

DRAFT Evaluation Scores

Major Widening/New Roadway

The criteria for evaluating applications for new funding commitments are used to measure how well they advance the six goals identified for the MTP.

Through transportation:

- Reduce per capita **energy** consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
- Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
- Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally.
- Create **sustainable neighborhoods** to improve residents' **quality of life**.
- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on public expenditures.
- Use public investments to benefit the **health, safety, and welfare** of people

Data for the criteria in each goal was compiled. The overall score for each goal is on a scale of 1 to 10 subjectively based on an overall consideration of the data and qualitative statements with regard to each criterion. Although there is no specific weighting of criteria within each goal, there are three levels of priority among the criteria for each goal (A, B, and C) as shown in the Criteria Tables within the Policies. The score is also established relative to the other applications' information for the goal. If the data associated with a particular goal do not provide a meaningful distinction between two applications, they received the same score for that goal. For minor differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goal criteria, the applications scores will be significantly different. Included with the goal score is a brief rationale for the score. The Major Widening/New Roadway category is evaluated on the following criteria:

Energy

- Vehicle Miles of Travel (A)
- Components that Save Energy (B)
- Other Extraordinary Aspects (B)

Natural Resources

- Emission Reduction (A)
- Addressing Sensitive Land Issues (B)
- Water Runoff Quality & Quantity (B)
- Vegetation and Habitat Restoration (B)
- Other Extraordinary Aspects (B)

Economic Opportunity

- Congestion Relief (A)
- Job Retention & Creation (A)
- Development Readiness (B)
- Travel Time Uncertainty & Delay Reduction (B)
- Traffic Composition (B)
- Other Considerations (C)

Sustainable Neighborhoods

- Origin/Destination Density (A)
- Pedestrian System (B)
- Bikeway System (B)
- Displacements (B)
- On Transit Line (C)
- Transit System (C)
- Other Considerations (B)

- Documentation of Support and Collaboration (B)
- Origin of Project/Project Readiness (B)
- Percent and Amount of Private Sector Funding (B)
- Applicant Priority Ranking (C)
- Small Agency Funding Capacity (C)

Collaboration

- Percent and Amount of MORPC Funding Requested (A)

Health, Safety & Welfare

- Crash Reduction (A)
- Facility Condition (A)
- Environmental Justice (B)
- System Life (C)
- Other Considerations (C)

The following pages provide the DRAFT score (1 to 10) by goal and brief rationale. Staff requests the AFC to review these and provide feedback by December 30. Revised scores will be provided to AFC for review on January 6 in advance of the January 20 AFC Meeting.

The final pages provide the total score in order from highest to lowest. These scores reflect the goal score weighted as established in the Policies (shown below). Also, shown are the scores by goal and rationale for each goal.

Activity Category	Economy	Natural Resources	Energy	Collaboration	Health, Safety & Welfare	Sustainable Neighborhoods
Major Widening/New Roadway	30	10	5	15	30	10

