

SR-35 Columbia River Crossing Feasibility Study



SR-35/COLUMBIA RIVER CROSSING STUDY

Draft Evaluation Criteria

The following are evaluation criteria proposed by the consultant and Management Team to be used to narrow the range of alternatives. The evaluation will rate each alternative under each criterion using an “impact index”, as follows:

- High impact: A high level of adverse impacts is likely and mitigation to offset the impacts would be infeasible or impractical.
- Moderate impact: A moderate level of adverse impacts is likely and mitigation is feasible or practical, but may be expensive to provide.
- Low impact: There is a low potential for adverse impacts and little or no mitigation may be necessary.

The evaluation criteria relate to the six “issue points” contained in the Purpose and Need Statement. The criteria are listed below, categorized by “issue point”:

Improve cross-river transportation of people and goods while accommodating standard-width river navigation

- Vehicle miles traveled
- Travel time and delay (vehicle-hours)
- Compliance with roadway geometric standards (Yes/No)
- Compliance with navigation channel guidelines (Yes/No)
- Ability to handle peak traffic episodes
- Commercial goods mobility (proximity to truck routes, truck trip generators, river navigation)
- Bicycle and pedestrian mobility

Impacts to the natural, built, and aesthetic environment

- Federally listed threatened and endangered fish species and habitat
- Federally listed threatened and endangered wildlife and plant species and habitat
- Other fish, wildlife and plant species and habitat
- Visual resources
- Land use plan consistency
- Critical lands – unstable slopes, etc.
- Wetlands
- Environmental justice

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Impacts to recreation activities

- Water-based recreation
- Land-based recreation
- Park lands

Impacts to cultural and historic resources

- Archaeological resources impacted (number and significance)
- Historic resources impacted (number and significance)
- In lieu fishing sites

Financially acceptable and supports local economic development

- Construction cost (excludes mitigation and right-of-way costs)
- Operating/maintenance costs (relative order of magnitude)
- Impacts to business and the local economy
- Consistency with local plans and policies (other than land use)
- Impacts to economic development
- Construction Impacts
- Home/business displacements

Integrity of the Interstate highway system

- Interchange level-of-service
- Ramp queuing
- Safety – accident reduction