

Evaluation Criteria	Priority	1	2	3	4	5	6	No Build	TSM	
	Alternative	G	F	E/D	A	C	B			
Probable cost to construct* (\$1,000's)		34	756	12,091	1,537	2,585	11,092	15,707		3,498
Project length (miles)		.47	2.35	3.12	.62	1.53	2.73	2.17		
Calculated travel time** (minutes)		.81	3.37	3.4	1.06	1.67	2.98	2.37	11.77 (north to south, east to west)	11.77 (north to south, east to west)
Considers economic development potential										
Balances travel time and distance										
Minimizes farmland impacts										
Minimizes ecological impacts										
Is able to reuse existing routes										
Is able to reuse existing structures										
Incorporates other currently programmed projects										
Completes linkage to other routes										
Provides access and connectivity										
Meets the traffic demands										
Improves safety at railroad crossings										
Considers county, city, and township plans										
Provides general safety benefits										

**LEGEND**

	Yes, this alternative exceeds the baseline requirements
	Yes, this alternative meets the baseline requirements
	No, this alternative does not meet the baseline requirements

\* The probable cost to construct is a planning-level estimate that uses the ODOT cost per mile for new roadway and includes no right-of-way costs. Cost estimate assumes removing and replacing pavement on existing road where alternative follows existing roads. This cost estimate assumes that the Jones Rd Grade Separation, TR 43 Grade Separation, and Stearns Rd Widening projects would be completed prior to the projects.

\*\* Travel time does not include delay time for signals and/or stop signs at intersections. ( Delay = 35 seconds per signal, 25 seconds per stop sign)