

Preferred Alternative—Revised Alternative 2

This section describes the range of alternatives considered for the I-5: Delta Park to Lombard project; the preferred alternative itself (Revised Alternative 2); and ODOT's reasons for selecting the preferred alternative.

Range of Alternatives Considered

ODOT considered four Build alternatives in the EA. Each Build alternative proposed similar improvements to the I-5 freeway. Following is a brief discussion of each alternative and ODOT's rationale for dismissing all but Revised Alternative 2.

No Build Alternative

ODOT's primary reasons for dismissing the No Build Alternative are as follows:

- There would be no improvement to freeway efficiency and operation of southbound I-5 for freight movement, event traffic, and general traffic during the midday, evenings, and weekends. I-5 congestion would be common in the midday between the Interstate Bridge and Columbia Boulevard, during the evening peak period, and on weekends.
- There would be no improvement to safety on the freeway.
- There would be no improvement to incident and emergency response because northbound shoulders would remain substandard.
- The above three bullet items are contrary to the stated project purpose and need to relieve southbound congestion problems and to improve the safety, operation, and efficiency of the existing highway in the project area.
- There would be no improvement to bicycle and pedestrian facilities.
- There would be no opportunity to implement a high-occupancy vehicle lane on southbound I-5 during the morning commute period.
- There would be no change in access to I-5 north for traffic on Columbia Boulevard. Traffic would continue to use the Denver/Argyle Way route.

Alternative 1: Full Columbia Ramps

Alternative 1 would have provided a split diamond interchange serving Columbia Boulevard and Victory Boulevard. Alternative 1 would have resulted in the following issues and concerns that are not associated with Revised Alternative 2:

- Alternative 1 would need traffic management on Argyle Way to discourage or prevent freeway-bound traffic from continuing to use the Argyle/Denver route. The potential for the City of Portland to reconsider classification and implement traffic calming

measures is poor, primarily because of the lack of a nearby replacement route for traffic traveling between Columbia Boulevard and Interstate Avenue south. Traffic impacts on Argyle Way were an ongoing concern of the Kenton neighborhood.

- Alternative 1 has one more residential displacement than Alternatives 2, 3, and 4 (the onsite manager's residence at the storage business). Stakeholders expressed strong disapproval at the removal of homes during the project development process.
- Alternative 1 has greater setting and visual impacts on the Columbian Cemetery than Alternatives 2, 3, and 4. Alternative 1 would move the northbound Columbia Boulevard off-ramp 81 feet closer to the Columbian Cemetery and within 2.5 feet of the property line at the southwest corner of the Cemetery. The Columbian Cemetery Association expressed concern about project impacts on the Columbian Cemetery.
- Alternative 1 would require large trucks to slow down, almost to a stop, on the Columbia Boulevard northbound off-ramp at the signal to get to Columbia Boulevard. The freight community stated that the tight curvature associated with Alternative 1 was highly undesirable.
- Alternative 1 would result in greater congestion during the evening peak periods on Whitaker Road and Hayden Meadows Drive compared with the other three Build alternatives. This impact was of concern to Hayden Meadow businesses.
- Alternative 1 would acquire 10.55 acres.

Alternative 3: New Road by the Slough

Alternative 3 would have required construction of a new two-lane road with a center turn lane that connects Columbia Boulevard to Denver Avenue via a route parallel to I-5 and the Columbia Slough. It also would have lowered and reconstructed Columbia Boulevard on either side of the intersection with the new road. Alternative 3 would have resulted in the following issues and concerns that are not associated with Revised Alternative 2:

- Traffic management on Argyle Way would be needed to discourage or prevent freeway bound traffic from continuing to use the Argyle/Denver route. The potential for the City of Portland to reconsider classification of Argyle Way and implement traffic calming measures is only fair. A nearby replacement route for traffic traveling between Columbia Boulevard and Interstate Avenue south would be provided. However, traffic traveling between Columbia Boulevard and Interstate Avenue south would travel an additional 1.65 miles compared with the existing route and would encounter two additional traffic signals. If traffic were to be substantially reduced on Argyle Way by traffic calming measures, other neighborhood streets would likely be affected such as Interstate Place, Peninsular Street, and local streets connecting to Argyle Way (but less so than with Alternative 1).
- The intersection on Columbia Boulevard just west of I-5 would have sight distance problems necessitating the use of advanced warning signals for westbound and southbound drivers approaching the intersection. (The same challenge occurs for Alternative 4.)

