

Mid-Ohio Regional Planning Commission  
2008 -2030 CapitalWays Transportation Plan  
Project Evaluation Report

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## Chapter I. Introduction

The development of the 2008-2030 CapitalWays Transportation Plan is a collaborative effort of all the jurisdictions within the MORPC MPO planning area. The projects and strategies included in the Transportation Plan represent the consensus of these jurisdictions as to the transportation system investments that are to take place through the year 2030 with the federal, state, local, private and other financial resources reasonably expected to be available within the planning area.

The Congestion Management Process (CMP) is the umbrella framework for all of the different ways to identify and evaluate future motorized travel needs. This includes maintaining the regional travel model to prepare motorized traffic and transit forecasts and report on region-wide travel statistics. It also includes reviewing the results of planning activities undertaken by local communities and ODOT. This includes local comprehensive and thoroughfare plans and the state's long range plan. Another part of the CMP is special corridor or area studies that look in more detail at particular travel problems and identify, evaluate and recommend transportation projects. A list of the major local and special studies reviewed to identify roadway projects is provided below.

- Dublin Community Plan (2007)
- ODOT I-270 South Outerbelt Study (2007)
- City of Gahanna Thoroughfare Plan (draft Oct '06)
- Hilliard Thoroughfare plan (2001)
- Rickenbacker Area Road Network Assessment (2006)
- Pickerington Ponds Traffic Study 1999
- I-270/US 33 Northwest Freeway Study (2006)
- SFY 2008-2011 TIP (2007)
- City of Delaware thoroughfare plan update (2004)
- Northwest Franklin Co. Traffic Study (2003)
- Various Community Capital Improvement Programs
- New Albany Strategic Plan (2001)
- Grove City Thoroughfare Plan map (2003)
- Madison Township Comprehensive Plan (1999)
- Columbus Emerging Facility Needs (SE area) (2004)
- Pickerington Comprehensive Plan (2005)
- Violet Township Land Use and Transportation Plan (2005)
- Canal Winchester Transportation Thoroughfare Plan (2005)
- ODOT Jobs and Progress Plan (2003)
- Groveport Thoroughfare Plan (1999)
- North Westerville Plan (2000)
- Fairfield County Development Strategy and Land Use Plan (2002)
- Hilliard Comprehensive Economic Master Plan (2002)
- Candidate Projects from Previous Transportation Plans
- Delaware City/County 2001 Thoroughfare Plan
- Columbus Thoroughfare Plan (2000)
- I-270 North Outerbelt Study (1996)
- Various City of Columbus Area Plans
- Congestion Management Process Status of the System Report (2008)
- COTA Long Range Plan

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- Transit North Corridor DEIS
- I-70 Corridor Major Investment Study (1995)
- I-71 Major Investment Study (1998)
- US 33 Major Investment Study (2002)
- I-70/I-71 South Innerbelt Study (2007)
- Far East Freeway Study (2007)

Through the identification process, approximately 600 projects were identified as candidate projects for the *CapitalWays Transportation Plan*. MORPC's transportation planning area was divided into nine sub areas to show all the 600 projects, Appendix A shows these nine maps.

The remainder of this report provides the adopted project selection process (Chapter II) and the project evaluation criteria (chapter III) component of the selection process. Chapter IV then describes the project specific information obtain for each project including the source(s) of the project, the evaluation data and the data used to estimate the project costs.

## **Chapter II. Process for Selecting Projects for Inclusion in the 2008-2030 Transportation Plan**

The cost of all the transportation system improvements that have been identified as candidate projects to be included in the Transportation Plan exceeds the amount of financial resources reasonably expected to be available. Therefore, the following project/strategy selection process was adopted via Resolution T-24-07 and was used to determine the consensus compilation of projects and strategies to include in the Transportation Plan.

