

Evaluation Criteria Summary

The following table describes the criteria and performance measurements used to evaluate the alternatives developed by the Technical Advisory Committee.

Evaluation Criteria Summary

Category	Performance Measure*	Description
Transportation Operations		
Mobility - Traffic flow at signalized intersections or for critical movements	Volume to Capacity (v/c) Ratio	Quantitative comparison for 2025
Operations – applied design standards	Safety, Consistency with Standards, Pedestrian, Bicycle, Transit, Freight Movement	Qualitative with supporting facts (e.g. ORE 22 overpass less desirable than ORE 99W overpass due to downward off-ramp grade from ORE 22)
Impacts – Environmental, Economic, and Land Use		
Environment	Air, water, and energy	Mostly qualitative with supporting facts (based on ODOT staff comments and literature search)
Environment	Resource lands, biology, wetlands, and Hazardous Materials	Qualitative with supporting facts (based on ODOT staff comments and literature search)
Environment	Noise, visual, and social impacts	Qualitative with supporting facts (based on ODOT staff comments and literature search)
Land Use	Right-of-way (no. of affected parcels)	Quantitative comparison
Economic	Relocations (No. of relocations)	Quantitative comparison
Implementation		
Plan consistency	Federal, State, and Polk County	Statement of consistency or note of inconsistent elements
Phasing flexibility	Separable components	Qualitative comparison focused on feasibility to separate construction of components
Total Costs	Construction and ROW Costs	Quantitative comparison

Evaluation Criteria	Recommended Alternatives					
	1A	2C	4B	5C	6C	7A
Mobility - V/C ratio for signalized intersections or critical movements	<ul style="list-style-type: none"> • NA 	<ul style="list-style-type: none"> • 2015 - 1.11 • 2025 - 1.32 	<ul style="list-style-type: none"> • 2015 - 0.82 • 2025 - 1.00 	<ul style="list-style-type: none"> • 2015 - 0.76 • 2025 - 0.86 	<ul style="list-style-type: none"> • 2015 - NA • 2025 - 0.56 	<ul style="list-style-type: none"> • 2015 - NA • 2025 - 0.77
Operations - Safety and consistency with geometric design standards	<ul style="list-style-type: none"> • Potential for immediate safety benefits • OR 22/99W intersection and OR/22 Dallas-Rickreall Highway intersections are too closely spaced 	<ul style="list-style-type: none"> • Eliminates turning conflicts • Lane imbalance on westbound approach • Reduces the length of storage for left-turning traffic and reduces speed differential conflicts on OR 22 • Provides an area for eastbound to southbound traffic on OR 22 to decelerate out of the through traffic stream • OR 22/99W intersection and OR/22 Dallas-Rickreall Highway intersections are too closely spaced 	<ul style="list-style-type: none"> • Eliminates turning conflicts • Separates Dallas-bound traffic from OR 22 • Reduces spacing conflicts for OR22/99W intersection and OR22/Dallas-Rickreall Highway intersection 	<ul style="list-style-type: none"> • At-grade intersection eliminated • Deceleration and acceleration lanes improve safety and traffic flow • Westbound weave for Dallas-bound traffic is eliminated • OR 22/99W intersection and OR/22 Dallas-Rickreall Highway intersections are too closely spaced 	<ul style="list-style-type: none"> • Heavy westbound to southbound and northbound to eastbound movements can be accommodated without a traffic signal for approximately 20 years • Westbound weave for Dallas-bound traffic is eliminated • Does not meet interchange spacing standards 	<ul style="list-style-type: none"> • Full grade-separation • Westbound weave for Dallas-bound traffic is eliminated • May eliminate gaps in traffic through Rickreall • Meets interchange spacing standards
Impacts	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • Possible archeological resources • Possible presence of Kincaid's 	<ul style="list-style-type: none"> • Possible archeological resources • Possible presence of Kincaid's 	<ul style="list-style-type: none"> • Possible archeological resources • Possible presence of Kincaid's 	<ul style="list-style-type: none"> • Possible archeological resources • Possible presence of Kincaid's

			<p>lupine and Meadow sidalcea</p> <ul style="list-style-type: none"> • Minor impacts to agricultural land 	<p>lupine and Meadow sidalcea</p> <ul style="list-style-type: none"> • Moderate impacts to agricultural land 	<p>lupine and Meadow sidalcea</p> <ul style="list-style-type: none"> • Moderate impacts to agricultural land 	<p>lupine and Meadow sidalcea</p> <ul style="list-style-type: none"> • Most significant impacts to agricultural land
Implementation - Plan consistency	<ul style="list-style-type: none"> • Consistent with OHP Major Improvement Policy • Consistent with local plans • Consistent with TPR 	<ul style="list-style-type: none"> • Consistent with OHP Access Management and Major Improvement Policies • Consistent with local plans • Consistent with TPR 	<ul style="list-style-type: none"> • Consistent with OHP Access Management and Major Improvement Policies • Consistent with OHP “expressway” designation • Consistent with local plans • Consistent with TPR 	<ul style="list-style-type: none"> • Consistent with OHP Access Management and Major Improvement Policies • Consistent with OHP “expressway” designation • Consistent with local plans • Consistent with TPR 	<ul style="list-style-type: none"> • Consistent with OHP Access Management and Major Improvement Policies • Consistent with OHP “expressway” designation • Consistent with local plans • Consistent with TPR 	<ul style="list-style-type: none"> • Consistent with OHP Access Management and Major Improvement Policies • Consistent with OHP “expressway” designation • Consistent with OHP interchange spacing standard • Consistent with local plans • Consistent with TPR

Implementation - Maintenance and operations						
Implementation - Costs	<ul style="list-style-type: none"> • Environmental & Preliminary Engineering - \$0 • Engineering & Construction - \$0 • Right-of-way - \$0 • Total - \$0 	<ul style="list-style-type: none"> • Environmental & Preliminary Engineering - \$200,000 • Engineering & Construction - \$2,900,000 • Right-of-way - \$0 • Total - \$3,100,000 	<ul style="list-style-type: none"> • Environmental & Preliminary Engineering - \$600,000 • Engineering & Construction - \$7,500,000 • Right-of-way - \$240,000 • Total - \$8,340,000 	<ul style="list-style-type: none"> • Environmental & Preliminary Engineering - \$1,200,000 • Engineering & Construction - \$15,000,000 • Right-of-way - \$240,000 • Total - \$16,440,000 	<ul style="list-style-type: none"> • Environmental & Preliminary Engineering - \$1,560,000 • Engineering & Construction - \$19,500,000 • Right-of-way - \$600,000 • Total - \$21,660,000 	<ul style="list-style-type: none"> • Environmental & Preliminary Engineering - \$1,728,000 • Engineering & Construction - \$21,600,000 • Right-of-way - \$600,000 • Total - \$23,928,000