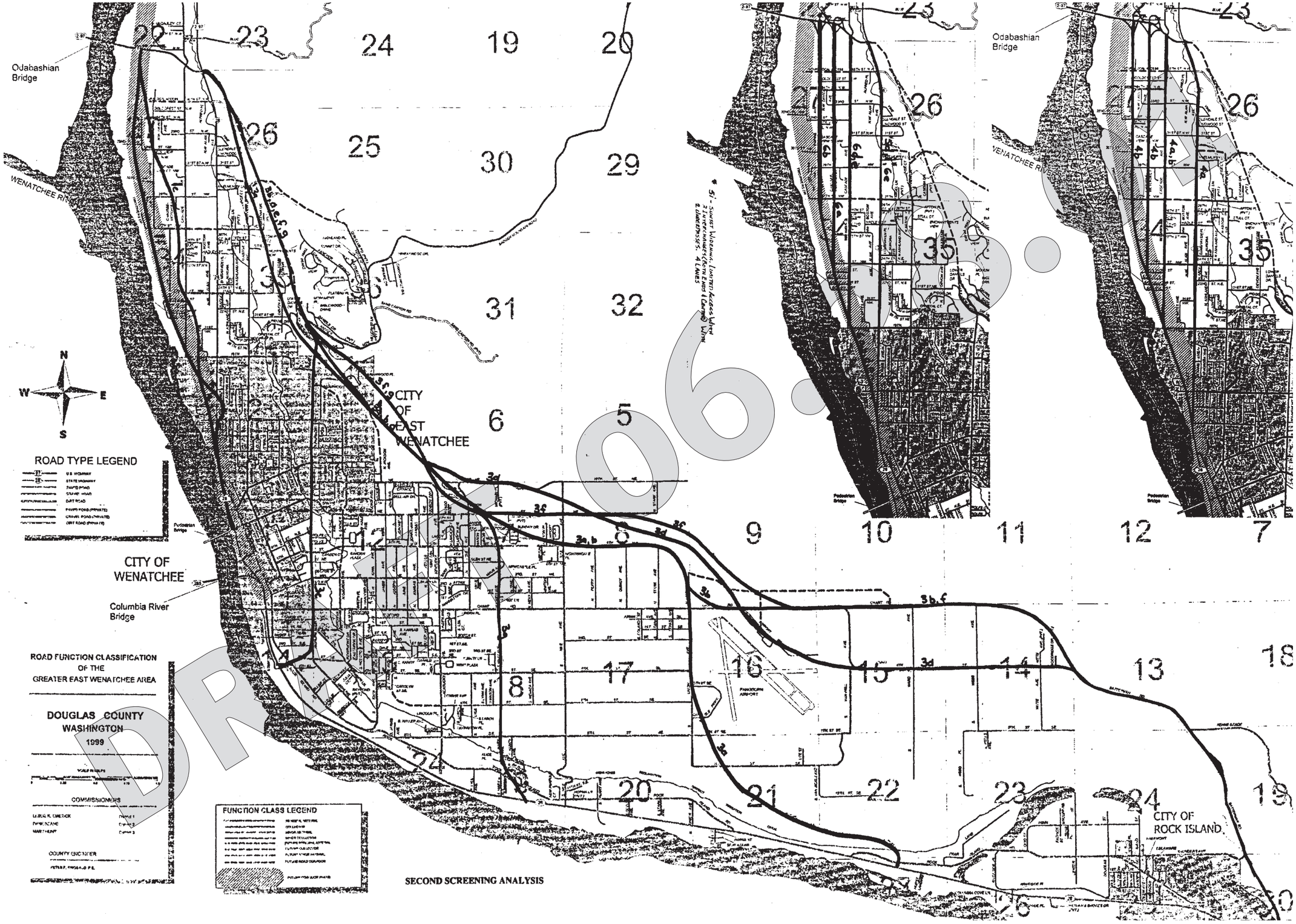
# Alignments Proposed for Secondary Screening (map 1 of 1)

Washington State Department of Transportation

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# Secondary Screening Evaluation Matrix