### **1. Projects in the 08-11 Transportation Improvement Program or Local CIP's**

All projects or strategies that have funding committed to them as represented in the 08-11 TIP or in local communities Capital Improvement Program will be included. These specific funding commitments confirm the support of the project by the local jurisdiction and the near-term nature of the TIP and CIP confirm that these projects or strategies are actively being advanced to completion. All significant ODOT projects are included in the TIP.

### **2. Evaluation Criteria**

During the development of the Transportation Plan, a Vision, Goals and Objectives were established for the region's transportation system. Measures are then developed to attempt to capture the merits of individual projects relative to the Transportation Plan goals including relative weights. Each project and strategy not already included as a result of #1 above will be evaluated based on these measures and scored to provide an indication as to which projects/strategies best fulfill the established goals. See additional detail in chapter III.

### **3. Matching of Project Types to Appropriate Available Funding**

The forecasts of funds reasonably expected to be available through year 2030 are established for each of the various federal, state, local, private and other funding sources used to fund transportation system improvements. The different funding sources generally are used for different project types. Each project or strategy will be matched to the appropriate funding source(s). In aggregate, the compilation of project types and strategies in the Transportation Plan must align with the funding available to fund those types of projects and strategies.

### **4. Expected Ranking for TRAC**

Certain project types are eligible for ODOT TRAC funding. For these projects, a likely ranking based on current TRAC criteria will be prepared. This ranking will likely be different than the ranking determined by #2 above because of the different measures used for each process. Projects which rank higher in the TRAC process may compete more favorably in the statewide TRAC selection process.

### **5. Relation to Safety Planning**

Improving the safety of the transportation system is an emphasis area for everyone. The safety plan identifies locations for which modifications are needed to reduce crashes. Some of these locations may not currently have funding commitments or provide some of the other qualities to score well in #2 or #4 explained above. Also, there may be a safety strategy that addresses a non-location specific problem.

### **6. Relation to the Other Modes**

- Bikeway Planning
- Pedestrian Planning
- Transit Planning

**7. Relation to Security Needs**

Likewise as in #5 and #6 (explained above) there could be other critical projects or strategies with regard to security that need to be part of the Transportation Plan.

**8. Public Input and Other Considerations**

Although the above are attempts to capture the major considerations in selecting projects, there are always special considerations that need to be addressed either as an area wide strategy or with regard to a particular project. These could include the needs of special populations, environmental considerations and development and economic impacts. Additionally, public input always plays a role in determining the final Transportation Plan. Throughout the Transportation Plan development process there are numerous opportunities for the public to guide the development of the plan and provide input on specific elements of it. The compilation of projects and strategies in the Transportation Plan could also include items as a result of strong public input and other considerations.

**Chapter III. Transportation Plan Project and Strategy Evaluation Criteria**

The project and strategy evaluation criteria attempt to score each project or strategy relative to the established Transportation Plan Goals. The measures were developed to capture the qualities outlined by each goal and its objectives. Because a single measure cannot capture all of the qualities characterized by each goal, there were several measures developed for each goal. These were presented at a workshop for CAC, TAC and the Policy Committee in August 2007. During the workshop, a process was conducted to solicit feedback from the attendees on the relative importance of the three goals established previously for the Transportation Plan and of the criteria identified to measure the impact of projects and strategies related to each goal. This feedback was then used to calculate weights for each goal and for each criterion measure within each goal.

Follow-up presentations were provided to the CAC, TAC and Policy Committee meetings in September 2007 and October 2007 including an interactive web survey to solicit additional feedback into the calculation of the weights from committee members. Based on this feedback the following table provides the measures and weights to be used for evaluation criteria. Each measure is scored on a scale of 0 to 10. The scales for most of the measures are continuous based on the value of the measure. Some are qualitatively categorized into a few point categories from 0-10. The measure score from 0-10 is multiplied by the weight and summed to determine the total score for the project or strategy.

