

# Revised Evaluation Scores

## Minor Widening, Intersections and Signals

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.

Some comments submitted included brand new information about a particular aspect of the project with regard to the evaluation criteria and evaluation questions. Brand new information is not considered in the evaluation and in revising scores. Only comments that highlighted, clarified or provided supporting documentation to statements made in the final application materials is considered and referenced in the information below.

The complete revised scores and rationales are then provided on the following pages.

### **Economic Opportunity Comments and Revisions**

207 – North Cassady Avenue – Comment was received highlighting the proximity of the project to John Glenn International airport and connection to nearby businesses. This information was considered in the score and this comment did not warrant any changes to the score

208 - SR 161 and Linworth Road Improvements – Comment was received that the rationale seems to be contradictory in that it is low on congestion relief but high in delay reduction. These criteria measure different aspects of the project as described in the Policies. It is possible that they do not correlate depending on nature of project and project area. This comment did not warrant any changes to the score.

211 – Trabue Road (Lake Shore Drive to Riverside Drive) – Comment was received highlighting the facilitation of traffic movement and connection across river barrier between residential and commercial areas. This information was considered in the score and this comment did not warrant any changes to the score.

### **Natural Resources Comments and Revisions**

202 – Cassady Avenue, Seventh Avenue to Demonye Road - Score increased from 3 to 4 per discussion under project 211.

208 - SR 161 and Linworth Road Improvements – Score increased from 3 to 4 per discussion under project 211.

211 – Trabue Road (Lake Shore Drive to Riverside Drive) – Comment was received regarding the scoring of the emissions criteria. The preliminary draft score rationale indicated that the project was above average in emission reductions, but the score was the same as other projects that stated no significant change in emissions. Upon further review, we concur that its score be adjusted above those projects. However, the emissions is still less significant than the two projects that scored above it. Its score is increased from 2 to 3 while projects 202 and 208 are increased from 3 to 4.

## **Collaboration Comments and Revisions**

205 – Hilliard Rome Road at Renner Road – Comment was received noting that the developer contribution described in the application is required and committed. The rationale described the contribution as uncommitted. However, the score was reflective having a private contribution, so no change in the score was warranted. The rationale has been corrected.

209 – Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue – Comment was received noting that, in addition to adjacent phases, this specific project has a commitment of ODOT safety funds. The preliminary draft score was incorrectly based on there being no funding partners for this project. Accounting for the funding partner increases the Collaboration score from 3 to 4.

210 - SR 37 (E. Central Ave.) Improvements – Comment received that an application for ODOT safety funds has been submitted and highlighting inclusion of various other studies. The score did reflect that the request is not for the maximum 80% of the total project cost and the various studies to date. The rationale was revised to acknowledge the request for ODOT funds and numerous studies. However, overall we feel the project's score is correct with regard to other projects in the category.

211 – Trabue Road (Lake Shore Drive to Riverside Drive) – Comment was received highlighting that the project was in the preliminary engineering stage of the PDP. The preliminary draft score rationale indicated that the project had not begun the PDP. The project has indeed begun the PDP, improving the Collaboration score.

However, during our review of the category, we noted that the request was for 80% of the cost on top of previous funding committed to the project. The request appeared as approximately 50 percent (of right-of-way and construction) in the evaluation data because funds MORPC had previously committed were inadvertently characterized as federal funds from another source. The match was scored incorrectly in the preliminary draft scores. The lower match reduces the Collaboration score.

The changes offset each other, resulting in no net change in score.

## **Energy Comments and Revisions**

208 - SR 161 and Linworth Road Improvements – Comment was received regarding regional VMT reduction related to the project. Regional VMT reduction was estimated systematically through our modeling process for all projects during the evaluation process and feel did not warrant any changes to the score.

209 – Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue – Comment was received regarding the potential energy savings related to the construction of roundabouts. The roundabouts included in the project scope are not replacing currently signalized intersections, and therefore this comment did not warrant any changes to the score.

## **Health, Safety, and Welfare Comments and 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 only impact the overall score for this goal for one project, #210 as noted below.

