

## ALTERNATIVES RANKING & RECOMMENDATION

		Cost (millions)	TAC Weighted Score
<b>1</b>	<b>SR 240 By-Pass Grade Separation</b> Elimination of traffic signals on 240 By-Pass.	\$132.3	307
<b>2</b>	<b>Aaron Drive/SR 240/I-182 Interchange Improvements</b> Southbound through traffic will no longer stop at the signal.	\$29.9	248
<b>3</b>	<b>George Washington Way/Columbia Point Drive Intersection Improvements</b> Add lanes and reconfigure the intersection.	\$12	222
<b>4</b>	<b>Kingsgate Way Extension</b> Extend Kingsgate Way south from SR 240 to Keene Road.	\$83.4	194
<b>5</b>	<b>No-Build</b> (not shown)	\$0	187
<b>6</b>	<b>Widen SR 240 Southbound</b> Add one additional lane to SB SR 240 from north of Vantage Hwy to I-182.	\$25.1	180
<b>7</b>	<b>North Richland Bridge</b> Build the proposed North Richland Bridge, includes a new four lane East-West Road about 1.25 miles North of Horn Rapids Road. Bridge would then go East across the Columbia River to Columbia River Road; Columbia River Road/ Road 68 widened South to Sandifur Parkway.	\$270-450	174

Note: Ranking above does not preclude implementation of other projects in these corridors.

### RECOMMENDATION:

Pursue SR 240 Grade Separation as long-term solution, with Aaron Drive/SR 240/I-182 Interchange Improvements as the highest priority element.