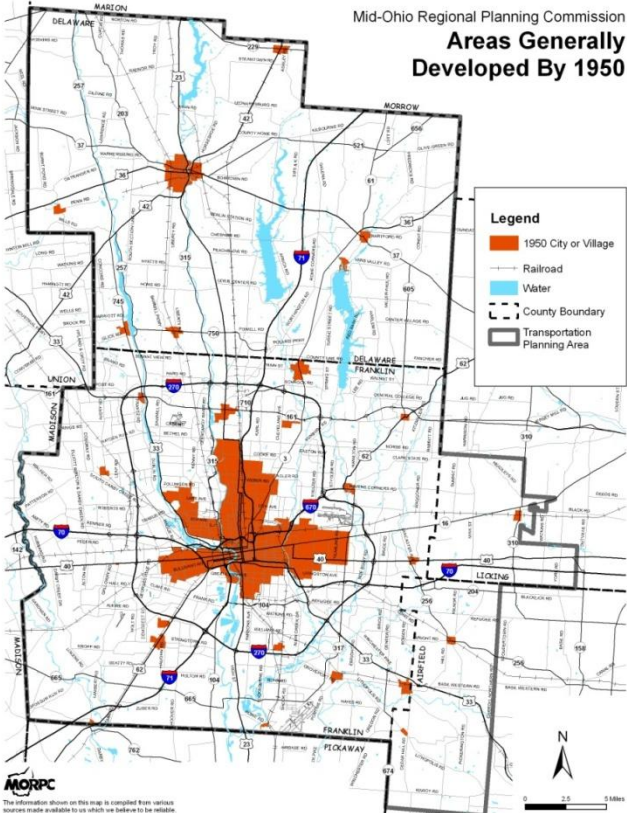
Transportation Plan Goal	Factor/Measure of Effectiveness	Weight	Maximum Goal Points
Goal I: Transportation Efficiency	Average 2030 peak travel delay reduction per person	1	320
	Improvement in 2030 LOS (corridor relief)	2	
	Improvement in 2015 LOS (corridor relief)	8	
	Safety measure	5	
	Physical condition of facility (system preservation)	5	
	Efficiency improvement, TSM	7	
	Maintaining aging infrastructure	2	
	Truck %		
Goal II: Multi Modal	Pedestrian connections	5	230
	Bicycle connections	3	
	TDM measure	9	
	Service to an intermodal facility	6	
Goal III: Quality	Degree of displacement	4	450
	EJ or transportation disadvantaged	4	
	Impact on sensitive land	6	
	Reduction VOC and NOx (air quality impact)	10	
	Fuel consumption reduction	10	
	Storm water increase	5	
	Non-Retail Jobs Served	6	
		Total	1000

Table 1 : Goal I -Transportation Efficiency

Measure of Effectiveness , Factor	Explanation	Scale Points
<p><b>1A</b> - Average 2030 peak travel delay reduction per person</p>	<p>Measured as the average travel time reduction percentage per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project.</p> <p>Provided by Congestion Management Process Model</p>	<p>Points Reduction (min)</p> <p>10 &gt; 2.50            9 &gt; 2.25            8 &gt; 2.00            7 &gt; 1.75            6 &gt; 1.50            5 &gt; 1.25            4 &gt; 1.00            3 &gt; 0.75            2 &gt; 0.50            1 &gt; 0.25            0 &lt;= 0.25</p>
<p><b>1B</b> - Improvement in 2030 LOS (corridor relief)</p>	<p>The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved. Measured by the reduction of the percentage of VMT within 1 mile of the project that experiences LOS E or worse.</p> <p>Provided by Congestion Management Process Model</p>	<p>% E &amp; F</p> <p>Points Reduced</p> <p>10 &gt; 20%            9 &gt; 18%            8 &gt; 16%            7 &gt; 14%            6 &gt; 12%            5 &gt; 10%            4 &gt; 8%            3 &gt; 6%            2 &gt; 4%            1 &gt; 2%            0 &lt;= 2%</p>
<p><b>1C</b> - Improvement in 2015 LOS (corridor relief)</p>	<p>Same as above except for nearer term to address more existing or near term expected congestion as opposed to just the long term congestion.</p>	<p>Same as above</p>

