

ID	Criteria	Options Ranking	
		40' Width	42' Width
<b>Evaluation Criteria</b>			
1	Addresses safety during PPSL operations	•Narrower, less width for driver error	•Wider, normal highway lane width
2	Maintains safety during non-peak times	•Narrower lane than existing, less width for driver error	•Wider, normal highway lane width
3	Improves mobility during peak times	•Not a differentiator	
4	Minimizes the effort required to maintain the option	•Less infrastructure, less maintenance	•Additional infrastructure, additional maintenance
5	Enables the project team to achieve the goal of opening PPSL by 1-Jul-15	•Narrower cross section could require less effort for NEPA, design, and construction.	•Wider cross section could require additional effort for NEPA, design, and construction.
6	Creates infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function, and purpose.	•Less infrastructure	•More infrastructure
7	Allows for a process to engage and communicate with all the local, regions and national users of the I-70 Mountain Corridor	•Not a differentiator	
8	Creates opportunities to "correct past damage"	•Not a differentiator	
9	Provides access and protects opportunities for enhancements to tourist destinations, community facilities, and interstate commerce.	•Not a differentiator	
10	Incorporates sustainability by using locally available materials and environmentally-friendly processes	•Not a differentiator	
11	Protects or creates unique features for the area as a gateway	•Not a differentiator	
12	Protects wildlife needs	•Less barrier effect impeding highway permeability	•More barrier effect impeding highway permeability
13	Protects Clear Creek	•Less potential for encroachment into creek •Less visual impact for walls •More space for WQ features to be added	•More potential for creek encroachment •More visual impact from walls •Less space for WQ features to be added
14	Protects the defining historical elements of Clear Creek County	•Less infrastructure, less visual impact	•More infrastructure, more visual impact
15	Meets CDOT's and industry standards	•Meets minimum standard	•Meets preferred standard
16	Achieves the mountain mineral belt aesthetic guidelines	•Not a differentiator	
17	Meets the I-70 Mountain Corridor design criteria	•Not a differentiator	
18	Preserves opportunities for the AGS and the ultimate preferred alternative	•Not a differentiator	
19	Adaptable for future changes/projects	•Not a differentiator	
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<b>Issue Specific Criteria</b>			
1			
2			
3			
4			