

## SR 502 CORRIDOR WIDENING PROJECT

### OPEN HOUSE & ENVIRONMENTAL HEARING

**June 23, 2009**  
 4-7 p.m.

Washington State Department of Transportation - SW Region  
 11018 NE 51st Circle  
 Vancouver, WA

*The Draft Environmental Impact Statement & Draft Section 4(f) Evaluation (DEIS) has been completed and is now ready for public review during a 45-day comment period from June 5 – July 20, 2009.*

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# SR 502 CORRIDOR WIDENING

IMPROVING SAFETY • INCREASING CAPACITY • REDUCING CONGESTION

I-5 TO BATTLE GROUND

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

JUNE 2009

## Environmental study ready for review, comment

The Draft Environmental Impact Statement & Draft Section 4(f) Evaluation (DEIS) for the SR 502 Corridor Widening Project has been completed and is now ready for public review during a 45-day comment period from June 5 – July 20, 2009.

The DEIS was prepared in compliance with the National Environmental Policy Act (NEPA) and Washington State Environmental Policy Act (SEPA) which ensure that any action taken considers all potential impacts to the natural and human environment.

The DEIS documents a comprehensive environmental analysis conducted across a broad range of resources including: surface water; vegetation and habitat; wetlands; floodplains; groundwater; geology and soils; farmlands; land use; residential and business displacements; economy; historic and archaeological resources; parks, recreation, and open space; neighborhoods; minority, low-income, elderly, and disabled populations; visual quality; plan consistency; noise; hazardous materials; public utilities; air quality; energy; and climate change.



As part of the DEIS, a No Build Alternative (no improvements to SR 502) provided a baseline against which the Build Alternative, or Preliminary Preferred Alternative, was compared. Both were examined relative to expected conditions for the year 2033.

The DEIS identifies the proposed design alternatives that address safety and mobility on SR 502 and how the Build Alternative was selected for further evaluation. It identifies and evaluates potential environmental impacts of a Build or No Build alternative and proposes measures to avoid, minimize, or mitigate negative effects of constructing, operating, or maintaining each alternative. The DEIS also considers such important factors as need, feasibility, and cost.

Among its findings, the DEIS concludes that the Build Alternative would satisfy the project's purpose and need by enhancing safety and improving mobility along the corridor as traffic continues to increase over the next two decades.

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The Washington State Department of Transportation (WSDOT) will host an open house on the SR 502 Corridor Widening Project and a public hearing on the Draft Environmental Impact Statement and Draft Section 4(f) Evaluation (DEIS).

The open house will provide an opportunity for WSDOT to share information about the project and DEIS in a setting similar to previous project open houses.

Before an Environmental Impact Statement (EIS) can be finalized, it must be released in draft form for public review and comment. The public hearing is 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 by the project team in the final version of the EIS.

Court reporters will be available to take oral testimony on the project. Written testimony may also be provided on comment forms at the event.

**Official public comment on the SR 502 Corridor Widening Project can be provided throughout the 45-day comment period, June 5 - July 20, 2009.**

For More Information or to Submit Comments on the DEIS

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 1-(866)279-0730

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 Federal Highway Administration  
 711 S Capitol Way, Suite 501  
 Olympia, WA 98501-1284  
 Dean.Moberg@dot.gov

www.wsdot.wa.gov/Projects/SR502/Widening

**Americans with Disabilities Act (ADA)**  
 Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting Abbi Ruseell at (360) 905-2058. Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.  
**Información en Español**  
 Para solicitar un intérprete para la Casa Abierta al Público que se llevará a cabo el 23 de junio, llame al 360-905-2058.  
**Информация на русском языке**  
 Чтобы заказать переводчика для «Открытых Дверей» 23 июня, позвоните 360-905-2058.

