			Categories and Weighting																					
		Concepts	ROW and Utility Impacts	1.0	Commuter Lot Access and Transit	1.0	Express Lanes Impact	1.0	Safety Improvements	4.0	Operational Improvements	4.0	Constructability	0.5	Accommodate Ped and Bike	2.0	Environmental Impact	0.5	Maintenance	0.5	Cost of	2.0	Total Score	Rank
				++ 3		++ 3		Effect Score		Effect Score		Effect Score		Effect Score		+ 2		Effect Score		++ 3		Effect Score		
	0	No-Build	No impacts.	3.0	Multiple entry exit points to Route 123 and Old Bridge Road Bus stop on 58 Route 123	3.0	Full access to Express Lanes at J- 95 interchange	3.0	Northbound Route 123 weave between 195 and Old Bridge Road High number of rear-end and angle crashes along 58 Route 123 due to congestion and lane changing approaching 195	-4.0	Queuing onto 1-95 in AM and PM Excessive queuing and delays along Route 123 and Old Bridge Road 2045 AM/PM delay (sec/veh): 225/151 (F/F)	-4.0	No construction.	1.5	Sidewalks along west and east sides of Route 123 and north and south sides of Clid Bridge Road	4.0	No impacts.	1.5	No new infrastructure to maintain	1.5	No cost.	6.0	15.5	3
	œ	Flyover (outside/outside)	ROW (major) - East of 123 & north of Old Bridge, potential total takes (3) & business electation (1); undrance removal (2) (2) (BOW (moderate/minor) - businesses (5) & P&R. Utilities (lnown) - OHE on 123 & Old Bridge; SS adjacent to stream Utilities (unicon) - gaz, vater;	1.0	No change TU/FROM North, TU/FROM West; TO South Rerouted access FROM South (turn at Davis Reach Rd prohibited) Bus stop on SB Route 123 remains; transit reroutes into Commuter Lot via Old Bridge Road	2.0	Fewer lane changes for PM Express Lanes traffic heading to Old Bridge Road	3.0	Eliminates northbound Route 123 weave (*) Reduces rear-end collisions on southbound Route 123 with improved operations (*) Stortens weave distance on Cld Bridge Road between Route 123 and Octopian Road (*) Petential for increased crashes in flyover curve (*)	8.0	No queuing onto 1-95 in 2045 AM (+) and PM (+) NB Route 123 queuing and delay decreases (+) SB Route 123 queuing and delay decreases (+) EB GIG Bridge Road queuing and delay reduces but remains (0) 2045 AM/PM delay (scc/vin):	+ 2	Feasible without major/long term shifts to 123 & Old Bridge. Low impact to 58 123 & Old Bridge traffic.	+ 2	West side of Route 123 South side of Old Bridge Road	4.0	Swerine impacts (NWI) associated with culvert extension.	0 1	Non-complex structure	0 1	Primary cost drivers: bridge, EW, retaining wall (length & height). Simple MOT. ~420-30M	4.0	32.0	1
			fiber						Change in weighted conflict points: -164 (+)		116/43 (F/D)													\square
	U	Flyover (outside/inside)	ROW (major) - Bast of 123 & north of lot Bridge; potential total take (3) & business relocation (3); enfrance relocation (3); enfrance relocation (3); enfrance relocation (1). ROW (moderate/minor) - North & sooth of Old Bridge; RRI; Impacts to business from (3) Bridge; RRI; Impacts to business from (3) Bridge; RRI; Impacts of Old Bridge; RRI; Impacts on (3) Bridge; RRI; Impacts of Old Bridge; RRI; Impacts of Call Bridge; R	1.0	No charge TO/FROM North, FROM West, TO South West, TO South West, TO South West, TO South West (U-burn at Route 123) Rerouted access TO West (U-burn at Route 123) Read-ced/firsted access FROM South and 166 (turn at Devis Reach Apl prohibited and riplover bypasse seisting intersection on Cold Bridge RIQ. But does on SB Route 122 ensmiss; no transit connection to Cold Bridge RIQ. Communicat List in Price (turn at Devis Reach RIQ prohibited and bypasses U-bypasses U-b	-1.0	Access from Express Lanes to Commuter Lot limited in PM	0.0	Eliminates northbound Route 123 weave (*)	4.0	No questing onto 195 in 2045 AM (+) and PM (+) NB Route 121 questing and delay decreases (+) SB Route 121 questing and delay decreases (+) SB Route 121 questing and delay decreases (+) SB Cut disign Road questing and delay reduces but remains (0) 2045 AM/PM delay: 116/43 (F/D)	8.0	Requires shifts to E8 & WB Old bridge to construct resulting in additional impact to adjacent properties. Require shift of NB 123 to build flyows. Low impact to 58 123 traffic. (Potential to make E8 Old Bridge to PBR during construction)	0 1	West side of Route 123 North and south sides of Clid Bridge Road	2.0	No impact determined (NWI). Potential impact to gas stations (hazardous).	0 1	Complex structure within median	0.0	Primary cost divers: bridge, EW, retaining wall. Complex MOT. ~4.35-45M	2.0	17.0	2
