
5.0 Level 1 Screening Analysis Alternative Evaluation

Using information gathered as part of a public and stakeholder involvement process conducted during the last half of 2007, WSDOT identified nine (9) alternatives for further study. The process included over twenty stakeholder interviews and three public meetings during that time. The process also included an investigation into the proper study limits for use in the ultimate development of an environmental impact statement. The results of this investigation confirmed that the intersection of SR 302 and Key Peninsula Highway (or Elgin-Clifton Rd) is a defensible location for the western limit of a study focused on solving traffic safety and congestion issues.

Nine (9) alternatives, representing the broad range of alternatives, were presented to the Study Advisory Committee at a meeting held on September 10, 2008. WSDOT completed a Level 1 Screening Analysis of the broad range of alternatives in September and October 2008 (see Appendix A). This analysis involved a quantitative examination of the alternatives using a criteria-based approach. The screening exercise was performed by a team of WSDOT Olympic Region and Headquarters management and staff. The process involved identification of decision criteria, and scoring each alternative for each of those criteria. A values-based criteria weighting exercise was performed by a community advisory committee made up of elected officials, local agency staff, and other community leaders (see Appendix B). Based on the results of the Level 1 analysis, the study team recommended four (4) alternatives be brought into a subsequent Level 2 Screening Analysis for the purpose of developing a final list of alternatives for use in development of a National Environmental Policy Act (NEPA) Environmental Impact Statement.

The nine (9) alternatives presented for Level 1 screening were (see Figure 1):

- Alternative 1 – South Bridge
- Alternative 2 – Existing SR 302 Alignment
- Alternative 3 – Power Line
- Alternative 4 – North Bridge
- Alternative 5 – Spruce Diagonal
- Alternative 6 – Pine Diagonal
- Alternative 7 – Pine and 118th Avenue
- Alternative 8 – Oak and Sydney
- Alternative 9 – Oak and 118th Avenue

On October 27 and 29, public meetings were held to obtain comments from interested citizens on the four (4) alternatives that scored highest in the Level 1 screening exercise.

The four (4) alternatives recommended for advancement to Level 2 Screening Analysis are as follows:

- Alternative 3 – Power Line
- Alternative 4 – North Bridge
- Alternative 6 – Pine Diagonal
- Alternative 7 – 118th Ave and Pine St

Public meetings held on October 27, 2008, and October 29, 2008, were held to review the findings and recommendations from the Level 1 Screening Analysis. Discussions held during this period generated interest in development of a fifth (Alternative 10) and sixth (Alternative 11) alternative alignment, and the study team did add these alternatives for consideration as part of the Level 2 Screening Analysis, based on their potential to address the purpose and need for the corridor.

- Alternative 10 – 154th Street
- Alternative 11 – Improve Vicinity Wauna

A technical memorandum (Level 1 Alternative Screening Analysis Technical Memorandum) documents the process that led to advancement of alternatives 3, 4, 6, and 7 for further evaluation by WSDOT in the Level 2 Screening process.

6.0 Alternatives

Each alternative identified in the Level 1 screening analysis was studied with respect to specific technical and environmental issues, with the advantages and disadvantages of each alternative compiled by the study team for use in a Level 2 screening exercise by the same participants from the Level 1 screening exercise.