SR 502 CORRIDOR WIDENING

IMPROVING SAFETY • INCREASING CAPACITY • REDUCING CONGESTION

I-5 TO BATTLE GROUND

NEPA Timeline

	Technical Input	NEPA Process	Community Input
		National Environmental Policy Act **Purpose & Need***	
Winter/ Spring 2007	Previous Studies, Existing Conditions Design/Environmental Constraints	Development of Conceptual Alternatives	Goals & Objectives EA Scoping Meeting/Open Houses, Citizen Input
Summer 2007		Advance on-corridor alternative for further study	
Fall 2007	Design Refinement	Conduct Detailed Technical Studies	Open House (presentation of recommended alternative)
2008	FHWA, WSDOT Review/Input Regulatory Agency Comments	Prepare Draft Environmental Impact Statement (EIS)	EIS Scoping Meeting & Public Comment Period
2009	Regulatory Agency Comments FHWA, WSDOT Review/Input	Public Comments on Draft EIS Prepare Final EIS	Public Hearing/Open House (Public review of Draft EIS) WE ARE HERE
Winter/ Spring 2010		Federal Highway Administration (FHWA) NEPA Decision	
2011		Final Design Complete	
2012		Construction	

Purpose and Need is the technical basis for the project, reflecting WSDOT and FHWA standards. Project must satisfy the Purpose and Need.

Washington State Department of Transportation

WASHINGTON JOBS NOW

SR 502 CORRIDOR WIDENING

IMPROVING SAFETY • INCREASING CAPACITY • REDUCING CONGESTION

I-5 TO BATTLE GROUND

EIS Technical Analysis Components

- Agriculture and Farmland
- Air Quality
- Climate Change
- Cultural Resources
- Energy
- Fish, Wildlife, and Vegetation
- Hazardous Materials
- Land Use
- Noise
- Public Lands
- Relocations and Right of Way Acquisition
- Section 4(f)
- Social and Economic Conditions
- Soils and Geology
- Transportation
- Visual Quality
- Water Quality and Floodplains
- Wetlands

Washington State
Department of Transportation

WASHINGTON JOBS NOW

What is Section 4(f)?

Section 4(f) of the U.S. Department of Transportation Act of 1966 requires identification of all potential Section 4(f) properties and evaluation of alternatives to determine which (if any) will impact the properties. If the project will impact a Section 4(f) property, it must be determined if there is a feasible and prudent avoidance alternative to using the Section 4(f) property.

In general, Section 4(f) properties include publicly owned park land; recreation areas; wildlife refuges; or land of a historic site of national, state, or local significance. There are six such historic sites in the study area.

What Happens Next?

Following the DEIS public comment period, input will be considered to modify the Preliminary Preferred (Build) Alternative.

Additional work will then begin on the Final Environmental Impact Statement and Final Section 4(f) Evaluation (FEIS), which will address the DEIS comments and present the Preferred Alternative. At the same time, the project team will continue to further develop engineering design.

Additional environmental studies, if needed, will be completed and specific mitigation measures developed.

Responses to comments received during the DEIS process will be included in the FEIS.

Purpose Of Tonight's Meeting

This Open House and Environmental Hearing provides an opportunity for WSDOT to share information about the project and the Draft Environmental Impact Statement and Draft Section 4(f) Evaluation (DEIS).

It is also an important opportunity for official public comment – through either oral testimony or in written form – on the project. Comments will be tracked, published, and addressed in the Final EIS.

A court reporter is available to take oral testimony on the project. Written testimony may also be provided on comment forms available at this event.

Official public comment can be provided throughout the 45-day comment period, which ends July 20, 2009.

Purpose & Need

Purpose of the Project

To improve mobility and safety along the SR 502 Corridor between NE 15th Avenue and NE 102nd Avenue, and to improve regional connectivity between Battle Ground, north Clark County, and I-5.

Need for the Project

Mobility

- Additional capacity is needed to improve mobility on SR 502
- Traffic congestion has worsened as population has grown
- Traffic volumes will more than double by 2034
- Intersections will become more congested without improvements
- Travel times from the new I-5/SR 502 Interchange to Battle Ground would double without improvements
- Freight movement would slow and be more costly

Safety

- Above average number of severe collisions along SR 502 compared to other state highways
- Rate of collisions on SR 502 has increased since 2001
- Drivers would wait five or more minutes at unsignalized intersections for a gap to turn left onto SR 502, causing frustration and increased risk taking to enter roadway
- Deficient shoulder widths hinder emergency parking and safe pedestrian and bicycle travel

SR 502 CORRIDOR WIDENING

IMPROVING SAFETY • INCREASING CAPACITY • REDUCING CONGESTION

I-5 TO BATTLE GROUND

Potential Mitigation Sites

Washington State
Department of Transportation

WASHINGTON JOBS NOW

HIGHLIGHTS FROM DEIS

What are the project's beneficial and adverse effects to natural resources?