208 - SR 161 and Linworth Road Improvements – Comment was received regarding safety impacts related to increased capacity at the intersection. These impacts were accounted for in the preliminary draft score and therefore this comment did not warrant any changes to the score.

210 - SR 37 (E. Central Ave.) Improvements – Comment was received regarding the consideration of crash data. After further review, it was discovered that the preliminary draft scores did not properly consider crash rate. Recalculation of crash ranking across the different projects resulted in an increase in score from a 4 to a 5.

### **Sustainable Neighborhoods Comments and Revisions**

206 - Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road – Comment was received that the pdf exported with the detailed data did not include the “other considerations” information. We did have that information and considered it during the scoring of the project and therefore this comment did not warrant any changes to the score.

210 - SR 37 (E. Central Ave.) Improvements – Comment was received regarding the addition of pedestrian push buttons and signals providing an additional safety benefit. Safety benefits are considered in the Health, Safety and Welfare goal and this comment did not warrant any changes to the Sustainable Neighborhoods score.

# Economic Opportunity Summary

## Minor Widening/Intersection

**Total Score**

Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>20</u>	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>			
<b>8</b>	The project is near the top in the category in terms of congestion relief and addressing a congestion issue hampering economic development. It is also highest in existing jobs in the area. No significant new jobs cited as a result of the project although the land in the project area is development ready. It is highest in terms of current travel time uncertainty but provides only in the low range of delay reduction of the projects in the category. It is below average in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that the project is in an "Opportunity Zone" making the area eligible for CDBG and possibly other grants to further improve the area.	6.0	16.0	21.0
		3.0	10.5	2.0
				<b>58.5</b>
<u>21</u>	<u>SR 37 (E. Central Ave.) Improvements</u>			
<b>7</b>	The project is top in terms of congestion relief although not cited that congestion is hampering economic development. It is in lower half in number of existing jobs with additional jobs coming to the area not necessarily as a result of the project. The land in the project area is development ready. It is average in terms of current travel time uncertainty while above average in delay reduction of the projects in the category. It is top five in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that project is on route connecting US 23 to I-71.	2.0	14.0	15.0
		9.0	4.5	2.0
				<b>46.5</b>
<u>20</u>	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>			
<b>7</b>	The project is near the top in the category in terms of congestion relief with the awkward movement at the parallel road intersections hampering economic development. It is second 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 average in terms of current travel time uncertainty while above average in delay reduction of the projects in the category. It is top two in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	6.0	14.0	21.0
		6.0	13.5	2.0
				<b>62.5</b>
<u>20</u>	<u>SR 161 and Linworth Road Improvements</u>			
<b>6</b>	Compared to other projects in the category, the project is in the low end of providing corridor congestion relief. It is in the lower end 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 average in terms of current travel time uncertainty but highest in delay reduction of the projects in the category. It is top five in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that project is on a cross county route in this part of the region.	3.0	12.0	18.0
		10.5	12.0	4.0
				<b>59.5</b>
<u>20</u>	<u>Hilliard Rome Road at Renner Road</u>			
<b>6</b>	By itself, the project only addresses part of the congestion in the Hillard-Rome Road area that is hampering economic growth in the area. It is above average 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 above average in terms of current travel time uncertainty while average in delay reduction of the projects in the category. It is top two in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that project supports economic and housing development in a broader area north and west of the project and is key bottleneck to getting to and from I-70.	5.0	12.0	15.0
		4.5	10.5	1.0
				<b>48.0</b>
<u>21</u>	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>			
<b>6</b>	The project is above average in terms of congestion relief although not cited that congestion is hampering economic development. It is below average in number of existing jobs with additional jobs coming to the area. Land in the project area is development ready. It is below average in terms of current travel time uncertainty but second highest in delay reduction of the projects in the category. It is top five in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	7.0	12.0	18.0
		7.5	12.0	3.0
				<b>59.5</b>

