EVALUATION AND RECOMMENDATIONS

On June 8, 2004, ODOT and its team of consultants unveiled their evaluation of eight alternatives for improving the corridor. Based on the results of the evaluation and subsequent public input, ODOT is making the following recommendation:

**Recommended for Further Consideration as Feasible Alternatives:**
- A - One-Way Pair, Collector-Distributor (CD) Roads
- D - Urbanized Freeway System
- G - Two-Way, Collector-Distributor Road Using Local Street System

**Eliminated from Further Consideration:**
- B - Tunnel
- C - Freeway Collector-Distributor Road
- E - Arterial Boulevard
- F - Two-Way, Collector-Distributor Road Decked over the Freeway

The attached Score Card presented the ranking of each alternative for five critical evaluation components:
- Operational Efficiency
- Local Accessibility & Mobility
- Safety
- Environmental and Community Issues
- Planning Level Cost Comparison

The performance of the alternatives for each of these criteria is highlighted below:

3D Map Legend

- Freeway Lanes
- Collector/Distributor Roads
Alternative A One-Way Pair, Collector-Distributor Roads

Operational Efficiency – GOOD
Addresses and improves almost all of the existing unsafe roadway features; reduces the amount of weaving within the corridor and allows through traffic to continue on Interstate 70 and 71 without making lane changes.

Local Accessibility & Mobility - SATISFACTORY
Improves local accessibility and mobility.

Safety - SATISFACTORY
Reduces the weaving areas along Interstate 70 and 71; improves traffic flow and reduces congestion, resulting in fewer congestion related rear-end collisions and sideswipe collisions that have occurred in the corridor.

Environmental and Community Issues - GOOD
No residential structure impacts; most of the road construction within existing right-of-way; potential for acreage currently inside existing right-of-way to be available for redevelopment; provides good pedestrian connectivity potential and the opportunity for the most capping of the freeway

Planning Level Costs - FAIR
Estimated planning level cost of $680 million.

Recommendation
Recommended for further consideration. This alternative was rated as satisfactory or good in four out of the five evaluation components. Further consideration of this alternative will consider optional locations of the one-way pair, collector-distributor roads. These roads could possibly be located outside of the interstate corridor, along existing downtown streets, in order to better integrate with Columbus’ traffic circulation and other community related goals for the project.
**Operational Efficiency – FAIR**
Addresses and improves some of the existing unsafe roadway features; reduces the amount of weaving within the corridor and allows through traffic to continue on Interstate 70 and 71 without making lane changes.

**Local Accessibility & Mobility - SATISFACTORY**
Improves local accessibility and mobility.

**Safety - GOOD**
Reduces the weaving areas along Interstate 70 and 71; improves traffic flow and reduces congestion resulting in fewer congestion related rear-end collisions and sideswipe collisions that have occurred in the corridor.

**Environmental and Community Issues - FAIR**
No residential structure impacts; most of the road construction within existing right-of-way; potential for a small amount of acreage currently inside existing right-of-way to be available for redevelopment; provides poor pedestrian connectivity potential and no opportunity for capping of the freeway.

**Planning Level Costs - POOR**
Estimated planning level cost of $1.08 billion. In addition to this estimated cost for construction, there would also be ongoing operation costs for ventilation, fire protection, and staffed operations control center.

**Recommendation**
Eliminated from further consideration. The *Tunnel Alternative* is by far the most expensive alternative considered, yet did not out-perform the other, less expensive alternatives in the other evaluation categories.
Operational Efficiency – GOOD
Addresses and improves almost all of the existing unsafe roadway features; reduces the amount of weaving within the corridor and allows through traffic to continue on Interstate 70 and 71 without making lane changes.

Local Accessibility & Mobility – SATISFACTORY
Improves local accessibility and mobility.

Safety - GOOD
Reduces the weaving areas along Interstate 70 and 71; improves traffic flow and reduces congestion resulting in fewer congestion related rear-end collisions and sideswipe collisions that have occurred in the corridor.

Environmental and Community Issues - POOR
No residential structure impacts; requires the most downtown right-of-way and building impacts of the alternatives considered; has significant potential impact to historic resources when compared to the other alternatives; potential for small amount of acreage currently inside existing right-of-way to be available for redevelopment; provides poor pedestrian connectivity potential and some opportunity for capping of the freeway

Planning Level Costs – FAIR
Estimated planning level cost of $690 million.

Recommendation
Eliminated from further consideration. The Freeway Collector-Distributor Road Alternative has the greatest environmental and community impacts in the downtown corridor. It rated good, however, for Operational Efficiency and Safety. Other alternatives that are recommended for further consideration performed equally well for Operational Efficiency. In addition, alterations can be made to these alternatives to improve their safety rating to match or exceed the Freeway Collector-Distributor Road Alternative, without the degree of environmental and community impact.
### Alternative D Urbanized Freeway System

#### Concept 4, Alternative D
"Urbanized Freeway System"

<table>
<thead>
<tr>
<th>Downtown Columbus</th>
<th>5 Lane Freeway</th>
<th>5 Lane Freeway</th>
<th>Neighborhood District</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Traffic</td>
<td>All Traffic</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Operational Efficiency – FAIR**
Addresses and improves some of the existing unsafe roadway features; some reduction in the amount of weaving within the corridor and provides for continuous route following for Interstates 70 and 71.

