

## **Revised – FY2017 Primary Extension Funding Program Application Process**

### ***Eligibility:***

1. Routes which are both locally maintained and have a primary route number (Routes with a number less than 600); AND,
2. Those routes which have a Combined Condition Index (CCI) of less than 60, as determined by VDOT or determined by the locality using the same contractor (Fugro-Roadware) and pavement assessment evaluation & rating process used by VDOT. The most recent CCI List for the municipality primary extension routes can be found in the file labeled 'Pavement Condition Data REVISED\_FY2017Primary Extension Program' at the following link:  
[http://www.virginiadot.org/business/local\\_assistance\\_division\\_funding\\_programs.asp](http://www.virginiadot.org/business/local_assistance_division_funding_programs.asp)
3. Applications can be submitted for any Primary Extension Segment with a CCI less than 60. However, a priority will be placed on Primary Extension Routes on the National Highway System (NHS). VDOT has included a column labeled 'NHS' on the 'Pavement Condition Data – REVISED – FY2017Primary Primary Extension Program spreadsheet that will have NHS in this column if the segment is on the NHS system and will receive additional points.
4. VDOT collected data for many primary extension segments during the summer 2015. Since VDOT did not collect 2015 pavement condition data for every primary extension segment, VDOT has applied a predicted FY2017 CCI index value to the pavement data to account for degradation in the pavement for those segments that VDOT did not collect in 2015. ***Additional information on the CCI –Predicted Values:***
  - The pavement data was collected from the later part of 2012 to the earlier part of 2013.
  - The prediction models developed for VDOT-maintained roads were adopted and applied to the municipality primary arterials to predict the condition for 2015.
  - Separate prediction models are applied for asphalt-surfaced (ACP), jointed concrete (JRCP), and continuously reinforced concrete (CRCP) pavements with separate models for various indices. The indices predicted are LDR, NDR, CDR, CPR, and SDR from which CCI is derived.
  - The predicted values are based on normal deterioration of pavements under average conditions with no maintenance. There could be individual pavements that could be deteriorating either faster or slower because of specific traffic, environmental, utility work or other conditions. No maintenance means that no crack sealing, patching, new surface, or any other maintenance is applied to pavements. These types of maintenance would improve the pavement conditions, and the predicted values do not reflect that.

- VDOT has included a column labeled 'Data Collection Year' on the 'Pavement Condition Data– REVISED – FY2017 Primary Extension Program spreadsheet which indicates whether the data is from 2015 collection cycle, or predicted from 2013 data collection.

**Background:**

Virginia Code section 33.2-358 (C) authorizes the set-aside of up to \$500,000,000 to provide for certain transportation purposes. Of that amount 25% is set aside for the reconstruction of interstate, primary, and primary extension routes which have a combined condition index of less than 60. Primary extensions represent approximately 14% of the total lane miles for this set aside.

Each year, 14% of the allocations will be made available for reconstruction and rehabilitation projects on primary extensions, using a competitive application process.

**Application (NOTE: Revised scoring):**

Each locality with qualifying routes may apply for available funds annually using the application found on the VDOT Local Assistance Division website.

Each locality will be required to submit separate application for each identified project. Each locality may only apply for up to \$1,000,000 (for all projects) each year.

Scoring will be on a statewide competitive basis using the following criteria: up to 45 points will be provided dependent on the route segment's highest predicted Combined Condition Index; an additional 10 points will be awarded to the route segments on the National Highway System (NHS); up to 30 points will be provided based on the route's lowest AADT; an additional 15 points will be awarded to those localities who have expended at least 25% of their maintenance payment allocations on pavements in their localities over Fiscal Years 13, 14 and 15 as reflected in the locality's Weldon Cooper Center Financial Survey (**Please note that the FY15 Survey Data is due to the Weldon Cooper Center by March 15, 2016 as shown at the following:** <http://www.coopercenter.org/econ/highway-finance-survey-information> )

Localities will be required to complete a "Maintenance of Effort" certification as part of their application. This certification will be used to ensure that the additional funding will supplement planned expenditures for pavement maintenance, and will not reduce the localities' current and future efforts to ensure adequate pavement conditions.

Allocations will be ranked statewide and available allocations will be awarded in the order of ranked priority. The intent is to fully fund projects up to the \$1,000,000 maximum per locality (there will be no proration of allocations). All projects which receive funding must be

advertised within six months of the award or be subject to deallocation. State of Good Repair Funding will be allocated by District and distributed after the Primary Extension Funding. There is a possibility that any projects selected for funding through the State of Good Repair Program will need to meet all federal requirements.

A VDOT-Local Government Project Administration agreement will be necessary.

***FY 17 REVISED Schedule:***

Applications due to VDOT District Contact .....	March 25, 2016
Applications due to VDOT Local Assistance Division .....	April 1 2016
Tentative selections presented to CTB .....	May 17/18, 2016
CTB approval/allocation.....	June 14/15, 2016
Project award.....	June 14/15, 2016
Project Administration Agreement to Locality (District) .....	July 22, 2016
All projects advertised (no later than) .....	December 22, 2016

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**American Disabilities Act Requirements for Resurfacing Projects**

Localities are reminded that, pursuant to federal laws, certain maintenance activities trigger compliance with Americans with Disabilities Act (ADA). We anticipate that most projects funded through this process will meet the minimum threshold for ADA compliance and your project estimates should include the need to comply with these requirements. For further information regarding maintenance activities and ADA compliance, please see the joint Department of Justice/Department of Transportation Joint Technical Assistance memorandum located at <http://www.ada.gov/doj-fhwa-ta.htm> and the Federal Highway Administration’s *Federal Aid Essentials* module entitled *ADA Requirements for Resurfacing Projects* at <http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm?id=107> .

**REVISED - Primary Extension Application Scoring Values**

<b><i>Traffic Volume – AADT for Primary Extensions</i></b>	
<b>Rounded #'s</b>	<b>Points</b>
<b>&gt;=32,000</b>	<b>30</b>
<b>&lt;32,000-&gt;=25,000</b>	<b>25</b>
<b>&lt;25,000 -&gt;=15,000</b>	<b>20</b>
<b>&lt;15,000 -&gt;=9,000</b>	<b>15</b>
<b>&lt;9,000</b>	<b>10</b>

<b>National Highway System (NHS)</b>	
<b>System</b>	<b>Points</b>
Non-NHS	0
NHS	10

<b>CCI or Predicted CCI for Road Segments*</b>	
<b>CCI or Predicted CCI</b>	<b>Points</b>
60	0
59	0.9
58	1.8
57	2.7
56	3.6
55	4.5
54	5.4
53	6.3
52	7.2
51	8.1
50	9.0
49	9.9
48	10.8
47	11.7
46	12.6
45	13.5
44	14.4
43	15.3
42	16.2
41	17.1
40	18.0
39	18.9
38	19.8
37	20.7
36	21.6
35	22.5
34	23.4
33	24.3
32	25.2

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31	26.1
30	27.0
29	27.9
28	28.8
27	29.7
26	30.6
25	31.5
24	32.4
23	33.3
22	34.2
21	35.1
20	36.0
19	36.9
18	37.8
17	38.7
16	39.6
15	40.5
14	41.4
13	42.3
12	43.2
11	44.1
<=10	45.0