Washington State Department of Transportation

| | Workshop Derived Criteria | Criteria<br>* All of these concepts will result in permittable roadway construction within 200' of the Columbia River at the south end (at 9th NE) only, to tie into existing SR 28. | River Front* | | Lower Bench | | | | | | Couplets* | | SR 28* | | Existing Streets* | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Western Route Frwy. Closer to existing sunset | Western Route 300' from OHWM, Parkway | Lower Bench (Previous EIS Route 5) | Lower Bench to Grant/ Batterman | Lower Bench to Airport/Batterman | Lower Bench to Eastmont/4th | Lower Bench to 8th/Batterman | Lower Bench to Mary | One-Way Couplet Sunset/Cascade (Previous EIS Route 3) | One-Way Couplet Cascade/Empire or Columbia | Sunset 7 Lanes | Sunset 4 Lane Freeway | Columbia Extension & Widening - 5 Lane | Empire Extension & Widening - 5 Lane | Cascade Improvements & Widening - 5 Lane | Sunset 5 Lanes, Cascade 3 Lanes |
| | | | 1e | 1f | 3a | 3b | 3d | 3e | 3f | 3g | 4a | 4b | 5d | 5l | 6a | 6b | 6d | 6e |
| | | **Workshop Identified Conceptual Alternatives** (the number of groups that identified the alternative) | 1 | 1 | 2 | 2 | 1 | 0 | 1 | 2 | 4 | 3 | 4 | 0 | 1 | 2 | 1 | 1 |
| **1.0** | | **Transportation** | | | | | | | | | | | | | | | | |
| 1.1 | 5 | Does the concept improve LOS in the existing SR 28 corridor? | 8 | 7 | 6 | 5 | 4 | 8 | 5 | 7 | 8 | 8 | 9 | 10 | 8 | 8 | 8 | 8 |
| 1.2 | 5 | Does the concept improve freight mobility in the area? | 10 | 9 | 4 | 5 | 5 | 3 | 5 | 3 | 7 | 8 | 6 | 9 | 6 | 6 | 6 | 6 |
| 1.3 | 5 | Does the concept improve safety in the existing SR 28 corridor? | 9 | 9 | 6 | 5 | 5 | 4 | 5 | 5 | 6 | 8 | 5 | 9 | 7 | 7 | 6 | 6 |
| 1.4 | 5 | Does the concept improve LOS on local roadway system and accommodate alternative modes? | 5 | 6 | 7 | 6 | 6 | 6 | 6 | 7 | 7 | 7 | 6 | 6 | 5 | 5 | 6 | 6 |
| | | **1.0 Average Subtotal Score** | **8** | **78** | **5.8** | **5.3** | **5** | **5.3** | **5.3** | **5.5** | **7** | **7.8** | **6.5** | **8.5** | **6.5** | **6.5** | **6.5** | **6.5** |
| | | | | | | | | | | | | | | | | | | |
| **2.0** | | **Community/ Land Use** | | | | | | | | | | | | | | | | |
| 2.1 | 1 | Does the concept displace businesses and/or residents? | 8 | 8 | 6 | 7 | 7 | 2 | 5 | 3 | 8 | 6 | 4 | 4 | 7 | 6 | 5 | 2 |
| 2.2 | 5 | Does the concept minimize neighborhood connectivity impacts and access impacts to local businesses and residents? | 3 | 7 | 6 | 6 | 6 | 5 | 6 | 6 | 5 | 5 | 4 | 2 | 5 | 5 | 5 | 4 |
| 2.3 | 1 | Does the concept serve economic development areas? | 7 | 7 | 7 | 6 | 6 | 6 | 6 | 8 | 7 | 7 | 6 | 7 | 7 | 7 | 7 | 7 |
| 2.4 | | Is the concept acceptable to the community? | | | | | | | | | | | | | | | | |