Economic Opportunity Summary - PRELIMINARY DRAFT

Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	Co	We
EO Score	EO_Rationale		SN	NR
<u>102</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>			73.5
9	The project is high in congestion relief in the project area addressing a problem of economic development in the area. It is second highest in the category in terms of existing jobs with likelihood of new jobs in this development ready area when the congestion issues are improved. Current travel time uncertainty and delay reduction is in the mid range of the category. The project is in the top three in the combination of existing ADT, future ADT and truck percentage. Other consideration is that this is an area that is ideal for redevelopment with non-transportation related steps underway.	5	6 8	8 3
<u>101</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>			59.5
7	By itself, the project only addresses part of the congestion in the Broad Street corridor as there are still congested components nearby. It is highest of the category in number of existing jobs. No significant new jobs are cited as a result of the project although the land in the project area is development ready. It is in the top two in terms of current travel time uncertainty and provides the best delay reduction of the projects. The project is in the top three in the combination of existing ADT, future ADT and truck percentage. Other consideration is that Broad Street is a major regional corridor connecting to I-270 that supports economic activity beyond the immediate vicinity of the project.	6	3 7	7 3
<u>105</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>			51.5
6	The project does best in addressing the congestion issue in Pataskala. It is in the low range of existing jobs in the project area with no significant new jobs cited as a result of the project. The land in the project area is development ready. Although there is congestion relief, current travel time uncertainty is not as bad as other projects in the category and the delay reduction is not as much as the other projects. The project is in the top three in the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	3	4 5	6 3
<u>108</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>			54.0
5	The project is below average in terms of congestion relief and it impact on economic development in the project area. It is in the mid rage of existing jobs but is cited as important to creating new jobs in this area that is development ready. It is average in terms of current travel time uncertainty and in the low range of delay reduction as compared to other projects in the category. It is second lowest in terms of existing ADT, future ADT and truck percentage. Other consideration is that this project will create a fail road grade separation that is the likely cause of travel time uncertainty.	3	7 5	7 1
<u>106</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>			41.5
5	The project is above average in congestion relief in the project area addressing a problem of economic development in the area. It is in the low range of existing jobs in the project area but is cited as important to creating new jobs in this developing area that is development ready. It is slightly above average in terms of current travel time uncertainty and delay reduction as compared to other projects in the category. It is lowest in the combination of existing ADT, future ADT and truck percentage. Other consideration is that this is a piece of a rare continuous east west route across Delaware County.	4	5 4	4 1
<u>109</u>	<u>Havens Corners Road Improvements Phase 1</u>			46.0
3	The project is lowest in congestion relief in the category. It is also lowest in existing jobs and no significant new jobs. Although the area is development ready, it is more for residential development. It is in the top two of current travel time uncertainty and provides average delay reduction of the projects in the category. It is above average in the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	5	3 7	7 2

Collaboration Summary - PRELIMINARY DRAFT

Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	EO	We
Co Score	Co_Rationale		SN	NR
<u>108</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>			54.0
7	Requesting a very small proportion (less than 35%) of project costs. Requesting less than 15% of projected available funds. Two partnering agencies contributing matching funds. One additional support letter. Need identified in a corridor study. A feasibility study with preliminary plans is complete. No private sector funding. Sponsor's top priority in Major category. Sponsor is not a small	3	5	7
			5	1
<u>102</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>			73.5
6	Requesting a very small proportion (less than 20%) of project costs. Moderate amount requested. Three partnering agencies contributing matching funds. One additional support letter. Need identified in a state study of the freeway corridor and the sponsor's real-estate market study. Currently in the PDP Preliminary Engineering phase. No private sector funding. Not the sponsor's top priority in Major category. Sponsor is not a small agency.	5	9	8
			8	3
<u>106</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>			41.5
5	Requesting a smaller than typical proportion (less than 70%) of project costs. Requesting just over 15% of projected available funds. Coordination with a developer and a local agency, including support letters. A feasibility study with preliminary plans is complete. A private developer donated the right-of-way. Sponsor's top priority in Major category. Sponsor is not a small agency.	4	5	4
			4	1
<u>105</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>			51.5
4	Requesting a smaller than typical proportion (less than 70%) of project costs. Requesting 15% of projected available funds. No funding partners. No support letters. No studies particular to the project. No PDP progress. No private sector funding. Sponsor's top priority in Major category. Sponsor is not a small agency.	3	6	6
			5	3
<u>101</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>			59.5
3	Typical matching percentage. Moderate amount requested. No funding partners. Two support letters (one local agency, one adjacent owner). Need identified in corridor study. No PDP progress. No private sector funding. Sponsor's top priority in Major category. Sponsor is not a small agency.	6	7	7
			7	3
<u>109</u>	<u>Havens Corners Road Improvements Phase 1</u>			46.0
3	Typical matching percentage. Moderate amount requested. No funding partners. Two local agency support letters. No studies particular to the project completed yet. No PDP progress. No private sector funding. Sponsor's top priority in Major category. Sponsor is not a small agency.	5	3	7
			7	2

Energy Summary - PRELIMINARY DRAFT

Major Widening/New Roadway

		Total Score		
Map ID	Project Title	Co	EO	We
En Score	En_Rationale	SN	NR	
<u>101</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>	59.5		
6	Highest VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	3	7	7
			7	3
<u>102</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>	73.5		
5	High VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	6	9	8
			8	3
<u>109</u>	<u>Havens Corners Road Improvements Phase 1</u>	46.0		
5	Mid range of VMT reduction. Roundabout to reduce energy consumption compared to traffic signal. It is stated LED street lighting will be implemented.	3	3	7
			7	2
<u>106</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>	41.5		
4	This project ranks among the lowest in the category for VMT reduction. LED lighting and roundabout will be part of the project.	5	5	4
			4	1
<u>105</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>	51.5		
3	his project ranks among the lowest in the category for VMT reduction. It is stated that LED signal heads will be implemented.	4	6	6
			5	3
<u>108</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>	54.0		
3	his project ranks among the lowest in the category for VMT reduction. LED lighting through the underpass. No other significant energy reducing measurers as part of the project.	7	5	7
			5	1

