ID	Criteria	Options Ranking				
					Fair	Better	Best
		Left-Side			**Right-Side**	

ID	Criteria	**Options Ranking** Fair / Better / Best	
		Left-Side	**Right-Side**
Evaluation Criteria			
1	Addresses safety during PPSL operations	•Standard ML striping with solid white line •GP lanes are consistent on peak and off peak	•Unconventional ML striping with dashed line. •GP lanes shift between on peak and off peak operations
2	Maintains safety during non-peak times	•Left-side breakdown lane (non-standard)	• Right-side breakdown lane (standard)
3	Improves mobility during peak times	• Increases weaving to/from the express lane •Enhances travel time •Commercial vehicles may operate in right lane	•Decreases weaving to/from the express lane •Commercial vehicles may operate in middle lane
4	Minimizes the effort required to maintain the option	•Reduces signing and structures •Creates snow removal/ sediment control challenges •Conventional striping patterns	•Increases signing and structures •Unconventional striping patterns
5	Enables the project team to achieve the goal of opening PPSL by July 2015	•Not a differentiator	
6	Creates infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function, and purpose.	•Compatible with Twin Tunnels widening •Configuration constant with CDOT similar projects on North I-25, US-36	•Increases signing infrastructure more than left-side option •Compatible with Twin Tunnels widening •Configuration not consistent with CDOT similar projects
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	• Not a differentiator	
11	Protects or creates unique features for the area as a gateway	•Creates an opportunity to replace the 103 bridge	•Opportunity to maintain the 103 bridge
12	Protects wildlife needs	•Not a Differentiator	
13	Protects Clear Creek	• Not a differentiator	
14	Protects the defining historical elements of Clear Creek County	•Less signs impacting historic viewshed	•More signs impacting historic viewshed
15	Meets CDOT's and industry	•Right shoulder does not meet standard	•Right shoulder does meet 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	• Less infrastructure removal (signage)	• Additional infrastructure removal (signage)
ID	Criteria	**Options Ranking** Fair / Better / Best	
		Left-Side	**Right-Side**
Issue Specific Criteria			
1	Meets driver expectations/roadway environment/precedence set for express lanes in the state	•Standard ML striping with solid white line • Breakdown lane on non-traditional left side •GP lanes are in the same configuration •Consistent with US 36 and North I-25	•Unconventional ML striping with dashed line. • Breakdown lane on traditional right side • Possible fewer emergency pullouts required •Not consistent with North I-25 and US 36 •GP lanes are in different configurations
2	Minimizing signing types and locations throughout the corridor	•Requires less signing than right-side option	•Requires more signing than left-side option
3	Maintains fluid ramp access and standard ramp geometry on and off-ramps accesses and ramp geometry.	• Not a differentiator	