

Substandard Road Rubric for benefit columns

Emergency response benefit	Community Support	Connectivity (ability for thru traffic)	School/Bus route	Equity	Safety	Environmental/Drainage Benefit	Traffic Volume impacts
No access	Numerous contacts by community	provides additional access	Buses will not use	LMI is less than 50.47 score 1	Wildfire access One way in One way out	Erosion is widespread	Parking on road
Limited access	Phone record requests		School within 10000'	LMI GT= 50.47 - LT 60 score 2	steep grade	Erosion is limited	Law enforcement needed for speeding or other
unimproved low water crossing	Community worked with ESDs or other agency	Provides connectivity to other subdivisions or through community	No sidewalks	LMI GT 60.1-LT 70 score 3	flooding prone	Inadequate low water crossing	Emergency services cannot access due to use by community
Other roads connecting are substandard	Community provided information to assist with project such as reports or design		unpaved road	LMI GT 70.1-LT 80 score 4	unpaved	Existing drainage deficiencies	Floodplain area
No turnaround	Community provided information to assist with project such as reports or design	provides local connectivity	deteriorated pavement	LMI GT 80.1-LT 90 score 5	deteriorated pavement	Steep unpaved	
unpaved		No turn around	LMI GT 90.1-LT 100 score 6	uncontrolled intersection	Law enforcement needed for speeding or other		
deteriorated pavement	Vegetation or other infrastructure/obstruction	provides local connectivity	grade too steep	ADA compliant sidewalks - score 2		Emergency services have limited or no Ex. sidewalks are non-ADA	Dumping area
steep grade			unimproved low water crossing	Safe, accessible, reduce transportation related disparity, health effects, affordable, multimodal - 1 point for each goal achieved 2 above not implemented this ranking cycle			
				Max score not to exceed 10			

LMI threshold comes from HUD and is recalculated when CDBG service areas change

Substandard Road Rubric for cost columns

Cost Adjustment	Cost per mile including constructability and floodplain considerations	# of miles	# of residents benefited
Funds provided for road	Grade of existing road	From GIS mapping	Lot count along a road
In kind benefit provided including reports and design	Floodplain area		Connectivity improvement will add to # based on assumed traffic pattern
Improvements benefit Travis County	gravel/unpaved		
	Geometry		
	deteriorated pavement		
	low water crossing		
	trees and other ex. env items		
	easements needed		
	ROW needed		
	turn around needed		
	Atypical existing improvements including		
	Existing highly developed		
	Geology		
	Ex. road similar to a driveway or two wheel		
	Constructability		
	City of Austin permit required		