

ID	Criteria	Options Ranking			
		Left-Side	Fair	Better	Best
<b>Evaluation Criteria</b>					
1	Addresses safety during PPSL operations	<ul style="list-style-type: none"> <li>Standard ML striping with solid white line</li> <li>GP lanes are consistent on peak and off peak</li> <li>Allows for traditional rumble strips</li> </ul>		<ul style="list-style-type: none"> <li>Unconventional ML striping with dashed line.</li> <li>GP lanes shift between on peak and off peak operations</li> </ul>	
2	Maintains safety during non-peak times	<ul style="list-style-type: none"> <li>Left-side breakdown lane (non-standard)</li> </ul>		<ul style="list-style-type: none"> <li>Right-side breakdown lane (standard)</li> </ul>	
3	Improves mobility during peak times	<ul style="list-style-type: none"> <li>Increases weaving to/from the express lane</li> <li>Enhances travel time</li> <li>Commercial vehicles may operate in right lane</li> </ul>		<ul style="list-style-type: none"> <li>Decreases weaving to/from the express lane</li> <li>Commercial vehicles must operate in middle lane</li> </ul>	
4	Minimizes the effort required to maintain the option	<ul style="list-style-type: none"> <li>Reduces signing and structures</li> <li>Creates snow removal/ sediment control challenges</li> <li>Conventional striping patterns</li> </ul>		<ul style="list-style-type: none"> <li>Increases signing and structures</li> <li>Unconventional striping patterns</li> </ul>	
5	Enables the project team to achieve the goal of opening PPSL by July 2015			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
6	Creates infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function, and purpose.	<ul style="list-style-type: none"> <li>Configuration consistent with CDOT similar projects on North I-25, US-36</li> </ul>		<ul style="list-style-type: none"> <li>Increases signing infrastructure more than left-side option</li> <li>Configuration not consistent with CDOT similar projects</li> </ul>	
7	Allows for a process to engage and communicate with all the local, regional and national users of the I-70 Mountain Corridor			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
8	Creates opportunities to "correct past damage"			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
9	Provides access and protects opportunities for enhancements to tourist destinations, community facilities, and interstate commerce.			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
10	Incorporates sustainability by using locally available materials and environmentally-friendly			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
11	Protects or creates unique features for the area as a gateway	<ul style="list-style-type: none"> <li>Creates an opportunity to replace the 103 bridge</li> </ul>		<ul style="list-style-type: none"> <li>Opportunity to maintain the 103 bridge</li> </ul>	
12	Protects wildlife needs			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
13	Protects Clear Creek			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
14	Protects the defining historical elements of Clear Creek County	<ul style="list-style-type: none"> <li>Less signs impacting historic viewshed</li> </ul>		<ul style="list-style-type: none"> <li>More signs impacting historic viewshed</li> </ul>	
15	Meets CDOT's and industry standards			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
16	Achieves the mountain mineral belt aesthetic guidelines			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
17	Meets the I-70 Mountain Corridor design criteria			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
18	Preserves opportunities for the AGS and the ultimate preferred alternative			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	
19	Adaptable for future changes/projects	<ul style="list-style-type: none"> <li>Less infrastructure removal (signage)</li> </ul>		<ul style="list-style-type: none"> <li>Additional infrastructure removal (signage)</li> </ul>	
<b>Issue Specific Criteria</b>					
<b>Options Ranking</b>					
		Left-Side	Fair	Better	Best
<b>Issue Specific Criteria</b>					
1	Meets driver expectations/roadway environment/precedence set for express lanes in the state	<ul style="list-style-type: none"> <li>Standard ML striping with solid white line</li> <li>Breakdown lane on non-traditional left side</li> <li>GP lanes are in the same configuration (on peak versus off peak)</li> <li>Consistent with US 36 and North I-25 managed lane corridors</li> </ul>		<ul style="list-style-type: none"> <li>Unconventional ML striping with dashed line.</li> <li>Breakdown lane on traditional right side</li> <li>Possible fewer emergency pullouts required</li> <li>Not consistent with North I-25 and US 36 managed lane corridors</li> <li>GP lanes are in different configurations (on peak versus off peak)</li> </ul>	
2	Minimizing signing types and locations throughout the corridor	<ul style="list-style-type: none"> <li>Requires less signing</li> </ul>		<ul style="list-style-type: none"> <li>Requires more signing</li> </ul>	
3	Maintains fluid ramp access and standard ramp geometry on and off-ramps accesses and ramp geometry.			<ul style="list-style-type: none"> <li>Not a differentiator</li> </ul>	