**Local Accessibility & Mobility - SATISFACTORY**
Improves local accessibility and mobility.

**Safety - POOR**
Some reduction in weaving areas along Interstate 70 and 71; some improvement of traffic flow and reduction in congestion, which results in fewer congestion related rear-end collisions and sideswipe collisions that have occurred in the corridor.

**Environmental and Community Issues - FAIR**
No residential structure impacts; most of the road construction within existing right-of-way; no potential for acreage currently inside existing right-of-way to be available for redevelopment; provides poor pedestrian connectivity potential and some opportunity for capping of the freeway.

**Planning Level Costs - SATISFACTORY**
Estimated planning level cost of $590 million. This is the least cost alternative to improve the corridor.

**Recommendation**
Recommended for further consideration. While the *Urbanized Freeway System Alternative* did not rate as well as other alternatives, alterations to some of the features, such as ramping, could significantly change its ranking as an alternative along Interstate 71, north of the “East Split”. In addition, the City of Columbus is currently studying downtown traffic circulation and considering changes to the operation of the local street system. This alternative may provide some options for the Interstate 70/71 corridor that will perform more efficiently with the modified street operations.
Alternative E Arterial Boulevard

Concept 4, Alternative E
"Arterial Boulevard"

Operational Efficiency – FAIR
Addresses and improves some of the existing unsafe roadway features; small reduction in the amount of weaving within the corridor and provides for continuous route following for Interstates 70 and 71.

Local Accessibility & Mobility - POOR
Results in significantly longer travel times for access to emergency services and neighborhoods, when compared to the other proposed alternatives; has the highest amount of delay for through traffic on Interstates 70 and 71.

Safety- POOR
Small reduction in weaving areas along Interstate 70 and 71; some reduction in congestion.

Environmental and Community Issues - POOR
Requires significantly greater right-of-way acquisition than the other alternatives; impacts more than 200 residential structures, most of which are multi-family buildings; has the most potential environmental impacts, including Cooper Stadium, Greenlawn Cemetery and a large number of residential relocations; no potential for acreage currently inside existing right-of-way to be available for redevelopment; provides poor pedestrian connectivity potential and some opportunity for capping of the freeway.

Planning Level Costs - FAIR
Estimated planning level cost of $720 million.

Recommendation
Eliminated from further consideration. When compared to the objectives for this study, the Arterial Boulevard Alternative has a poor rating for three performance categories and only ranked fair in the other two. This overall poor rating represents that it is not able to adequately address the goals of this study. Minor adjustments and more detailed evaluation will not significantly alter the rating of this alternative.


**Operational Efficiency – GOOD**
Addresses and improves almost all of the existing unsafe roadway features; reduces the amount of weaving within the corridor and allows through traffic to continue on Interstate 70 and 71 without making lane changes.

**Local Accessibility & Mobility – SATISFACTORY** Improves local accessibility and mobility.

**Safety- SATISFACTORY**
Reduces the weaving areas along Interstate 70 and 71; improves traffic flow and reduces congestion, resulting in fewer congestion related rear-end collisions and sideswipe collisions that have occurred in the corridor.

**Environmental and Community Issues - GOOD**
No residential structure impacts; most of the road construction within existing right-of-way; potential for acreage currently inside existing right-of-way to be available for redevelopment; provides satisfactory pedestrian connectivity potential and the opportunity for some capping of the freeway.

**Planning Level Costs – POOR** Estimated planning level cost of $890 million.

**Recommendation**
Eliminated from further consideration. The Two-Way Collector-Distributor Decked over the Freeway Alternative is the second most expensive alternative. While it performed well in some evaluation categories, there are more cost-effective alternatives which rated as well or better. This alternative has some additional operational difficulties associated with it due to the close proximity of parallel local streets such as Fulton, Livingston, Lester and Parsons. Vehicle and pedestrian traffic crossing the corridor would be adversely affected by crossing three closely spaced intersections. Additionally, these parallel roads combined would create a barrier between downtown and the neighborhoods.
Alternative G Two-Way, Collector-Distributor Road Using Local Street System

Concept 4, Alternative G
"Two Way Collector Distributor Road Using Local Street System"

Operational Efficiency – GOOD
Addresses and improves almost all of the existing unsafe roadway features; reduces the amount of weaving within the corridor and allows through traffic to continue on Interstate 70 and 71 without making lane changes.

Local Accessibility & Mobility - SATISFACTORY
Improves local accessibility and mobility.

Safety - SATISFACTORY
Reduces the weaving areas along Interstate 70 and 71; improves traffic flow and reduces congestion, resulting in fewer congestion related rear-end collisions and sideswipe collisions that have occurred in the corridor.

Environmental and Community Issues - SATISFACTORY
No residential structure impacts; most of the road construction within existing right-of-way; potential for acreage currently inside existing right-of-way to be available for redevelopment; provides satisfactory pedestrian connectivity potential and the opportunity for some capping of the freeway

Planning Level Costs - FAIR
Estimated planning level cost of $720 million.

Recommendation
Recommended for further consideration. Further consideration of this alternative will consider optional locations of the collector-distributor road. This road can possibly be located outside of the interstate corridor, along existing downtown streets, in order to better integrate with Columbus’ traffic circulation and other community related goals for the project.