- Up to four businesses would be displaced. The relocation prospects for at least one of the businesses affected is poor. The Kenton neighborhood expressed concern about the loss of neighborhood jobs from these businesses. The potential loss of two businesses and the jobs they provided with Alternatives 3 and 4 would not have occurred with the other alternatives and was the only environmental justice impact that might have accrued to the project.
- Of all the alternatives, Alternative 3 would have been the most complicated to stage, with the greatest neighborhood, business, traffic, and railroad impacts. This alternative would require the reconstruction of three existing bridges and the lowering of Columbia Boulevard. Replacement of the Denver Avenue bridges over Columbia Boulevard and Columbia Slough would require several months' closure. As a result of the bridge closures, considerable traffic diversion to city streets could be expected. Although Revised Alternative 2 would have these same impacts, reconstruction of the Union Pacific Railroad Bridge would make the impacts worse than under Revised Alternative 2. Reconstruction of the Union Pacific Railroad (UPRR) bridge and lowering of Columbia Boulevard would require prolonged lane narrowing and closures during construction. Because of its proximity to neighborhoods, Alternative 3 would have greater construction-related traffic, noise, and air quality impacts than Alternatives 1 and 4. As a result of the reconstruction of Columbia Boulevard, this alternative and Alternative 4 would have the greatest disruptions to traffic accessing the Columbian Cemetery.
- Alternative 3 would have the most property acquisitions (33.46 acres).

Alternative 4: Columbia Connector

Alternative 4 would have disconnected Denver Avenue from the ramps to I-5, connected Denver Avenue and Expo Road to create a continuous arterial road, and constructed a new two-lane road beginning at Columbia Boulevard and connecting to I-5 on a new bridge over the Columbia Slough and a new bridge over Victory Boulevard. Alternative 4 would have resulted in the following issues and concerns that are not associated with Revised Alternative 2:

- While this alternative has the potential to reduce traffic on Argyle Way, there is limited opportunity to reduce traffic further without traffic calming measures on Argyle Way. The potential for the City of Portland to reconsider the classification of Argyle Way and implement traffic calming measures to reduce traffic on Argyle further is poor to fair. This is primarily because the replacement route for traffic traveling from Columbia Boulevard to Interstate Avenue south is provided but it may be too far out of direction to be practical. Compared with the Argyle Way route, the new route is 2.05 miles longer and includes three additional signals.
- The intersection on Columbia Boulevard just west of I-5 would have had sight distance problems necessitating the use of advanced warning signals for westbound and southbound drivers approaching the intersection. (The same challenge occurs for Alternative 3.)

- Alternative 4 would have created a discontinuous route between I-5 and Interstate Avenue that may have resulted in additional truck and other vehicle volume on local streets such as Interstate Place and Argyle Street, east of Denver Avenue.
- Creating an arterial road connecting Denver Avenue and Expo Road would have affected management of event traffic for the Expo and Portland International Raceway. During large events at the Expo, Expo Road is closed to northbound traffic when the parking lot is full, and access to the venue is provided by shuttle bus. With this alternative, management of traffic would have become considerably more difficult during the large Expo events. Operations of the arterial are also likely to be poor during Expo and Portland International Raceway events.
- Alternative 4 would have displaced up to four businesses. The relocation prospects for at least one of the businesses affected is poor. (A similar impact would have occurred with Alternative 3.)
- Alternative 4 would have the highest number of employee displacements.
- The reconstruction of the UPRR bridge and lowering of Columbia Boulevard would require prolonged lane narrowing and closures during construction. Lane narrowing and lane closures on Columbia Boulevard can be expected to result in traffic diversion to other city streets. As a result of the reconstruction of Columbia Boulevard, this alternative and Alternative 3 would have the greatest disruptions to traffic accessing the Columbian Cemetery.
- Alternative 4 would have the second highest property acquisitions (25.22 acres).

Description of Preferred Alternative

The preferred alternative for the project is Revised Alternative 2, Argyle on the Hill. See Figure 2-1. The key features of Revised Alternative 2 are summarized as follows:

- Provides three lanes on I-5 southbound through the project area
- Provides wider shoulders and an inside median on I-5 northbound through the project area
- Provides new or modified connections to and from Columbia Boulevard and I-5 by using the existing Denver Avenue ramps to I-5 and realigning Argyle Way

The preferred alternative proposes changes in two areas:

- Proposed changes to the I-5 freeway
- Proposed changes to the Columbia Boulevard Interchange Area

These two elements of the preferred alternative are described below.