<p><b>1D - Safety measure</b></p>	<p>One of the following 3-year crash statistics related to the project that gives the highest points.</p> <p><u>Crash Ranges:</u></p> <p>1. Crash frequency for intersections, and crash frequency per mile for segments;                  2. Crash rate: number of crashes per million entering vehicles for intersections, and number of crashes per million vehicle miles traveled for segments;                  3. Severity index (SI): the average severity per crash, where fatal and injury accidents are considered more severe than PDO accidents (by given more weights).</p> <p><i>Crash Data from most recent MORPC cleaned dataset</i></p>				
	Points	Crash Frequency (for Intersections only)	Crash Density (for Segments only)	Crash Rate	Severity Index
	10	>= 50	>= 100	>= 5	> 2.00
	9	46 - 50	90 - 99	4.5 - 4.99	1.91 - 2.00
	8	41 - 45	80 - 89	4.0 - 4.49	1.81 - 1.90
	7	36 - 40	70 - 79	3.5 - 3.99	1.71 - 1.80
	6	31 - 35	60 - 69	3.0 - 3.49	1.61 - 1.70
	5	26 - 30	50 - 59	2.5 - 2.99	1.51 - 1.60
	4	21 - 25	40 - 49	2.0 - 2.49	1.41 - 1.50
	3	16 - 20	30 - 39	1.5 - 1.99	1.31 - 1.40
	2	11 - 15	20 - 29	1.0 - 1.49	1.21 - 1.30
1	6 - 10	10 - 19	0.5 - 0.99	1.1 - 1.20	

<p><b>1E - Physical condition of facility (system preservation)</b></p>	<p>The existing physical condition of the transportation system, which would be expected to be improved by the project. Two rating systems below are adopted to capture the physical conditions:</p> <ul style="list-style-type: none"> <li>• Pavement Rating: Use pavement condition ratings (PCR)</li> <li>• Bridge Rating: Use Bridge Sufficiency Rating</li> </ul> <p>The final point would be the higher point from the above two ratings.</p> <p><i>Based on most recent comprehensive dataset from ODOT for collector and above roadways. No points for new roads.</i></p>	<p>Points PCR</p> <p>10 &lt;40 Very Poor                  8 40-55 Poor                  6 56-64 Fair-Poor                  4 65-74 Fair                  2 75-89 Good                  0 90-100 Very Good</p>
		<p>Points Bridge Suff.</p> <p>10 &lt; 50                  5 50.1 - 80                  0 80.1 - 100</p>

<p><b>1F - Efficiency Improvement, TSM</b></p>	<p>Projects or programs primarily designed to help reduce traffic congestion by increasing the efficiency of existing transportation systems without the addition of through travel lanes. A list of examples is given below but not limited to</p> <ul style="list-style-type: none"> <li>• Ramp metering</li> <li>• Auxiliary lanes</li> <li>• Eliminating on-street parking</li> <li>• Improving connectivity</li> <li>• Computerized signalization</li> <li>• Intelligent transportation systems</li> <li>• Access management</li> <li>• High-occupancy vehicle lanes</li> <li>• Isolated grade separations or other bottleneck removal (not part of larger capacity-expansion project)</li> <li>• Signage and lighting</li> <li>• Acceleration/deceleration lanes and ramps</li> </ul> <p><i>MORPC Staff Determination</i></p>	<p>Points                  10 Exclusively TSM                  0 Otherwise</p>
<p><b>1G - Maintaining Aging Infrastructure</b></p>	<p>Is at least part of the project located in the identified area generally developed prior to 1950 (see map)</p> 	<p>Points                  10 Yes                  0 No</p>

