

# Revised Evaluation Scores

## Major Widening/New Roadway

This page provides a summary of any revisions made to the draft scores presented at the December 2<sup>nd</sup> Attributable Funds Committee meeting. The information below highlights the items considered to revise a score and/or modify the rationale based on feedback from AFC members. The complete revised scores and rationales are then provided on the following pages.

### **Economic Opportunity Revisions**

105- Broad Street (State Route 16) - Downtown Pataskala Improvement Project – Comment was received regarding the future volume provided and highlighting the congestion impact on development in the area. The future volume was reviewed and determined that the value should be 25,700. The rationale does recognize that it is in top three in terms of traffic volumes and the revised future volumes does not change that standing. We also feel that the development comment was adequately consider relative to the other projects in the category. There is no change to the score.

108 - Orange Road under CSX/NS Grade Separation – Comment was received highlighting the number of trains blocking the road each day especially focusing on the delay caused with a train during the pm peak period. We recognize that the model-based approach to estimate delay reduction does not capture the uniqueness of a railroad grade separation project. To account for this, the rationale was revised and the score is increased from a 5 to a 6.

### **Natural Resources Revisions**

108 - Orange Road under CSX/NS Grade Separation – Comment was received highlighting the number of trains blocking the road each day and the extra emissions emitted by vehicles idling as a result. We recognize that the model-based approach to estimate regional emissions changes does not capture the uniqueness of a railroad grade separation project. To account for this the score is increased from a 1 to a 2.

### **Collaboration Revisions**

No revisions.

### **Energy Revisions**

108 - Orange Road under CSX/NS Grade Separation – Comment was received highlighting the number of trains blocking the road each day and the extra energy used by vehicle idling as a result. Reduction in energy use of the vehicles using the infrastructure because of improved traffic flow is not the intent of this criterion. This is captured in congestion and delay reduction in the Economic Opportunity goal. No change to the score.

### **Health, Safety and Welfare Revisions**

During review, a slight error was discovered that slightly impacted the crash rankings component consider for this goal's score. In total we felt this did not impact the overall score for projects but did impact the rationale description for 102.

102 – Brice Road, from Chantry Drive to south of Channingway Boulevard – The rationale was updated to reflect that this project had high crash rankings, rather than the highest crash rankings, within the Major category. There is no chance to the score.

### **Sustainable Neighborhoods Revisions**

No revisions.

# Economic Opportunity Summary

## Major Widening/New Roadway

**Total Score**

Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>10</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>			
<b>9</b>	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.	2.5	27.0	24.0
		9.0	8.0	3.0
				<b>73.5</b>
<u>10</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>			
<b>7</b>	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.	3.0	21.0	21.0
		4.5	7.0	3.0
				<b>59.5</b>
<u>10</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>			
<b>6</b>	The project is below average in terms of congestion relief and its impact on economic development in the project area. It is in the mid range 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 railroad grade separation that is the likely cause of travel time uncertainty and will have benefits in congestion and travel delay higher than indicated by the congestion and delay measures indicate.	1.5	18.0	21.0
		10.5	5.0	2.0
				<b>58.0</b>
<u>10</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>			
<b>6</b>	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.	1.5	18.0	18.0
		6.0	5.0	3.0
				<b>51.5</b>
<u>10</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>			
<b>5</b>	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.	2.0	15.0	12.0
		7.5	4.0	1.0
				<b>41.5</b>
<u>10</u>	<u>Havens Corners Road Improvements Phase 1</u>			
<b>3</b>	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.	2.5	9.0	21.0
		4.5	7.0	2.0
				<b>46.0</b>

# Collaboration Summary

## Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>10</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>			<b>58.0</b>
<b>7</b>	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 agency.	1.5	18.0	21.0
		10.5	5.0	2.0
<u>10</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>			<b>73.5</b>
<b>6</b>	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.	2.5	27.0	24.0
		9.0	8.0	3.0
<u>10</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>			<b>41.5</b>
<b>5</b>	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.	2.0	15.0	12.0
		7.5	4.0	1.0
<u>10</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>			<b>51.5</b>
<b>4</b>	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.	1.5	18.0	18.0
		6.0	5.0	3.0
<u>10</u>	<u>Havens Corners Road Improvements Phase 1</u>			<b>46.0</b>
<b>3</b>	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.	2.5	9.0	21.0
		4.5	7.0	2.0
<u>10</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>			<b>59.5</b>
<b>3</b>	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.	3.0	21.0	21.0
		4.5	7.0	3.0