## Review and Comment Opportunities

Comments on the DEIS can be provided during the 45-day comment period via:

- Comment form (available at June 23 open house and hearing)
- Oral testimony to court reporter at June 23 open house and hearing
- Letter or email to WSDOT or FHWA (addresses provided to the right)

**Copies of the DEIS document can be viewed or acquired at:**

- June 23 open house and hearing (view hard copy or sign up for free CD)
- WSDOT Southwest Region office (view or purchase hard copy, or request a free CD)
- WSDOT project web site (view/download copy)

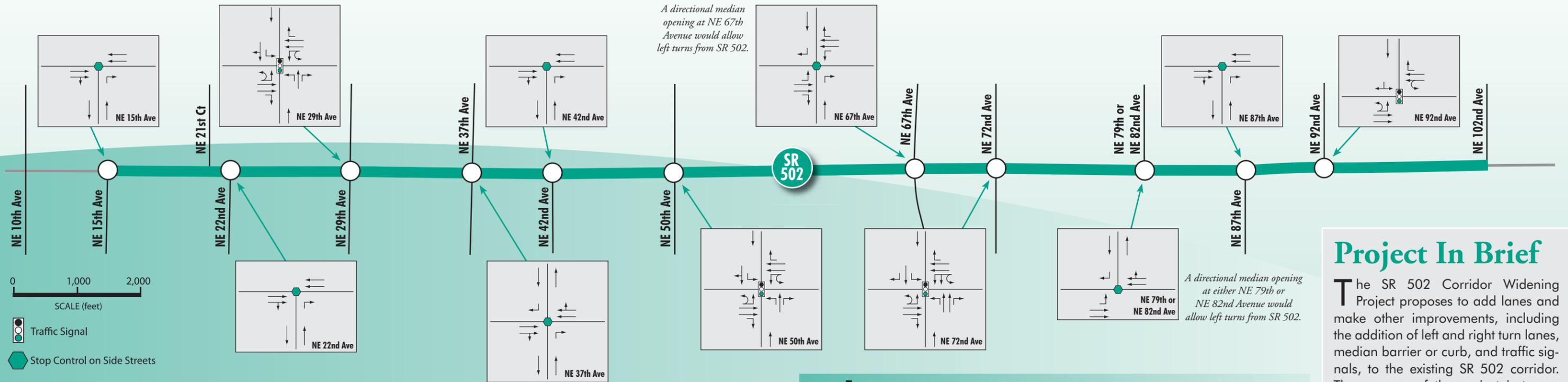
**Printed copies also can be viewed at:**

- Battle Ground Community Library
- Ridgefield Community Library
- La Center Community Library
- Woodland Community Library
- Fort Vancouver Regional Library
- WSU Vancouver Library
- Clark College Library - Connell Library
- Washington State Library
- Battle Ground Chamber of Commerce
- Greater Vancouver Chamber of Commerce



Washington State Department of Transportation

# The Corridor & Intersections



## About the Preliminary Preferred Alternative

The Preliminary Preferred Alternative (the Build Alternative studied in the DEIS) was developed by combining aspects of a number of earlier concepts considered during an initial screening process in 2007. That process included a series of community open houses, stakeholder discussions, and technical analysis of the various concepts.

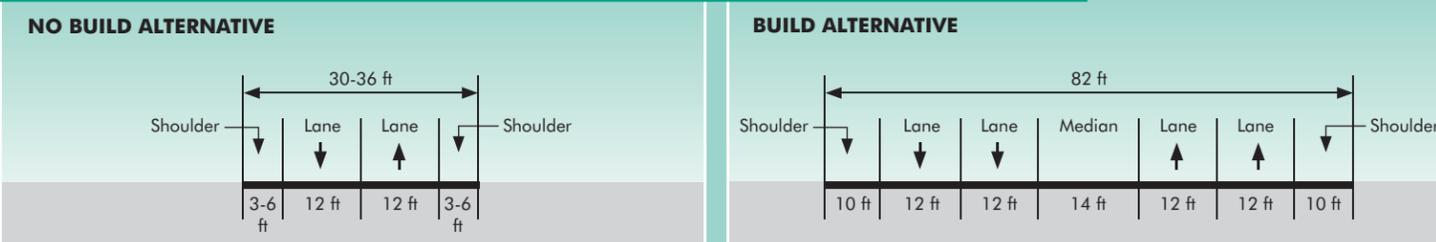
Those earlier concepts included five on-corridor and two off-corridor alternatives (attendees at open houses in 2007 may remember these as the yellow, purple, white, orange, red/brown, blue, and aqua alternatives).