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<b>1H - Truck %</b>	Percentage of existing heavy truck traffic. (ODOT Type B and C Commercial)  <i>ODOT TSR data or readily available counts. No points for new roads.</i>	Points	%
		10	> 20%
		9	> 18%
		8	> 16%
		7	> 14%
		6	> 12%
		5	> 10%
		4	> 8%
		3	> 6%
		2	> 4%
		1	> 2%
0	<= 2%		

Table 2: Goal II - Multi Modal

Measure of Effectiveness, Factor	Explanation	Points
<p><b>2A - Pedestrian Connections</b></p>	<p>Project is along a facility which does not have adequate sidewalks and the project is expected to include them. Upgrades to roads with existing sidewalks would not receive points even if they would continue to include sidewalks with the improvement. New roads that are expected to include sidewalks (non-freeways) would receive 10 points.</p> <p>If the project is along a transit route, double the received points up to 10.</p> <p><i>Information based on MORPC inventory of sidewalks along collector and above road ways.</i></p>	<p>Points</p> <p>10-new or 80% of length non existent today              8-60% non existent today              6-40% non existent today              4-20% non existent today              2-small gaps in existing sidewalks              0-sidewalks currently exist along entire length</p>
<p><b>2B - Bicycle Connections</b></p>	<p>Project is close to a committed or proposed bikeway on the regional bikeway plan and the project is expected to fulfill the bikeway facility envisioned for the corridor.</p> <p>The percentages for the points only count for committed or proposed bikeways not for projects near existing bikeways.</p> <p>If the project is along a transit route, double the received points up to 10.</p> <p><i>Information based on overlay of the bikeway plan to the project limits.</i></p>	<p>Points</p> <p>10-75% of project is with ¼ mile of a regional connector              8 points-75% of project is within ¼ mile of regional connector or short connector              6-50% of project is with ¼ mile of a regional connector              4 points-50% of project is within ¼ mile of regional connector or short connector              2 points – 50% of project is within ¼ mile of any listed bikeway              0-otherwise</p>

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<p><b>2C - TDM Measure</b></p>	<p>Projects or programs primarily designed to reduce or redistribute the demand for transportation, especially for single-occupant vehicle travel during peak commute periods. A list of examples is given below but not limited to:</p> <ul style="list-style-type: none"> <li>• Cycling improvements</li> <li>• Transit improvements</li> <li>• Pedestrian improvements</li> <li>• Ride-sharing programs</li> <li>• Traffic calming</li> <li>• High-occupancy vehicle lanes</li> <li>• Congestion pricing</li> <li>• Road space reallocation</li> </ul> <p><i>MORPC Staff Determination</i></p>	<p>Points 10 TDM 0 Otherwise</p>																						
<p><b>2D - Service to an intermodal facility</b></p>	<p>The project has a high percentage of 2030 traffic going to any of the intermodal transfer points listed below (traffic can be either freight or passenger):</p> <ul style="list-style-type: none"> <li>• Rickenbacker Airport/Railroad</li> <li>• Buckeye Yard</li> <li>• Watkins Rd. Yard</li> <li>• Parsons Yard</li> <li>• Port Columbus</li> <li>• Intercity (Greyhound) bus station</li> <li>• COTA park and ride lots (26)</li> <li>• COTA transit centers (Linden, Easton, Near East)</li> </ul> <p>Projects that would improve these transfer points or create new intermodal facilities will receive 10 points.</p> <p><i>Provided by Congestion Management Process Model</i></p>	<p>Points</p> <table style="border: none;"> <tr><td>10</td><td>&gt; 20%</td></tr> <tr><td>9</td><td>&gt; 18%</td></tr> <tr><td>8</td><td>&gt; 16%</td></tr> <tr><td>7</td><td>&gt; 14%</td></tr> <tr><td>6</td><td>&gt; 12%</td></tr> <tr><td>5</td><td>&gt; 10%</td></tr> <tr><td>4</td><td>&gt; 8%</td></tr> <tr><td>3</td><td>&gt; 6%</td></tr> <tr><td>2</td><td>&gt; 4%</td></tr> <tr><td>1</td><td>&gt; 2%</td></tr> <tr><td>0</td><td>&lt;= 2%</td></tr> </table>	10	> 20%	9	> 18%	8	> 16%	7	> 14%	6	> 12%	5	> 10%	4	> 8%	3	> 6%	2	> 4%	1	> 2%	0	<= 2%
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Table 3: Goal III – Quality of Life