	u.	Elevate SB Rt. 123	ROW (major) - West of 123; possessal storal take (10+) is consistent to the (10+) is consistent to the consistent of the	0.0	No drange TO North, TUPROM West, FROM South West, FROM South Remonded access FROM North (must turn ofto Cid Bridge Road and wises to turn Well,) and and seven to turn Well, and and seven to turn Well, and growthsteel, and prohibited of the control of the seven service of the control turn and service turns in any of the control turns are serviced to northboard bigwess Lanses in AND Brand and Service turns are serviced to the committee for the control turns are serviced to the committee for the control of Bridge Road	0.0	Access from Cld Bridge Road to Express Lance limited in AM, DMS sign at PBR	0.0	Northbound Route 123 weave remains () Routes rain-end collisions on southboard Route 123 with improved operations (+) Improves a coses management and of the Bridge Bload (+) Creates short weave on southboard Route 123 approaching 195 (-) Creates short weave on weethboard of the Bridge Bload of the Creates short weave on weethboard of the Bridge Bload for Creates short weave on westhboard of the Bridge Bload for Creates short weave on westhboard of the Bridge Bload for Creates short weave on westhboard of the Bridge Bload for Creates short weave on westhboard of the Bridge Bload for Creates short weave on westhboard of the Bridge Bload for Creates short weave on westhboard of the Bridge Bload for Creates short weave on westhboard of the Bridge Bload for Creates short weave on the Bridge Bload for Creates		No questing onto NB 1-95 in 2045 AM (+): produces impact to SB 1-95 in 199 (6). NB Robert 123 questing and delay remains (r). SB Robert 123 questing and delay remains (r). SB Robert 123 questing and delay conceives significance scales just discreases significance acting and increases throughput (+). Some congenition in new SB Robert 221 waves approaching (+95 (r). 2045 AMPM delay (sectives): 112/2/56 (YC).	4.0	Requires shift to SB 123 to construct devanted portion resulting in additional impacts to Salparat properties. Low impact to Old Bridge traffic.	0 1	East and weet sides of Route 123 Norm and sculls ides of Old Bridge Road	4.0	Riverine impacts (NWI) associated with culter administration (hazardous). To give distribute to give distribute (hazardous).	0.0	Non-complex structure	0 1	Primary cost drivers: bridge, EW, retaining wall. Complex MOT. ~530-4094	2.0	7.0	6
	U	Echelon	ROM (rough) - Next of 122; opportunit total table (104) is business/presidential relocations (104) is business/presidential relocations. And the state of 124; residential (124) business across and the state of 122; residential (3), business from 122; residential (3), business from 126; for the state of 122; residential (3), business for 122 is 85 Cd 8 flogs drifts to construct. State of 123 is 85 Cd 8 flogs drifts to construct. State of 123 is 85 Cd 8 flogs drifts to construct. State of 123 is 85 Cd 8 flogs drifts to construct.	-1.0	No change TO North, TO/FROM West, TO/FROM South West, TO/FROM South Sounded access (FROM North Cruset time ratio (Cd Bridge Read and weake to but Well) and FROM South (turn at Devils Reach Rey printibited) But day on SB Route 123 impactacit; transfer extracts into Commuter Lot via Old Bridge Road	1.0	Weave distance from Old Bridge Road to Express Lanes limited; DMS sign at PMR	2.0	Northbound Route 123 weave reminise (*) Reduces rear-end collisions on northbound(southbound Route 123 with improved operations (*) 123 with improved operations (*) Improves access management north of tid Bridge Roud (*)	0.0	No questing onto 195 in 