

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

SR 502: I-5 Jct to SR 503 Jct (Battle Ground)

The six-mile long east-west corridor is located in Clark County between State Route 503 in Battle Ground and Interstate 5 north of Vancouver. The character of this corridor is rural, with mainly agricultural and rural residential land uses lining the length of the corridor. There is very little undeveloped natural land along the corridor. Some commercial and light industrial uses are present on and near the corridor at major intersections like Dollars Corner, many of which are auto-oriented. Near Battle Ground, the corridor's character becomes primarily suburban with residential developments and some larger commercial uses. There are also several schools located east of the corridor in Battle Ground. The terrain is very flat with farmlands distributed consistently along the corridor. Several small creeks meander across the corridor. Mixed coniferous and deciduous trees are spread throughout the corridor.



Current Function

SR 502, also known as the Battle Ground Highway, connects SR 503 and the city of Battle Ground to I-5. Both I-5 and SR 503 run perpendicular to this corridor. SR 503 and county roads provide access to surrounding residential areas. This corridor supports local and regional development in the Battle Ground vicinity and through central Clark County. Commuters form the majority of road users, predominantly those with residences in Battle Ground and surrounding communities who travel to major employment centers in Vancouver and Portland, Oregon. Access to recreational areas like Battle Ground Lake State Park, Lewisville Regional Park, and national forest lands south of Mount Saint Helens. SR 502 functions as a “main street” to the communities through which it passes. There are some existing sidewalks in Battle Ground and Dollar Corners. Bike use is permitted on roadway shoulders through most of the corridor, and there are some bicycle lanes in Battle Ground.

Future Function

Based on the projected population, land use, and economic trends the future function of this corridor is expected to shift toward heavier commuter use. Significant growth is likely along this corridor, as well as in north Clark County will likely add to current commuter demand. WSDOT has recently expanded capacity on this corridor including widening from two lanes to four, as well as constructing a new interchange at I-5.

Highlights and Performance

SR 502 is a four-lane, divided highway that expands to include turn lanes at major intersections. There are several signalized intersections along the corridor. The annual average daily traffic on this corridor is highest at the SR 503 junction in Battleground and lowest at the I-5 junction.

What's working well?

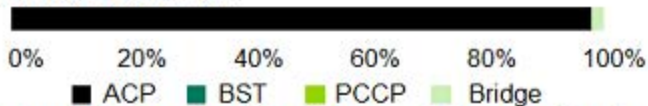
- Approximately 97% of surveyed pavements on the corridor are in fair or better condition.
- WSDOT corrected a fish passage barrier this corridor at Mill Creek.
- There are no chronic environmental deficiencies on the corridor.
- There are no habitat connectivity sites on the corridor.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

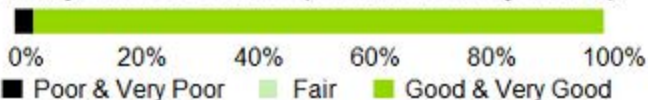
High	Low	
26,295	8,604	Annual Average Daily Traffic (AADT)
12.1%	9.4%	Bus/Truck Percent
16.33		Number of Lane Miles
8		# of Signalized/Stop Controlled Intersections
\$83,141,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs

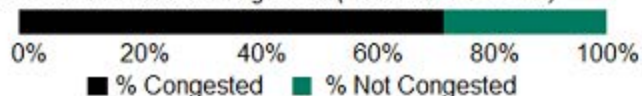


What needs to change?

- Roughly 72% of the corridor experiences congestion on a regular basis.
- There is limited sight distance at the SR 502 off ramp from northbound I-5 causing turning issues for trucks.
- There are only partial pedestrian and cyclist facilities along the corridor.
- There are fish passage barriers present on the corridor.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	23 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- A desire to expand pedestrian and cyclist facilities in order to encourage the use of alternate modes.
- Concerns about the effects on the corridor of industrial, residential, and commercial growth in Battle Ground and north Clark County.

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and rest areas.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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For more information

To find out more information about this corridor or how to get involved, please contact:

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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