Fish, Wildlife and Vegetation

- No presence of endangered plant and wildlife species
- Mill Creek and Mill Creek North are potential habitat for threatened and endangered fish species
- Disturb 2-3 acres of potential fish habitat, including 0.1 acres of designated critical fish habitat
  - Improve in-stream habitat at mitigation sites
- Disturb and remove wildlife habitat by converting 54-60 acres of grassland, scrub, forest, and riparian land to roadway
  - Replant disturbed areas with native plants

Wetlands

- Fill 8-12 acres of wetlands
  - Create and restore 24-36 acres of wetlands at wetland mitigation sites

Water Quality

- Creation of 28 acres of new impervious surface, leading to increased runoff containing pollutants
  - Water quality treatment for 34 acres of impervious surface
- No net loss of floodplain storage
- No adverse effects to groundwater

HIGHLIGHTS FROM DEIS

What are the project's beneficial and adverse effects to air quality, noise, and hazardous materials?

- No substantial effect to air quality
- Slight increase in noise (1-11 decibels) in 2033
- Potential to disturb four contaminated sites
  - Remove and dispose of hazardous materials and remediate contaminated soil and groundwater

What are the project's beneficial and adverse effects to transportation?

- Improve safety for drivers, pedestrians, and bicyclists
  - Addition of signals, median treatment, travel lanes, turn lanes
  - Widen shoulders and provide pedestrian and bicycle improvements at intersections
- Improve travel time and reduce congestion
- Reduce emergency response times

HIGHLIGHTS FROM DEIS

What are the project's beneficial and adverse effects to the community?

Residences and Businesses

- Displace 16-22 businesses (85-115 jobs) and 20-30 homes
  - All property purchases will comply with the Uniform Relocation Assistance Act
- No disproportionate adverse effects to minority or low-income populations
- Improve emergency response times
- Relocate some public utilities during construction

What are the project's beneficial and adverse effects to cultural resources?

Cultural Resources

- Remove or relocate three historic buildings
  - Mitigation plans could include: documentation and removal or relocation of buildings, salvaging materials, design modifications, off-site mitigation
- No effects to archaeological sites
  - Inadvertent discovery plan will be developed

HIGHLIGHTS FROM DEIS

What are the project's beneficial and adverse effects to cultural resources?

Visual Quality

- Slightly decrease visual quality due to vegetation removal, added man-made light and glare, and widened roadway
- Enhance visual order by removing or consolidating visual distractions
  - Mitigation includes minimizing project footprint and blending disturbed areas with the landscape

Land Use

- Convert 40-60 acres of land to roadway, including 27-45 acres of land used for farming
- Convert 68 acres of farmland to mitigation

SR 502 CORRIDOR WIDENING

IMPROVING SAFETY • INCREASING CAPACITY • REDUCING CONGESTION

I-5 TO BATTLE GROUND

Project Timeline

2006	2007				2008		2009			2010		2011-2012
Fall	**Winter**	**Spring**	**Summer**	**Fall**	**Winter**	**Spring**	**Winter**	**Spring**	**Summer**	**Winter**	**Spring**	
• Project Kick-off • Begin Preliminary Design	• Charter endorsement ★ Environmental Assessment (EA) Scoping Meeting/Open House #1	★ Open House #2 ★ Open House #3 ★ Open House #4 First level screening	• Detailed study of on-corridor alternative • Refinement of intersection design Second level screening	★ Open House #5 (results of analysis of on-corridor alternative) • Refine the preliminary design	• Environmental documentation changes from EA to Environmental Impact Statement (EIS)*	★ EIS Scoping Meeting/Open House #6	★ Open House #7 (Concurrent with access hearing)	• Draft Environmental Impact Statement and Draft Section 4(f) Evaluation published	★ Open House #8 (Concurrent with environmental hearing) • Right of way (ROW) acquisition phase begins	• Prepare Contract Documents WE ARE HERE	• Finalize Contract Documents	• Final design completed • ROW acquisition complete ★ Open House #9 (For pre-construction) • Begin construction
PROJECT MILESTONES	Develop Conceptual Alternatives and Evaluation Criteria		Advance 2-3 Alternatives for Further Study	Present Further Study and Recommended Build Alternative	Prepare Draft Environmental Impact Statement				Prepare Final Environmental Impact Statement		Federal Highway Administration NEPA Decision	

Note: Each Open House was preceded by a public information campaign involving newsletters, postcards, updated informational kiosks and posters, and newspaper ads

