Benefit Rating System:
- 1 = Very Poor
- 2 = Poor
- 3 = Fair
- 4 = Good
- 5 = Very Good

Alternatives:	US 50 Roadway Modifications							Grade Separations							Other		
Evaluation Criteria:	No Build Repair Pedestrian Ramps	Base Pedestrian Improvements ADA Compliant Crossings	Concept RD-A : Five Lanes Medians at Crosswlks Only	Concept RD-B : Four Lanes Crosswalks, Landscaped Edges	Concept RD-C : Narrow Four-Lane Crosswalks, Offset Café Zone One Side	Concept RD-D : Four Lanes Crosswalks, Full Median	Concept RD-E : Four Lanes Crosswalks, Full Median, One-way Pair	Concept GS-1 Overpass at 2nd Street	Concept GS-2 Overpass at 3rd Street (West)	Concept GS-3 Overpass at 3rd Street (East)	Concept GS-4 Overpass at 4th Street	Concept GS-5 Underpass at 4th Street	Concept RR-1 3rd Street Ped Overpass over RR	Concept RR-2 4th St Bridge Ramps to Riverwalk			
Address identified project goals:																	
Enhance Safety																	
Pedestrian Safety																	
Vehicular Safety																	
Bicycle Safety																	
Emergency Operations																	
Security: Discourage Vagrancy																	
Security: Open Feel																	
Increase Bicycling and/or Walking Activity																	
Maximize Investment/ Network Connectivity																	
Immediate Benefit to Public																	
Improve State and Regional Economy																	
Economic Development/Redevelopment																	
Active Use of Both Sides of Highway																	
Easy Vehicular Access t o Businesses																	
Better or more access to parking																	
Positive Impact on Businesses																	
Expand Recreational Opportunities																	
Enhance Quality of Life																	
Aesthetics																	
Gateway (Highly Visible)																	
Incorporate Highway into Fabric of the City as much as possible																	
State of the Art																	
Adjacent Building Aesthetics																	
Improve Public Health																	
Provide Transportation Equity																	
ADA Compatibility																	
Minimize Impact of Traffic Flow																	
Calm Traffic to Meet 30 MPH Speed Limit																	
Create Project Readiness																	
Compatibility with Funding																	
Integration with Plans and Community Support																	
US 50 Corridor Plan																	
Downtown Strategic Plan																	
Draft Arkansas River Central Corridor Plan																	
Eastern Fremont County Trails, Open Space & River Corridor Master Plan																	
Uniformity with Downtown (content & placemaking)																	
Compatibility with Railroad Crossings (At-Grade or Grade Separated Connection to Depot)																	
Future Needs																	
Consider engineering design constraints/costs:																	
Minimize Private Property Impacts																	
Right-of-Way Impacts																	
Minimize Construction Impacts																	
Minimize Natural/Cultural Resource Impacts																	
Minimize Utility Impacts/Relocations																	
Maintenance Considerations																	
Other considerations:																	