# Economic Opportunity Summary

## Minor Widening/Intersection

		Total Score		
<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
<u>20</u>	<u>Refugee Road at Hines Road</u>	<b>39.0</b>		
<b>5</b>	The project is above average in terms of congestion relief although not cited that congestion is hampering economic development. It is lowest in existing jobs in the project area with no significant new jobs cited although land in the vicinity is development ready. It is below average in travel time uncertainty and bottom two in terms of delay reduction. It is below average in terms of the combination of existing ADT, future ADT and truck percentage. Other consideration is that project is near and Economic Distress and Reinvestment Incentive area and will support improvements to the area.	3.0	10.0	12.0
		4.5	7.5	2.0
<u>20</u>	<u>Cassady Avenue, Seventh Avenue to Demyne Road</u>	<b>44.0</b>		
<b>4</b>	The project is low in terms of congestion relief and congestion not cited as hampering economic development. It is in the average 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 high in travel time uncertainty and above average in terms of delay reduction. It is lowest in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	2.0	8.0	18.0
		3.0	9.0	4.0
<u>20</u>	<u>North Cassady Avenue</u>	<b>50.0</b>		
<b>4</b>	By itself, the project only addresses part of the congestion in the Cassady Avenue area that is hampering economic growth in the area. It is above average 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 above average in travel time uncertainty but in bottom two in terms of delay reduction. It is low in terms of the combination of existing ADT, future ADT and truck percentage. No significant other considerations.	1.0	8.0	24.0
		3.0	12.0	2.0

# Collaboration Summary

## Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>20</u>	<u>SR 161 and Linworth Road Improvements</u>			<b>59.5</b>
<b>7</b>	Typical matching percentage. Moderate amount requested. Three local agencies are contributing funds. Extensive collaboration from locals and ODOT. A feasibility study has been completed on this project by ODOT & ODOT to continue funding through design. No private sector funding. Sponsor's top priority in Minor category. Sponsor is not a small agency.	3.0	12.0	18.0
		10.5	12.0	4.0
<u>21</u>	<u>SR 37 (E. Central Ave.) Improvements</u>			<b>46.5</b>
<b>6</b>	Requesting a small proportion (less than 50%) of project costs in anticipation of ODOT safety funds. Smaller amount requested. No funding partners yet committed. Support letters from four local agencies, two local organizations and two private businesses. A freight study, traffic study and a safety study identified the need. No PDP progress. No private sector funding. Sponsor's top priority in the Minor category. Sponsor is not a small agency.	2.0	14.0	15.0
		9.0	4.5	2.0
<u>21</u>	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>			<b>59.5</b>
<b>5</b>	Typical matching percentage. Smaller amount requested. No funding partners. Support letters from three local agencies. Alternatives Evaluation Report completed. PDP started for the bridge replacement project. No private sector funding. Sponsor's top priority in the Minor category. Sponsor is not a small agency.	7.0	12.0	18.0
		7.5	12.0	3.0
<u>20</u>	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>			<b>62.5</b>
<b>4</b>	Requesting a smaller than typical proportion (less than 70%) of project costs. Moderate amount requested. ODOT committed safety funds to this specific project and adjacent phases. Countermeasures in this project were identified in a safety study of the corridor; an area plan also identified needs. No private sector funding. Sponsor's top priority in Minor category. Sponsor is not a small agency.	6.0	14.0	21.0
		6.0	13.5	2.0
<u>20</u>	<u>Hilliard Rome Road at Renner Road</u>			<b>48.0</b>
<b>3</b>	Typical matching percentage. Smaller amount requested. No funding partners. Three support letters (two from local agencies, one from a developer). Traffic impact study completed. No PDP progress. A private developer is contributing to the project. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.	5.0	12.0	15.0
		4.5	10.5	1.0
<u>20</u>	<u>Refugee Road at Hines Road</u>			<b>39.0</b>
<b>3</b>	Typical matching percentage. Smaller amount requested. No funding partners. Three support letters from local agencies. Need identified in corridor study. No PDP progress. No private sector funding. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.	3.0	10.0	12.0
		4.5	7.5	2.0
<u>20</u>	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>			<b>58.5</b>
<b>2</b>	Typical matching percentage. Moderate amount requested. No funding partners. Three support letters from local agencies. Need identified in an area plan and studies for nearby projects support the need. No PDP progress. No private sector funding. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.	6.0	16.0	21.0
		3.0	10.5	2.0
<u>20</u>	<u>Cassady Avenue, Seventh Avenue to Demyonye Road</u>			<b>44.0</b>
<b>2</b>	Typical matching percentage. Moderate amount requested. No funding partners. One support letter from a local agency. Alternatives Evaluation Report completed. No PDP progress. No private sector funding. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.	2.0	8.0	18.0
		3.0	9.0	4.0

