

INFRASTRUCTURE AND TRANSPORTATION RATING METHODOLOGY

INFRASTRUCTURE

Sewer	A	≥ 8" main located adjacent to or stubbed to site or within ~200ft of site. No downstream pipe/treatment capacity issues.
	B	≥ 6-8" main located within ~ 1000ft, with no downstream deficiencies. Possible pump station needed.
	C	No nearby pipe and/or significant lift station and force main needed. Downstream deficiencies may be present.
Water	A	≥ 12" main adjacent or within ~200ft, preferred loop system existing. No low-pressure issues.
	B	≥ 8" adjacent, or ≥ 12" main within ~ 1000ft. No pump station or pressure/treatment deficiencies.
	C	No nearby pipe and/or system deficiencies present.
Storm	A	≥ 12" public main adjacent or within ~200ft, or ability to discharge to managed surface waters. No capacity issues.
	B	≥ 12" main within ~ 500ft; possible outfall to nearby regulated surface channel or wetland.
	C	No adjacent public storm or no available discharge point to surface water.

TRANSPORTATION

Surrounding System Quality	A	Local Access and Transportation System Mobility are Good
	B	Local Access is Good and Transportation System Mobility is Poor -OR- Local Access is Poor and Transportation System Mobility is Good
	C	Local Access and Transportation System Mobility are Poor
<p>Defined by 2 metrics: <i>Local Access</i> – Defined as the immediate (proximate) transportation system. Factors to consider: Direct roadway connection to the transportation system Extent of frontage and offsite improvements necessary to connect to the proximate transportation system Values: Good – Property has direct connection and no offsite improvements are necessary. Poor – Property does not have a direct connection and/or significant improvements are necessary to gain local access.</p> <p><i>Transportation System Mobility</i> – Defined as the mobility on the existing freight transportation system. This includes mobility on the adjacent higher-order roadways and intersections. This does not include mobility on the mainline interstate highways as it is assumed all motor vehicle freight generally has to traverse these roadways and is not critical to individual property valuation. Values: Good – Mobility of adjacent system has a PM peak hour v/c ratio ≤ 0.99 (an approximate LOS F or better). Poor – Mobility of adjacent system has a PM peak hour v/c ratio > 0.99 (an approximate LOS F or worse).</p>		
Access to Interstate Highway	A	< 1.0 Miles to Interstate Highway
	B	1.0 - 5.0 Miles to Interstate Highway
	C	> 5.0 Miles to Interstate Highway
Access to Freight Route (Roadway)	A	< 0.5 Miles to Freight Route
	B	0.5 - 2.0 Miles to Freight Route
	C	> 2.0 Miles to Freight Route
Access to Freight System (All Modes)	A	Reasonable Access to 3 Freight Modes
	B	Reasonable Access to 2 Freight Modes
	C	Reasonable Access to 1 Freight Modes