Measure of Effectiveness, Factor	Explanation	Points
3A - Degree of displacement	Businesses and residences displaced by the project.  <i>MORPC Staff Determination</i>	Points 10 None 9 Low 5 Moderate 0 High
3B - EJ or Transportation Disadvantaged	To what extent does the project serve environmental Justice target populations: Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage. Points determined for each with the final score would then be the highest value.  <i>Provided by Congestion Management Process Model</i>	% relative to Regional Avg Points 10 >200 % 9 >180 % 8 >160% 7 >140% 6 >120% 5 >100% 4 > 80% 3 > 60% 2 > 40 % 1 > 20%
3C - Impact on sensitive land	Subjective evaluation of the effects of the project on sensitive land or ecological systems including, but not limited to historical or archaeological sites, wetlands, parks, and schools.  Information based on overlay of environmental inventory to the project limits  <i>MORPC Staff Determination</i>	Points  Scale of 1 to 10 based on number of sensitive land the project is near
3D - Reduction VOC and NOx (Air quality impact)	Daily tons-per-day reduction in VOC, NOx and PM2.5. Changes in all three pollutants are individually estimated and scored, and then the final composite score would be the sum of the three scores divided by 3.  <i>Provided by Congestion Management Process Model</i>	Points VOC/NOX PM 10 >= +0.10 +0.005 9 >= +0.08 +0.004 8 >= +0.06 +0.003 7 >= +0.04 +0.002 6 >= +0.02 +0.001 5 b/w ±0.02 ±0.001 4 <= -0.02 -0.001 3 <= -0.04 -0.002 2 >= -0.06 -0.003 1 >= -0.08 -0.004 0 <= -0.10 -0.005