| | | **2.0 Average Subtotal Score** | **6** | **7.3** | **6.3** | **6.3** | **6.3** | **4.3** | **5.7** | **5.7** | **6.7** | **6** | **4.7** | **4.3** | **6.33** | **6** | **5.7** | **4.3** |
| | | | | | | | | | | | | | | | | | | |
| **3.0** | | **Environmental** | | | | | | | | | | | | | | | | |
| 3.1 | 3 | Does the concept minimize noise and air quality impacts? | 5 | 7 | 4 | 5 | 5 | 3 | 5 | 4 | 4 | 4 | 4 | 6 | 3 | 3 | 3 | 3 |
| 3.2 | 2 | Does the concept provide opportunities to improve water quality? | 5 | 4 | 7 | 7 | 7 | 6 | 7 | 7 | 5 | 4 | 5 | 5 | 4 | 4 | 5 | 5 |
| 3.3 | 5 | Does the concept minimize impacts to parks, schools, recreation areas, cultural resources and prime farmland? | 4 | 7 | 5 | 4 | 4 | 5 | 4 | 5 | 7 | 4 | 8 | 8 | 4 | 6 | 7 | 7 |
| 3.4 | 5 | Does the concept minimize impacts to biological resources (Columbia River, wetlands, wildlife or vegetation)? | 5 | 3 | 5 | 5 | 5 | 7 | 4 | 6 | 7 | 5 | 7 | 7 | 5 | 5 | 7 | 7 |
| 3.5 | 2 | Is the concept likely to receive permits? | 5 | 4 | 5 | 5 | 5 | 5 | 5 | 5 | 6 | 6 | 6 | 6 | 5 | 5 | 5 | 5 |
| | | **3.0 Average Subtotal Score** | **4.8** | **5** | **5.2** | **5.2** | **5.2** | **5.2** | **5** | **5.4** | **5.8** | **4.6** | **6** | **6.4** | **4.2** | **4.6** | **5.4** | **5.4** |
| | | | | | | | | | | | | | | | | | | |
| **4.0** | | **Engineering Feasibility** | | | | | | | | | | | | | | | | |
| 4.1 | | Will the concept minimize future maintenance? | 7 | 8 | 3 | 2 | 2 | 6 | 2 | 4 | 8 | 8 | 10 | 9 | 8 | 8 | 8 | 8 |
| 4.2 | | Does the concept minimize utility impacts? | 7 | 9 | 6 | 6 | 6 | 2 | 6 | 4 | 6 | 7 | 4 | 3 | 6 | 6 | 6 | 5 |
| 4.3 | | Does the concept require high aesthetic treatment? | 3 | 5 | 2 | 2 | 2 | 4 | 2 | 3 | 8 | 7 | 6 | 4 | 5 | 6 | 6 | 6 |
| 4.4 | | Does the concept minimize earth grading and related impacts? | 6 | 8 | 2 | 2 | 1 | 4 | 1 | 2 | 8 | 7 | 6 | 5 | 7 | 7 | 7 | 6 |
| 4.5 | | Does the concept minimize profile grades? | 7 | 6 | 3 | 3 | 3 | 4 | 3 | 3 | 8 | 6 | 8 | 9 | 6 | 6 | 8 | 8 |
| 4.6 | | Does the concept minimize added impervious area and related drainage requirements? | 5 | 5 | 2 | 2 | 2 | 4 | 2 | 3 | 9 | 6 | 8 | 7 | 6 | 6 | 8 | 8 |
| | | **4.0 Average Subtotal Score** | **5.8** | **6.8** | **3.0** | **2.8** | **2.7** | **4.0** | **2.7** | **3.2** | **7.8** | **6.8** | **7** | **6.2** | **6.33** | **6.5** | **7.2** | **6.8** |
| | | **TOTAL SCORE (summation of the four Average Subtotals)** | **24.6** | **26.9** | **20.3** | **19.6** | **19.2** | **18.8** | **18.7** | **19.8** | **27.3** | **25.2** | **24.2** | **25.4** | **23.3** | **23.6** | **24.8** | **23.0** |
| | | **RANKING** | **(6)** | **(2)** | **(11)** | **(13)** | **(14)** | **(15)** | **(16)** | **(12)** | **(1)** | **(4)** | **(7)** | **(3)** | **(9)** | **(8)** | **(5)** | **(10)** |

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