# Collaboration Summary

## Minor Widening/Intersection

Total Score		
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En	EO	We
Co	SN	NR

<b>50.0</b>
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Map ID	Project Title
Score	Rationale

<u>20</u>	<u>North Cassady Avenue</u>
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<b>2</b>	Typical matching percentage. Moderate amount requested. No funding partners. Two support letters from a local agency and an area commission. A feasibility study has been completed on this project. No private sector funding. Not the sponsor's top priority in the Minor category. Sponsor is not a small agency.
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1.0	8.0	24.0
3.0	12.0	2.0

# Energy Summary

## Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>21</u>	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>	<b>59.5</b>		
<b>7</b>	Highest VMT reduction. No other significant energy saving aspects.	7.0	12.0	18.0
		7.5	12.0	3.0
<u>20</u>	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>	<b>62.5</b>		
<b>6</b>	High VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	6.0	14.0	21.0
		6.0	13.5	2.0
<u>20</u>	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>	<b>58.5</b>		
<b>6</b>	High VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	6.0	16.0	21.0
		3.0	10.5	2.0
<u>20</u>	<u>Hilliard Rome Road at Renner Road</u>	<b>48.0</b>		
<b>5</b>	Above average VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	5.0	12.0	15.0
		4.5	10.5	1.0
<u>20</u>	<u>Refugee Road at Hines Road</u>	<b>39.0</b>		
<b>3</b>	Low VMT reduction. It is stated that LED signal heads will be implemented.	3.0	10.0	12.0
		4.5	7.5	2.0
<u>20</u>	<u>SR 161 and Linworth Road Improvements</u>	<b>59.5</b>		
<b>3</b>	Low VMT reduction. It is stated that LED signal heads and street lighting may be implemented.	3.0	12.0	18.0
		10.5	12.0	4.0
<u>20</u>	<u>Cassady Avenue, Seventh Avenue to Demonye Road</u>	<b>44.0</b>		
<b>2</b>	This project ranks among the lowest in the category for VMT reduction. It is stated that LED signal heads and street lighting will be implemented.	2.0	8.0	18.0
		3.0	9.0	4.0
<u>21</u>	<u>SR 37 (E. Central Ave.) Improvements</u>	<b>46.5</b>		
<b>2</b>	This project ranks among the lowest in the category for VMT reduction. It is stated that LED street lighting will be implemented.	2.0	14.0	15.0
		9.0	4.5	2.0
<u>20</u>	<u>North Cassady Avenue</u>	<b>50.0</b>		
<b>1</b>	This project ranks among the lowest in the category for VMT reduction. No other significant energy saving aspects.	1.0	8.0	24.0
		3.0	12.0	2.0