The Preliminary Preferred Alternative was further refined and modified during the DEIS process. Features of the alternative now include:

- Two 12-foot travel lanes in each direction.

- Median separating eastbound and westbound travel.
- New signalized intersections at NE 29th, NE 50th, and NE 92nd avenues (with U-turns allowed at these intersections).
- Improved signalized intersection at NE 72nd Avenue (Dollars Corner).
- Directional median openings at NE 67th Avenue and at NE 79th or NE 82nd Avenue, which would allow left turns off SR 502 only.
- Other intersections restricted to right turn only, with turn pockets provided.
- Driveways along corridor restricted to right turn in, right turn out. Some driveways would also be consolidated, reducing the number of access points.
- Ten-foot paved shoulders to create more space for bicyclists and pedestrians.
- Improved sidewalks and street lighting in the Dollars Corner area.

## COMPARISON OF TYPICAL CROSS SECTION OF SR 502: NO BUILD & BUILD ALTERNATIVES



## What's Next

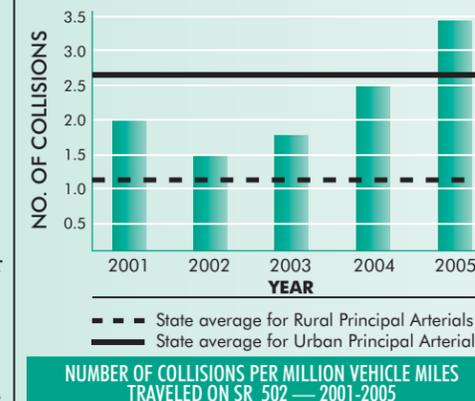
Following the DEIS public comment period, input from the public, public agencies, tribes, Technical Advisory Committee, and Executive Committee will be considered to modify the Preliminary Preferred (Build) Alternative. Additional work will then begin on the Final Environmental Impact Statement and Final 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. The FEIS will include and respond to comments received during the DEIS process.

## Findings & Order addresses access topics

Summer 2009 will see completion of the Limited Access Findings and Order (F&O) document for the SR 502 Corridor Widening Project. The F&O responds to each point of access-related public testimony and comments made during or in connection with the January 14, 2009 access hearing. The establishment of access control on SR 502 becomes final 30 days from the date the F&O document is mailed to agencies, local government officials, and interested parties.

As part of the process, SR 502 will be reclassified from a Managed Access corridor to a Limited Access corridor with Modified Access Control. Modified Access Control is the least restrictive level of limited access. At-grade intersections with public roads are

allowed at moderately spaced intervals, and existing driveways that reflect current land use are allowed with corresponding access rights identified in property deeds.



## Project In Brief

The SR 502 Corridor Widening Project proposes to add lanes and make other improvements, including the addition of left and right turn lanes, median barrier or curb, and traffic signals, to the existing SR 502 corridor. The purpose of the project is to enhance safety and improve mobility between NE 15th Avenue and NE 102nd Avenue, as well as to improve regional connectivity between Battle Ground, north Clark County, and I-5.

Increasing congestion and collision rates, resulting from population growth and new development in the area, are driving the need for the project. Over the next two decades, traffic volumes between Battle Ground and the new I-5 interchange are projected to nearly triple (travel times will triple or quadruple). The rate of collisions, which has increased sharply in recent years, is also projected to continue increasing.

The SR 502 Corridor Widening Project, which began in early 2007, has featured a series of community open houses and public forums, evaluation of and public input on a variety of alternatives, and development of the DEIS.

The project access hearing on January 14, 2009, provided an opportunity for owners of property abutting the corridor to provide formal testimony on access issues related to their properties. Many public comments were received during the hearing process that did not pertain to access, and they will be addressed in the Final EIS.