost effective TSM, TDM, and/or transit/intermodal measures to improve highway operations and reduce, or minimize, vehicle hours of delay at LOS E and F conditions.
3. Improve overall traffic conditions using cost effective mobility measures to provide an acceptable level of service of _____, or better, for a design period of _____ years.
4. Mitigate expected degradation of capacity, level of service, and an increase in vehicle hours of delay (VHD) due to existing and proposed development through public/private and/or developer participation.
5. Provide efficient flow for all major traffic movements to reduce daily recurring vehicle hours of delay (VHD) by utilizing feasible, cost effective mobility techniques to improve highway operation.
6. Provide a properly scaled MP&T plan based on project area traffic volumes which insures adequate

mobility and local access to minimize the disruption of traffic flow during construction.

7. Improve intersection capacity and operations using properly scaled, cost effective improvements, based on design year traffic forecasts, to eliminate recurring daily vehicle hours of delay (VHD) at LOS E and F.
8. Reduce vehicle hours of delay created by non-recurring traffic congestion through the implementation of an incident management program.
9. Reduce vehicle hours of delay (VHD) at LOS E and F through the implementation of a TDM program to increase vehicle occupancy.

C) HIGHWAY

1. Improve existing highway design through the application of current design standards to improve identified non-standard features.
2. Address geometric deficiencies to improve traffic flow and facilitate traffic operations at a design travel speed of ____ MPH or an acceptable operating speed of ____ MPH, and at an acceptable level of service of ____.
3. Improve highway design features to maintain or restore adequate capacity and acceptable operational characteristics for the facility in the most cost effective manner.
4. Develop improvements using current design standards and practices to address prioritized needs, and to lower user and life cycle costs.
5. Develop improvements to highway features that address esthetic conditions and contribute to the visual enhancement of the transportation environment.

D) PAVEMENT

1. Correct identified pavement deficiencies that will extend the useful life of the pavement and maintain a structurally sound highway over a service life of ____ years, using cost effective pavement treatment strategies which provide low life cycle costs.
2. Apply effective pavement treatments to repair critical damage and reduce the likelihood of structural failures, to prevent the surface condition score from deteriorating to less than ____ over a service life of ____ years.
3. (Maintain) (restore) (improve) pavement condition to at least a surface condition of ____, or higher, using an effective pavement treatment which provides a service life of ____ years.
4. Restore or improve the riding characteristics and skid resistance of the pavement to a satisfactory condition of ____, using cost effective pavement treatments that provide acceptable user and life cycle costs.

E) SAFETY

1. Provide transportation improvements which reduce or eliminate the potential of vehicular conflict/accidents using cost effective accident reduction measures.
2. Reduce the accident rate at identified locations within the project limits using effective accident reduction measures.
3. Improve safety conditions at identified accident locations, reducing the accident rate, in a cost effective manner.

4. Improve geometric deficiencies which contribute to accidents at identified accident locations using effective accident reduction measures to improve operating conditions and safety.
5. Correct safety deficiencies using effective accident reduction measures so that accident reduction benefits equal or exceed project costs attributable to safety work.

F) SYSTEM

1. Improve existing facilities and services to provide a balanced transportation system which comprises identified feasible transportation modes to reduce vehicle hours of delay (VHD) .
2. Improve existing facilities and services using cost effective methods to eliminate the continual degradation of mainline level of service and provide an overall acceptable operating level of service of _____, for at least a _____ year design period.
3. Improve traffic flow using cost effective improvements to facilitate traffic operation at an acceptable operating speed of _____ and at an acceptable level of service of _____.
4. Accommodate desired or planned area development through properly scaled facility improvements funded by innovative cost sharing financing techniques.
5. Maintain or restore adequate capacity and operational characteristics for the facility that are compatible with planned current and long range transportation system improvements to address project area development and growth.
6. (Maintain) (restore) (improve) highway conditions to provide satisfactory access in a cost effective manner while considering user costs.
7. Improve geometric and operational deficiencies, and address vehicle height and weight restrictions to maximize the use of the existing facility, and avoid the premature investment in a new facility.
8. Provide cost effective improvements to the existing transportation facility which will mitigate adverse social, economic and environmental impacts; minimize adverse effects on historical and recreation sites; and which are acceptable to the community.

GUIDELINES FOR “RELATIONSHIP TO LONG RANGE PLAN” (LRP) SECTION

Goals: The 2025 Long Range Transportation Plan established a set of goals and objectives for the development of an integrated transportation system. It is desirable to quantify and track the achievement of these goals to insure that implementation of the plan is progressing. A set of performance measures is being developed and reviewed as a means of establishing progress in implementation.

The five (5) goals for transportation system development are:

1. Preservation of Existing Transportation Infrastructure (INFRASTRC)
2. Improve Regional Mobility and Accessibility (MOBILITY)
3. Support Existing and Future Economic Development Activities (ECODEV)
4. Improve the Quality of Life for Residents (QUAL-LIFE)
5. Improve Transportation and Land Use Coordination (LU-COORD)

The GOAL line could have any or all of the above as abbreviated in the parentheses following each.

The PERF. MEAS. stands for *Performance Measures* associated with each GOAL above and is still under development at this time. For the time being, any data/information related to the draft performance measures below may be entered in support of the specified goal. An estimate is desired on the bottom line (%) listing the percentage of overall project cost associated with that goal/performance measure combination. The cumulative percents should add to 100%.

1. INFRASTRC

- Improves Surface/Pavement Score
- Improves Bridge Score
- Decreases Network Maintenance Costs
- Reduces Average Fleet Age (transit vehicles)
- Addresses Service Life (transit facilities)

2. MOBILITY

- Minimizes Excess Travel Delays (auto)
- Improves Travel Times to Destinations (auto and transit)
- Addresses Environmental Justice: Low-Income and No-Car Households
- Increases the Percent of Population within X miles of a Transit Stop or Service
- Improves Bicycle Level of Service (BLOS)
- Addresses Sidewalk Continuity
- Reduces Vehicle Miles of Travel (VMT)
- Increases Average Vehicle Occupancy

3. ECODEV

- Reduces Overall Transportation Shipping Costs
- Improves Cross Border Connections and Movements
- Improves Access to Designated Development Locations
- Improves Access to Tourist Attractions

4. QUAL-LIFE

- Improves Regional Air Quality
- Reduces Energy Consumption
- Increases Exercise levels
- Improves Neighborhood Connectiveness
- Increases the Safety of Users
- Improves Community Aesthetics
- Implements Age-Sensitive Facilities and Services

5. LU-COORD

- Balances the Amount of Transportation Capacity Added to Designated Development Corridors
- Increases Population and Employment Density within Public Transportation Corridors
- Maintains Residential Density Consistent with Roadway Functional Classification
- Improves/Increases the Number of Inter-Municipal Collaborative Planning Efforts
- Improves/Increases the Number of Active Access Management Areas
- Addresses Urban Expansion Issues