2045 AMP (+): reduces impact to 58 195 in PM (0) AMR Route 123 questing and delay reduces significantly (+) SR Route 123 questing and delay decreases (+) EB Club Bridge Road questing remains but reduces delay and increases throughput (+) 2055 AMPPM delay (sectivels): 64/7 (E/A)	+ 2	Require shift to NB & SB 123 to construct elevated portion resulting in additional impacts adjusted portion and additional impacts and adjusted properties. Requires shifts to BB (od Bridge to construct resulting in additional impacts to adjusted properties, and adjusted properties, and adjusted properties are adjusted to adjusted properties. The properties are adjusted to passed to p	-0.5	East side of Route 123 North and scall (either elevated or on odige of Communities (at) of old Bridge Road Cade capacities and MSC wells less conductor to walkable environment.	0.0	Riverine impacts (NWI) associated with colvent (2) associated with colvent (2) gas stations (hazardous).	0.0	Complex structure	0.0	Primary cost drivers: bridge, EW, retaining wall. Complex MOT. ~550-6091	-2.0	7.5	5
	۵.	Grade Separated	ROW (major) - East & west of 12); potential total take (10+); submisses parking (7); Relft bus access; more impacts 40 Cold Soldy RT are eliverable 40 Cold So	-1.0	No change TO listels, TQ/FROM West, FROM South West, FROM South Remoted access FROM North (runst turn ento FOE diships Road and wave to turn Well, and and west to turn Well, and and south from the control of the cont	0.0	Access from Cld Bridge Road to Express Lanes limited in AM; DMS sign at PBR	0.0	Eliminates northound Route 123 weaves (**) Reduces collisions along northouse/jourhound Route 123 with improved access for the size of the	4.0	No questing on 1-95 in 2045 AM (+) and PM (+) No MR (+) and PM (+) No MR (+) Am	12.0	Require chift to NB & 58 123 to construct deleated portion resulting in additional impacts to adjusted previous delease properties. Low impact to Cld Bridge traffic.	0.0	East and west sides of Route 123 North and south sides of Old Bridge Road Rull interchange less conducive to walkable environment	0.0	Riverine impacts (NVI) associated with coherci (2) associated with coherci (point to gas dations (hazardoses).	0.0	Non-complex structure	0 1	Primary cost drivers: bridge, EW, retaining wall. Complex MOT. ~540-5594	0.0	15.5	3
	v	SB I-95 Ramp Diversion	Concept targely contained with existing flootprior. ROW (moderate/minor) - East of 1223; business frontage (4+) URITIES (known) - minor velocations; CHE along 123 URITIES (unknow) - gas; fiber; water	2.0	No change TO/PROM North, TO/PROM West, TO South Remoted access PROM South (turn at Devils Reach Rd prohibitod) but stop on SB Route 123 remains; brand remotes into Communion Lovid Bridge Road	2.0	Requires relocation of EL access to eliminate signal conflicts	-1.0	points: -180 (+) Eliminates northbound Route 123 weave (+) Possible increase in mar-end collision on eff-ramp due to signal (1) Change in weighted conflict points: -126 (+)	- 0	Possible queuing impacts to 1-95 in 2045 AM (1) and queueing raths \$1.95 by 2045 BM (1) and queueing raths \$1.95 by 2045 BM (1) and \$1.95 by 2045	-4.0	Feasible without major/long term softs to 121 & Gold Bridge. Low impact to 58 Rt. 123 traffic. New location armay and minor work to existing 58 95 ramp. Remaining work contained to existing parement. Complex construction of relocated Et access over 95.	0.0	East and west sides of Route 123 North and south sides of Old Bridge Road	4.0	No impact determined (NWI).	1.5	Low maintenance on VIOOT owned assets. Assume EL are responsible for relocated connection.	1.0	Primary cost drivers: Relocated El components Cost is less FEL relocation is excluded: ~40.59M (EL adjust access point ~530-40M)	- 0	5.5	7
E	t+ +	Description Score Generally best concent Generally better concept		x	ory Weighting - to be dete	ermined by SWG						Scoring Calculat Category Weigh	tions: nting X Category Score	= Total Catego	ory Score						*1	High level constru	ction cost es	stimates

All relative ratings in comparison to each other

STARS