# Natural Resources Summary

## Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>20</u>	<u>SR 161 and Linworth Road Improvements</u>			<b>59.5</b>
<b>4</b>	This project is highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	3.0	12.0	18.0
		10.5	12.0	4.0
<u>20</u>	<u>Cassady Avenue, Seventh Avenue to Demyone Road</u>			<b>44.0</b>
<b>4</b>	This project is highest in emission reductions. There are no extraordinary impacts or problems addressed by this project.	2.0	8.0	18.0
		3.0	9.0	4.0
<u>21</u>	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>			<b>59.5</b>
<b>3</b>	This project is above average in emission reductions. There are no extraordinary impacts or problems addressed by this project.	7.0	12.0	18.0
		7.5	12.0	3.0
<u>20</u>	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>			<b>58.5</b>
<b>2</b>	This project will not significantly impact regional emissions. There are no extraordinary impacts or problems addressed by this project.	6.0	16.0	21.0
		3.0	10.5	2.0
<u>20</u>	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>			<b>62.5</b>
<b>2</b>	This project will not significantly impact regional emissions. There are no extraordinary impacts or problems addressed by this project.	6.0	14.0	21.0
		6.0	13.5	2.0
<u>21</u>	<u>SR 37 (E. Central Ave.) Improvements</u>			<b>46.5</b>
<b>2</b>	This project will not significantly impact regional emissions. This project includes improvements to storm water management.	2.0	14.0	15.0
		9.0	4.5	2.0
<u>20</u>	<u>Refugee Road at Hines Road</u>			<b>39.0</b>
<b>2</b>	This project will not significantly impact regional emissions. There are no extraordinary impacts or problems addressed by this project.	3.0	10.0	12.0
		4.5	7.5	2.0
<u>20</u>	<u>North Cassady Avenue</u>			<b>50.0</b>
<b>2</b>	This project will not significantly impact regional emissions. There are no extraordinary impacts or problems addressed by this project.	1.0	8.0	24.0
		3.0	12.0	2.0
<u>20</u>	<u>Hilliard Rome Road at Renner Road</u>			<b>48.0</b>
<b>1</b>	This project may increase regional emissions. There are no unusual impacts or problems addressed by this project.	5.0	12.0	15.0
		4.5	10.5	1.0

# Sustainable Neighborhoods Summary

## Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>20</u>	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>			
<b>9</b>	This projects origin/destination density is above the median for this category. This project will construct a MUP and sidewalks which will connect to adjacent bike and pedestrian facilities. Transit lines exist along the project corridor, and this project will accomodate potential inclusion of transit shelters.	6.0	14.0	21.0
		6.0	13.5	2.0
				<b>62.5</b>
<u>20</u>	<u>North Cassady Avenue</u>			
<b>8</b>	This projects origin/destination density is above the median for this category. This project will construct a MUP and sidewalk which will connect to adjacent bike and pedestrian improvements. Transit lines exist along the project corridor, and multiple transit stops will be accomodated by this project.	1.0	8.0	24.0
		3.0	12.0	2.0
				<b>50.0</b>
<u>21</u>	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>			
<b>8</b>	This projects origin/destination density is slightly below the median for this category. This project will construct a MUP and sidewalk across the Scioto River, providing a rare East-West connection for bikes and pedestrians. No transit lines exist along the project corridor, though the project will provide first/last mile connections to nearby transit stops.	7.0	12.0	18.0
		7.5	12.0	3.0
				<b>59.5</b>
<u>20</u>	<u>SR 161 and Linworth Road Improvements</u>			
<b>8</b>	This projects origin/destination density is the highest for this category. This project may displace one commercial business. This project will construct a MUP connecting existng MUPs across the railroad. This project will also construct sidewalks where needed along the project corridor. A transit line runs through the project on Linworth Ave, and first/last mile connections will be provided by this project.	3.0	12.0	18.0
		10.5	12.0	4.0
				<b>59.5</b>
<u>20</u>	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>			
<b>7</b>	This projects origin/destination density is the median for this category. This project will construct a MUP and sidewalk which will tie in to existing and planned bike and pedestrian facilities. Transit lines exist along the project corridor, and transit accomodations are included in the project.	6.0	16.0	21.0
		3.0	10.5	2.0
				<b>58.5</b>
<u>20</u>	<u>Hilliard Rome Road at Renner Road</u>			
<b>7</b>	This projects origin/destination density is above the median for this category, This project will construct a MUP along Renner Rd and sidewalks on all but the South leg of the intersection. A wide shoulder will be included on the North leg of the intersection. Transit lines exist along the project corridor, and transit accomodations are included in the project.	5.0	12.0	15.0
		4.5	10.5	1.0
				<b>48.0</b>
<u>20</u>	<u>Cassady Avenue, Seventh Avenue to Demyone Road</u>			
<b>6</b>	This projects origin/destination denisty is below the median for this category. This project will construct a MUP and sidewalk, which will tie in to other bike and pedestrian improvements. A transit line exists along the project corridor, and this project will include bus pads and other accomodations for transit.	2.0	8.0	18.0
		3.0	9.0	4.0
				<b>44.0</b>
<u>20</u>	<u>Refugee Road at Hines Road</u>			
<b>5</b>	This projects origin/destination density is below the median for this category. This project will construct a MUP and sidewalks which will connect to adjacent pedestrain and bike accomodations. No transit lines exist along the project corridor, although the project will provide first/last mile connections for nearby transit stops.	3.0	10.0	12.0
		4.5	7.5	2.0
				<b>39.0</b>
<u>21</u>	<u>SR 37 (E. Central Ave.) Improvements</u>			
<b>3</b>	This projects origin/destination density is the lowest for this category. Additionally, this project includes displacements of seven residential properties, and one commercial property. This project will improve existng sidewalks along SR 37, and extend .1 miles of MUP along US 42. No active transit lines exist along the project corridor.	2.0	14.0	15.0
		9.0	4.5	2.0
				<b>46.5</b>