Natural Resources Summary - PRELIMINARY DRAFT

Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	Co	EO
NR Score	NR_Rationale	SN	We	
<u>105</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>	51.5		
3	This project is among highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	3	4	6
			5	6
<u>102</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>	73.5		
3	This project is among highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	5	6	9
			8	8
<u>101</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>	59.5		
3	This project is among highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	6	3	7
			7	7
<u>109</u>	<u>Havens Corners Road Improvements Phase 1</u>	46.0		
2	This project is in the mid range in emission reductions. There are no extraordinary impacts or problems addressed by this project.	5	3	3
			7	7
<u>106</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>	41.5		
1	This project is among lowest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	4	5	5
			4	4
<u>108</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>	54.0		
1	This project is among lowest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	3	7	5
			5	7

Sustainable Neighborhoods Summary-PRELIMINARY DRAFT

Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	Co	We
SN Score	SN_Rationale	EO	NR	
<u>102</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>	73.5		
8	This projects origin/destination density is significantly higher than the median for this category. This project will construct a MUP and a sidewalk. One transit line exists along the project corridor, and accomodations for tranist stops are included in this project. This project will provide first/last mile connections to support existing transit service, including multiple transit lines which exist North of the project limits.	5	6	8
			9	3
<u>101</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>	59.5		
7	This projects origin/destination density is higher than the median for this category. This project will construct a MUP on the North side of E Broad St, and a sidewalk on the South side. These pedestrian and bike accomodations will connect to similar improvements occuring to the West. Three transit lines exist along the project corridor, and accomodations for transit stops are included in this project. This project will provide first/last mile connections to support exisiting transit service.	6	3	7
			7	3
<u>109</u>	<u>Havens Corners Road Improvements Phase 1</u>	46.0		
7	This projects origin/destination density is significantly higher than the median for this category. This project will construct a MUP and a sidewalk. No transit lines exist along the project corridor.	5	3	7
			3	2
<u>105</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>	51.5		
5	This projects origin/destination density is lower than the median for this category. This project will construct a MUP and a sidewalk. No transit lines exist along the project corridor.	3	4	6
			6	3
<u>108</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>	54.0		
5	This projects origin/destination density is lower than the median for this category. This project will construct a MUP, which will connect two existing MUPs across the railroad. No transit lines exist along the project corridor.	3	7	7
			5	1
<u>106</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>	41.5		
4	This projects origin/destination density is lower than the median for this category. This project will construct an MUP. No transit lines exist along the project corridor.	4	5	4
			5	1

Health Safety and Welfare Summary - PRELIMINARY DRAFT

Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	Co	EO
We Score	We_Rationale	SN	NR	NR
<u>102</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>	73.5		
8	This project has the highest crash numbers in this category. The exisitng facility condition is near the median for this category. Project serves the highest proportion of Environmental justice populations for this category.	5	6	9
			8	3
<u>101</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>	59.5		
7	This project has crash numbers above the median for this category. The exisitng facility condition is near the median for this category. Project serves higher proportion of Environmental justice populations than most in this category.	6	3	7
			7	3
<u>109</u>	<u>Havens Corners Road Improvements Phase 1</u>	46.0		
7	This project has low crash numbers for this category. The exisitng facility condition is the lowest for this category. Project serves in the mid range of Environmental justice populations for this category.	5	3	3
			7	2
<u>108</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>	54.0		
7	This project has high vehicle crash numbers for this category. The exisitng facility condition is below the median for this category. Project serves in the lower range of Environmental justice populations for this category.	3	7	5
			5	1
<u>105</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>	51.5		
6	This project has crash numbers below the median for this category. The exisitng facility condition is better than the median for this category. Project serves in the mid range of Environmental justice populations for this category.	3	4	6
			5	3
<u>106</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>	41.5		
4	This project is constructing a new roadway, and therefore has little opportunity to improve facility condition or reduce crashes. Project serves in the lower range of Environmental justice populations for this category.	4	5	5
			4	1