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<p><b>3E - Fuel Consumption Reduction</b></p>	<p>This is a quantitative measure of the daily reduction in fuel consumption on a regional basis.</p> <p><i>Provided by Congestion Management System</i></p>	<table border="0"> <tr> <td>Points</td> <td>Fuel reduction (gallons/day)</td> </tr> <tr> <td>10</td> <td>&gt; 5000</td> </tr> <tr> <td>9</td> <td>&gt; 4500</td> </tr> <tr> <td>8</td> <td>&gt; 4000</td> </tr> <tr> <td>7</td> <td>&gt; 3500</td> </tr> <tr> <td>6</td> <td>&gt; 3000</td> </tr> <tr> <td>5</td> <td>&gt; 2500</td> </tr> <tr> <td>4</td> <td>&gt; 2000</td> </tr> <tr> <td>3</td> <td>&gt; 1500</td> </tr> <tr> <td>2</td> <td>&gt; 1000</td> </tr> <tr> <td>1</td> <td>&gt; 500</td> </tr> <tr> <td>0</td> <td>&lt;= 500</td> </tr> </table>	Points	Fuel reduction (gallons/day)	10	> 5000	9	> 4500	8	> 4000	7	> 3500	6	> 3000	5	> 2500	4	> 2000	3	> 1500	2	> 1000	1	> 500	0	<= 500
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<p><b>3F - Storm Water Increase</b></p>	<p>Increase in impervious surface</p> <p><i>Calculated based on project type</i></p>	<table border="0"> <tr> <td>Points</td> <td>Acres</td> </tr> <tr> <td>10</td> <td>&lt;= 2</td> </tr> <tr> <td>9</td> <td>&lt;= 4</td> </tr> <tr> <td>8</td> <td>&lt;= 6</td> </tr> <tr> <td>7</td> <td>&lt;= 8</td> </tr> <tr> <td>6</td> <td>&lt;= 10</td> </tr> <tr> <td>5</td> <td>&lt;= 12</td> </tr> <tr> <td>4</td> <td>&lt;= 14</td> </tr> <tr> <td>3</td> <td>&lt;= 16</td> </tr> <tr> <td>2</td> <td>&lt;= 18</td> </tr> <tr> <td>1</td> <td>&lt;= 20</td> </tr> <tr> <td>0</td> <td>&gt; 20</td> </tr> </table>	Points	Acres	10	<= 2	9	<= 4	8	<= 6	7	<= 8	6	<= 10	5	<= 12	4	<= 14	3	<= 16	2	<= 18	1	<= 20	0	> 20
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<p><b>3G - Non-Retail Jobs Served</b></p>	<p>Total number of non-retail jobs in 2030 within 1 mile of project/strategy. Only jobs within the Regional Connections identified areas are counted.</p> <p><i>Provided by Congestion Management Process Model</i></p>	<table border="0"> <tr> <td>Points</td> <td>Jobs</td> </tr> <tr> <td>10</td> <td>&gt; 25,000</td> </tr> <tr> <td>9</td> <td>&gt; 22,500</td> </tr> <tr> <td>8</td> <td>&gt; 20,000</td> </tr> <tr> <td>7</td> <td>&gt; 17,500</td> </tr> <tr> <td>6</td> <td>&gt; 15,000</td> </tr> <tr> <td>5</td> <td>&gt; 12,500</td> </tr> <tr> <td>4</td> <td>&gt; 10,000</td> </tr> <tr> <td>3</td> <td>&gt; 7,500</td> </tr> <tr> <td>2</td> <td>&gt; 5,000</td> </tr> <tr> <td>1</td> <td>&gt; 2,500</td> </tr> <tr> <td>0</td> <td>&lt;= 2,500</td> </tr> </table>	Points	Jobs	10	> 25,000	9	> 22,500	8	> 20,000	7	> 17,500	6	> 15,000	5	> 12,500	4	> 10,000	3	> 7,500	2	> 5,000	1	> 2,500	0	<= 2,500
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## Chapter IV. Detailed Project Information

Comprehensive information for each of the approximately 600 candidate projects was compiled. This included data necessary to score the projects with the evaluation criteria and to estimate the project costs. Appendix B provides this information as a one page summary for each project that was subject to the evaluation criteria. Appendix C lists these evaluated projects by the descending order of their score. Many projects are already in active development and are included in the Transportation Improvement Program and are included in the Transportation Plan as a result of selection process item #1 as discussed in chapter II. All of the detailed information for these projects were not compiled and are not provided in appendix B. These, however, are listed in Appendix D. The list in Appendix D also includes ongoing regional activities that are included in the Transportation Plan.

Information provided in Appendix B for each project consists of three sections. The first section provides general project information including the source(s) of the project. The second section provides information on the scores a project received after the project evaluation process (see chapter III); the third section provides cost estimates for project construction. A brief explanation on each of these sections is below.

### 1. General Project Information

This section provides general project information related to the project. Each element of this section is explained below.

Project id: the project identification number in MORPC's CapitalWays Transportation plan.

Total Score: the final score that a project gets after the evaluation process. This is the sum of the total score of each of the three goals. Maximum possible score for any project cannot exceed 1000.

Plan Status: This is the status of the project relative to the draft CapitalWays Transportation Plan. Projects with a code of "0" were not included in the draft plan. Projects with a code of "3" are included in the draft plan an estimated to be built in the 2012 to 2020 time frame. Projects with a code of "4" are included in the draft plan an estimated to be built in the 2020 to 2030 time frame.

Project Description: provides information pertaining to project limits, type of improvement and details of improvements. A brief explanation of the improvements is below.