** Previously, environmental impacts for this project were studied as part of an Environmental Assessment (EA). Given evidence that effects to natural areas and properties will be more substantial than initially estimated, the environmental study is now an Environmental Impact Statement (EIS) process.*

Washington State Department of Transportation

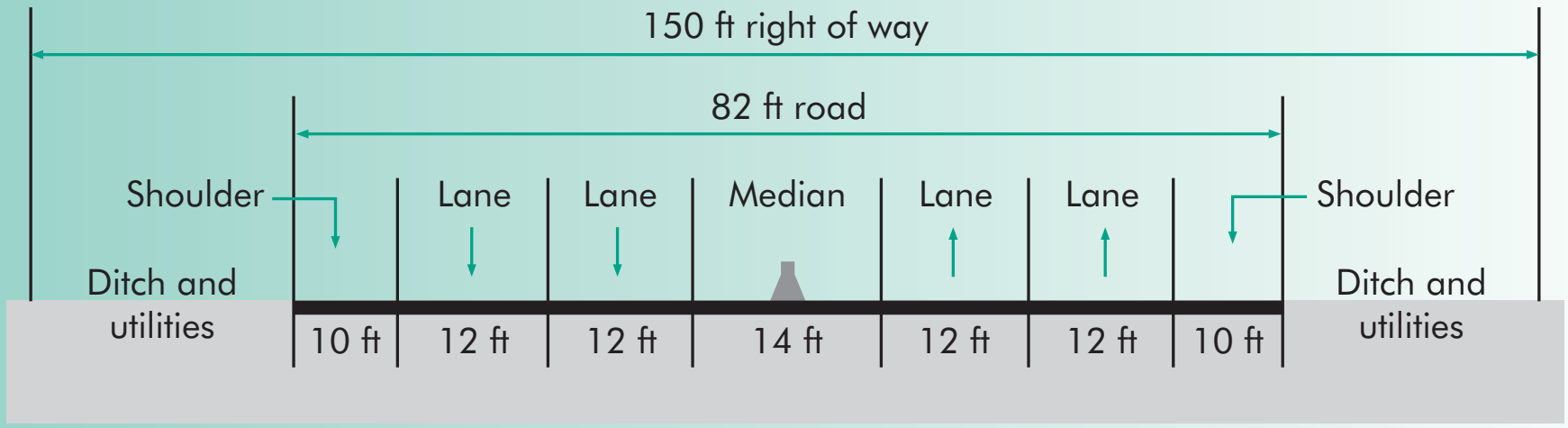
WASHINGTON JOBS NOW

SR 502 CORRIDOR WIDENING

IMPROVING SAFETY • INCREASING CAPACITY • REDUCING CONGESTION

I-5 TO BATTLE GROUND

Typical Cross Section with Median



NOT TO SCALE

Washington State Department of Transportation

WASHINGTON JOBS NOW

SR 502 CORRIDOR WIDENING
IMPROVING SAFETY • INCREASING CAPACITY • REDUCING CONGESTION
I-5 TO BATTLE GROUND

Location of Section 4(f) Properties

BPA Transmission line

NO ADVERSE EFFECT: *The Bonneville Power Administration Vancouver–Covington transmission line would not be directly affected by the project. Further, its setting is not a quality that defines its eligibility for listing on the National Register of Historic Places. Therefore, the project would have no effect on the historical significance of this resource.*

J. B. Williams house

ADVERSE EFFECT: *The J.B. Williams house is located within the direct effect area of the Mill Creek North potential mitigation site. This house would be demolished or relocated to accommodate the project's mitigation site.*

Blair farmstead

NO ADVERSE EFFECT: *The Blair farmstead is immediately adjacent to the direct effect area of the project. At this property, the buffer of trees between SR 502 and the house would be removed and the roadway would be situated closer to the house (vegetation removal will be minimized through design measures). The Build Alternative will cause no adverse effect on the Blair farmstead.*

NO ADVERSE EFFECT: *The Ed Allen/Wilson Heasley house is outside of, but adjacent to, the area that would be directly affected by the SR 502 roadway widening. Further, the setting of the house is not a quality that defines its eligibility for listing on the National Register of Historic Places. Therefore, the project would have no effect on the historical significance of this resource.*

Ed Allen/Wilson Heasley house

ADVERSE EFFECT: *The Thomas farmstead is located within the direct effect area of the project. Structures on the property associated with the farmstead would be either demolished or relocated for the roadway widening.*

Thomas farmstead

ADVERSE EFFECT: *The Smith farmstead is located within the direct effect area of the project. The Build Alternative would require that the historic barn closest to the roadway be demolished or relocated to accommodate the roadway widening. WSDOT is investigating right of way design modifications to avoid effects to the barn.*

Smith farmstead

Washington State Department of Transportation

WASHINGTON JOBS NOW