

Regional North-South Travel Capacity Study

Alternative Evaluation Scoring Results

Criterion	Criteria Weight	Alternative													
		A		B		C		D		E		F		G	
		No-Build	Kingsgate Way Extension	Aaron Drive/ SR240/I-182 Interchange Improvements	SR 240 Grade Separation	Widen SR 240 Southbound	North Richland Bridge	George Washington Way/Columbia Point Intersection Improvements	Raw	Wt.	Raw	Wt.	Raw	Wt.	Raw
North-South Delay Reduced	4	0.0	0.0	1.5	6.0	3.0	12.0	10.0	40.0	0.9	3.6	5.4	21.6	3.0	12.0
Side Street Delay Reduced	2	0.0	0.0	0.8	1.6	5.7	11.4	10.0	20.0	2.2	4.4	4.5	9.0	0.1	0.2
Travel Time Savings for Origin-Destination Pairs	5	0.0	0.0	4.1	20.5	2.6	13.0	5.0	25.0	2.3	11.5	10.0	50.0	0.2	1.0
Cost	5	10.0	50.0	6.9	34.5	8.9	44.5	5.1	25.5	9.1	45.5	0.0	0.0	9.6	48.0
Ease of Implementation	4	10.0	40.0	4.1	16.4	9.0	36.0	5.5	22.0	6.0	24.0	0.4	1.6	8.0	32.0
Safety	10	0.9	9.0	4.1	41.0	1.3	13.0	8.0	80.0	0.0	0.0	2.7	27.0	2.6	26.0
Human Impacts	6	7.0	42.0	4.0	24.0	9.0	54.0	5.0	30.0	6.0	36.0	2.5	15.0	5.5	33.0
Environmental Impacts	4	10.0	40.0	5.0	20.0	10.0	40.0	10.0	40.0	10.0	40.0	5.0	20.0	10.0	40.0
Negatively Impacts Future HOV	3	2.0	6.0	10.0	30.0	8.0	24.0	8.0	24.0	5.0	15.0	10.0	30.0	10.0	30.0
TOTAL SCORE		39.9	187	40.5	194	57.5	248	66.6	307	41.5	180	40.5	174	49.0	222
ALTERNATIVE RANK		3	4	7	5	2	2	1	1	5	6	6	7	4	3