# Health, Safety, and Welfare Summary

## Minor Widening/Intersection

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>20</u>	<u>North Cassady Avenue</u>			<b>50.0</b>
<b>8</b>	This project has high crash numbers for this category. The existing facility condition is among the lowest for this category. Project is among the highest in serving environmental justice populations of the category with minority proportion higher than the regional average.	1.0	8.0	24.0
		3.0	12.0	2.0
<u>20</u>	<u>Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road</u>			<b>58.5</b>
<b>7</b>	This project has high vehicle crash numbers for this category. The existing facility condition is among the lowest for this category. Project is in the low range in serving environmental justice populations for the category.	6.0	16.0	21.0
		3.0	10.5	2.0
<u>20</u>	<u>Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue</u>			<b>62.5</b>
<b>7</b>	This project has high crash numbers for this category. The existing facility condition is the median for this category. Project is among the highest in serving environmental justice populations of the category with minority proportion higher than the regional average.	6.0	14.0	21.0
		6.0	13.5	2.0
<u>21</u>	<u>Trabue Road (Lake Shore Drive to Riverside Drive)</u>			<b>59.5</b>
<b>6</b>	This project has low crash numbers for this category. The existing facility condition is among the lowest for this category. Project is in the low range in serving environmental justice populations for the category.	7.0	12.0	18.0
		7.5	12.0	3.0
<u>20</u>	<u>SR 161 and Linworth Road Improvements</u>			<b>59.5</b>
<b>6</b>	This project has low pedestrian crash numbers for this category. The existing facility condition is among the lowest for this category. Project is below the mid range in serving environmental justice populations for the category.	3.0	12.0	18.0
		10.5	12.0	4.0
<u>20</u>	<u>Cassady Avenue, Seventh Avenue to Demyne Road</u>			<b>44.0</b>
<b>6</b>	This project has high crash numbers for this category. The existing facility condition is near the median for this category. Project is among the highest in serving environmental justice populations of the category with minority proportion higher than the regional average.	2.0	8.0	18.0
		3.0	9.0	4.0
<u>20</u>	<u>Hilliard Rome Road at Renner Road</u>			<b>48.0</b>
<b>5</b>	This project has high pedestrian crash numbers for this category. The existing facility condition is near the median for this category. Project is in the low range in serving environmental justice populations for the category.	5.0	12.0	15.0
		4.5	10.5	1.0
<u>21</u>	<u>SR 37 (E. Central Ave.) Improvements</u>			<b>46.5</b>
<b>5</b>	This project has crash numbers near the median for this category. The existing facility condition is near the median for this category. Project is in the low range in serving environmental justice populations for the category.	2.0	14.0	15.0
		9.0	4.5	2.0
<u>20</u>	<u>Refugee Road at Hines Road</u>			<b>39.0</b>
<b>4</b>	This project has low vehicle crash numbers for this category. The existing facility condition is the best for this category. Project is in the mid range in serving environmental justice populations for the category.	3.0	10.0	12.0
		4.5	7.5	2.0