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CHAPTER 4: ARTERIALS

1. OVERVIEW

For funding purposes, the Other Arterials Highway Program involves construction and improvement projects on state roadways, which are not on the Strategic Intermodal System (SIS). Projects in the Other Arterials Highway Program add capacity, improve highway geometry, provide grade separations, and improve turning movements through signalization improvements and storage capacity within turn lanes. Discretionary capacity funds allocated to the Districts are used for the Other Arterials Highway Program.

A key element of the Department's Investment Policy (see **Part II-Chapter 1** of these Instructions) is increasing the Department's emphasis on regional travel. Projects on regionally-significant facilities should have a higher priority for state funding than facilities that primarily serve local travel. It is expected that Districts, Metropolitan Planning Organizations (MPOs) and local government partners will also place high priority on some projects that, while not on regionally-significant facilities, represent sound business decisions.

In the development of the District Work Program and use of funds allocated to the Districts, the Districts shall give priority to regionally-significant facilities when programming project priorities identified by Metropolitan Planning Organizations or counties in areas not represented by MPOs. In determining those facilities that are regionally significant, the following guidance shall be used (this would include both SIS and Other Arterial Projects):

A. Regionally Significant Transportation Facilities

Regionally Significant Transportation Facilities include:

- Regional transportation corridors such as highway, waterway, rail, and regional transit corridors serving major regional commercial, industrial, or medical facilities.
- Regional transportation hubs such as passenger terminals (e.g., commuter rail, light rail, intercity transit, intermodal transfer centers, etc.), commercial service and major reliever airports, deepwater and special generator seaports, and major regional freight terminals and distribution centers.

All facilities on the SIS and Emerging SIS are regionally significant. Other regionally significant facilities serve as an integral part of an interconnected regional network and exhibit one or more of the following characteristics:

- 1) The facility connects to the Strategic Intermodal System, including Emerging SIS facilities;
- 2) The facility crosses county boundaries and planned capacity improvements require the coordination of jurisdictions in multiple counties;
- 3) The facility serves as a hurricane evacuation route that traverses more than one county;
- 4) The facility or service is used by a significant number of people who live or work outside the county in which the facility or service is located;
- 5) The facility or service is a fixed guideway transit facility that offers a significant alternative to regional highway travel;
- 6) The facility has logical termini that connect to the SIS or Emerging SIS, or to a regionally significant facility within the region or in an adjacent region; or
- 7) The facility is on the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET), or is a Connector between a military installation and the

STRAHNET or STRACNET, as designated by the U.S. Department of Defense and the Federal Highway Administration.

Nothing contained in this guidance should be construed to automatically result in a determination that a roadway is regionally significant simply because it is a component of the state highway system. The Districts shall give full consideration to regionally-significant transportation facilities identified in a regional long-range transportation plan adopted by two or more contiguous MPOs.

2. PROGRAMMING GUIDELINES

To program a project in the Other Arterial Highway Program refer to Appendix E (Program Plan/Work Program/Budget Crosswalk), section 1. B. (Other Arterials) for acceptable system/phase/fund combinations.