# Energy Summary

## Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>10</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>			
<b>6</b>	Highest VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	3.0	21.0	21.0
		4.5	7.0	3.0
				<b>59.5</b>
<u>10</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>			
<b>5</b>	High VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	2.5	27.0	24.0
		9.0	8.0	3.0
				<b>73.5</b>
<u>10</u>	<u>Havens Corners Road Improvements Phase 1</u>			
<b>5</b>	Mid range of VMT reduction. Roundabout to reduce energy consumption compared to traffic signal. It is stated LED street lighting will be implemented.	2.5	9.0	21.0
		4.5	7.0	2.0
				<b>46.0</b>
<u>10</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>			
<b>4</b>	This project ranks among the lowest in the category for VMT reduction. LED lighting and roundabout will be part of the project.	2.0	15.0	12.0
		7.5	4.0	1.0
				<b>41.5</b>
<u>10</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>			
<b>3</b>	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.	1.5	18.0	21.0
		10.5	5.0	2.0
				<b>58.0</b>
<u>10</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>			
<b>3</b>	his project ranks among the lowest in the category for VMT reduction. It is stated that LED signal heads will be implemented.	1.5	18.0	18.0
		6.0	5.0	3.0
				<b>51.5</b>

# Natural Resources Summary

## Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>10</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>			
<b>3</b>	This project is among highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	2.5	27.0	24.0
		9.0	8.0	3.0
				<b>73.5</b>
<u>10</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>			
<b>3</b>	This project is among highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	3.0	21.0	21.0
		4.5	7.0	3.0
				<b>59.5</b>
<u>10</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>			
<b>3</b>	This project is among highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	1.5	18.0	18.0
		6.0	5.0	3.0
				<b>51.5</b>
<u>10</u>	<u>Havens Corners Road Improvements Phase 1</u>			
<b>2</b>	This project is in the mid range in emission reductions. There are no extraordinary impacts or problems addressed by this project.	2.5	9.0	21.0
		4.5	7.0	2.0
				<b>46.0</b>
<u>10</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>			
<b>2</b>	This project may contribute to regional emissions reductions. There are no extraordinary impacts or problems addressed by this project.	1.5	18.0	21.0
		10.5	5.0	2.0
				<b>58.0</b>
<u>10</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>			
<b>1</b>	This project is among lowest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	2.0	15.0	12.0
		7.5	4.0	1.0
				<b>41.5</b>

# Health, Safety, and Welfare Summary

## Major Widening/New Roadway

		Total Score			
Map ID	Project Title	En	EO	We	
Score	Rationale	Co	SN	NR	
<u>10</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>				<b>73.5</b>
<b>8</b>	This project has high crash numbers in this category. The existing facility condition is near the median for this category. Project serves the highest proportion of Environmental justice populations for this category.	2.5	27.0	24.0	9.0 8.0 3.0
<u>10</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>				<b>58.0</b>
<b>7</b>	This project has high vehicle crash numbers for this category. The existing facility condition is below the median for this category. Project serves in the lower range of Environmental justice populations for this category.	1.5	18.0	21.0	10.5 5.0 2.0
<u>10</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>				<b>59.5</b>
<b>7</b>	This project has crash numbers above the median for this category. The existing facility condition is near the median for this category. Project serves higher proportion of Environmental justice populations than most in this category.	3.0	21.0	21.0	4.5 7.0 3.0
<u>10</u>	<u>Havens Corners Road Improvements Phase 1</u>				<b>46.0</b>
<b>7</b>	This project has low crash numbers for this category. The existing facility condition is the lowest for this category. Project serves in the mid range of Environmental justice populations for this category.	2.5	9.0	21.0	4.5 7.0 2.0
<u>10</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>				<b>51.5</b>
<b>6</b>	This project has crash numbers below the median for this category. The existing facility condition is better than the median for this category. Project serves in the mid range of Environmental justice populations for this category.	1.5	18.0	18.0	6.0 5.0 3.0
<u>10</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>				<b>41.5</b>
<b>4</b>	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.	2.0	15.0	12.0	7.5 4.0 1.0

# Sustainable Neighborhoods Summary

## Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>10</u>	<u>Brice Road, from Chantry Drive to south of Channingway Boulevard</u>			
<b>8</b>	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.	2.5	27.0	24.0
		9.0	8.0	3.0
				<b>73.5</b>
<u>10</u>	<u>Havens Corners Road Improvements Phase 1</u>			
<b>7</b>	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.	2.5	9.0	21.0
		4.5	7.0	2.0
				<b>46.0</b>
<u>10</u>	<u>E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road</u>			
<b>7</b>	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.	3.0	21.0	21.0
		4.5	7.0	3.0
				<b>59.5</b>
<u>10</u>	<u>Broad Street (State Route 16) - Downtown Pataskala Improvement Project</u>			
<b>5</b>	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.	1.5	18.0	18.0
		6.0	5.0	3.0
				<b>51.5</b>
<u>10</u>	<u>DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation</u>			
<b>5</b>	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.	1.5	18.0	21.0
		10.5	5.0	2.0
				<b>58.0</b>
<u>10</u>	<u>DEL-CR124-8.51 Home Road Extension, Phase 4A</u>			
<b>4</b>	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.	2.0	15.0	12.0
		7.5	4.0	1.0
				<b>41.5</b>