- Minor Widening /Safety Arterial: This type of project involves addition of one lane to already existing number of lanes. Pedestrian infrastructure like sidewalks is included.
- Major Widening Arterial: This type of project generally involves addition of more than one lane to the existing street. Pedestrian infrastructure like sidewalks is included.
- Major Widening Freeway: This type of project involves addition of one or more lanes to an existing freeway.
- New Arterial: These types of projects involve construction of new roadway where none existed before.
- New Freeways: These types of projects involve construction of new freeways where none existed before.
- Intersection Modification: These types of projects involve modification of existing isolated intersections. This can be addition of turn lanes, both left and/or right provision of traffic signals. Pedestrian infrastructure like sidewalks is included.
- Upgrade from Arterial to Freeways: This type of projects involve the upgrade of existing Arterial Street to a Freeway. This can involve addition of a lane or increasing the width of arterial Street to 12 ft or constructing a median.

- **New Interchange:** This involves construction of a new interchange where none existed before.
- **Upgrade to Interchange:** These types of projects involve modification of existing interchange to a new design/configuration to meet traffic demand or new requirements.

Project Source Information: Lists current and previous plans (TIP, T-Plan, Local plans) which have identified the particular project or a part of it previously.

Map Number: Refers to list of maps is provided in Appendix C. The map number helps locate that specific map on which the project is displayed. If more than one number is visible, it means that the project appears in two maps and the numbers signify the different maps which should be referred.

## 2. Project Evaluation Information

This section provides a detailed project scorecard. Apart from providing total scores for each goal, this section also provides information as it breaks down each goal score by every measure. See chapter III for a detailed project evaluation process and measure's explanation.

Measure : this is the measure for which the project will be scored

Value: this is the value of the measure for each project

Score: this is the score assigned to a project based on its value

Weight: Each measure is assigned a weight based on its relative importance.

Points: this is the total points that a measure receives and is calculated as a product of project score times weight.

Total Score: the sum of the points of each measure for every individual goal.

## 3. Project Cost Information

An estimate of the cost of the proposed improvements is necessary to determine the number of projects that could be funded within the Transportation Plan horizon year of 2030. For projects that are included in the TIP or other special studies, individual project-specific costs are readily available and these are incorporated. In case the project-specific costs are not readily available, a generic project cost estimating procedure is used.

This generic cost estimating methodology is based on the prevailing unit cost estimates from "Budget Estimating Guidelines" dated January 2007, prepared by the Office of Estimating of the Ohio Department of Transportation (ODOT). See the CapitalWays Transportation Plan Financial Plan Methodology for more information.

This section provides detailed information about the costs related to each project. Each element of this section is briefly explained below.

Length : total length of the project

Ext Lanes: Existing number of lanes

Fut Lanes: Future number of lanes after the improvement

Minor Int: total number of minor intersection within the project limit

Major Int: total number of major intersection within the project limit

Bridges: total number of bridges within the project limit

Bridge Length (ft): total length of all the bridges within the project limit

ROW needed: if any Right Of Way is need for the project, assumed to needed for most projects, specified if not required.

ROW area: if the project is in a high, medium or low (default) cost per acre area.

## Project Evaluation Report

To determine the interchange construction costs, additional basic inputs relevant to the project that are required are

- Number of lanes on main interchange bridge
- Number of Diamond type ramps
- Number of Loop/Slip ramps
- Number of flyover ramps

Base on the above information MORPC provides a cost estimate for implantation of each project. Current year (2008) cost of implementation of each project is calculated. This current year (2008) cost is then grown to future year (project start year) cost based on the inflation rates. MORPC hence provides a Low to High range of cost for the implementation of the project.

Input Total Costs: A generic cost estimate for the project.

2008 Cost: this represents the 2008 dollar amount for the implementation of the project.

Low Cost: Lower cost range of the project year implementation

Med Cost: Medium cost range of the project year implementation

High Cost: High cost range for the project year implementation.