Proposed Changes to the I-5 Freeway

The I-5 freeway elements of the preferred alternative are as follows:

- Widen I-5 southbound to three lanes between Delta Park and the Columbia Boulevard entrance ramp.
- Widen shoulders and inside median width in the northbound direction.
- Lengthen and realign entrance and exit ramps at the Columbia Boulevard and Victory Boulevard interchanges.
- Widen the structure over Columbia Boulevard and the Columbia Slough to accommodate the third lane in the southbound direction, and the shoulders in the northbound direction.
- Adjust and reconstruct the soundwall on the west side of the freeway through the Kenton neighborhood.
- At the Columbia Boulevard interchange:
 - Reconstruct the southbound entrance ramp on a separate structure parallel to I-5. The freeway entrance ramp currently is configured as an add-lane, because it adds a third lane to the freeway. The alternative includes construction of the entrance ramp with an acceleration lane that would terminate before the Lombard interchange.
 - Reconstruct the northbound exit ramp on a separate structure parallel to I-5.
- At the Victory Boulevard interchange:
 - Reconstruct the southbound entrance ramp to provide an acceleration lane.
 - Reconstruct the northbound exit ramp to improve curves and slopes.

Proposed Changes to the Columbia Boulevard Interchange Area

The proposed changes to the Columbia Boulevard Interchange Area are as follows for the preferred alternative:

- Realign a portion of Argyle Way north of its present alignment. This road would be a two-lane road, with left-turn pockets at intersections.
- Replace the Denver Viaduct over Columbia Boulevard and the UPRR tracks.
- Replace the Denver Bridge over the Columbia Slough.
- Relocate and reconstruct the Denver Avenue/Schmeer Road intersection and install a signal.
- Reconstruct connections between Denver Avenue and Victory Boulevard.
- Modify, relocate, and close various accesses.

Revisions to Project Design in the Environmental Assessment

The following revisions to the project design presented in the EA have been made:

- The Denver Avenue Viaduct and the Denver Avenue Bridge would be replaced.
- Because of the difference in roadway elevation with a new structure at each of the bridge locations, and to minimize impacts to the TMT Development/Container Care property, the reconstructed Schmeer Road has been moved to the south to the same location shown in the EA for Alternative 3, New Road by the Slough.

Reasons for Selecting the Preferred Alternative

Subsequent to the release of the environmental assessment, ODOT formed an interagency and bi-state Hearings Panel to receive testimony at the public hearing and to make the final recommendation of a preferred alternative to ODOT. The Hearings Panel consisted of the following members:

- ODOT Deputy Region 1 Manager: Charlie Sciscione
- ODOT Technical Services Manager/Chief Engineer: Cathy Nelson
- City of Portland Commissioner: Sam Adams
- Director of Portland Office of Transportation: Sue Keil
- Metro Councilor: Rex Burkholder
- Mayor, City of Vancouver, Washington: Royce Pollard

The recommendations of the ODOT Project Development Team (PDT), the City of Portland Technical Advisory Committee (TAC), and the project's Hearings Panel regarding the selection of a preferred alternative for the project are based on the findings of the EA, public and agency comments on the EA, and input from ODOT's local, state, and federal environmental regulators. Each group has recommended that the proposed improvements to the I-5 freeway between Victory Boulevard and Lombard Street be built. The groups further recommend selection of Revised Alternative 2, Argyle on the Hill, as the preferred alternative for changes in access between I-5 and Columbia Boulevard.

The Bi-State Coordinating Committee, the Portland City Council, the Metro Council (including the Joint Policy Advisory Committee on Transportation [JPACT]), and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) endorsed selection of Revised Alternative 2 as the preferred alternative in May 2006.

Background

The I-5: Delta Park to Lombard project is one of several highway, transit, and rail projects recommended in the *I-5 Partnership Strategic Plan* developed by the states of Oregon and Washington (ODOT and WSDOT, 2002). A bi-state task force of community, business, and elected representatives (the "I-5 Partnership") was charged with developing a corridor plan to respond to concerns about congestion on I-5 between Portland and Vancouver. The task force adopted the *I-5 Partnership Strategic Plan* in June 2002. This long-range plan identifies actions for managing and improving transportation in the I-5 corridor between I-405 in Portland and I-205 north of Vancouver.

The I-5: Delta Park Lombard project is the first project to be developed for the I-5 corridor. The Columbia River Crossing (CRC) project is the next project that will be developed. The public process for that project was recently initiated.

Public Input

During the past 3 years, public input has been solicited and considered at all stages of project development. ODOT formed two project advisory committees, a Citizen's Advisory Committee (CAC) and an Environmental Justice Work Group (EJWG), to guide development of the project. The advisory committees and the public input have influenced the development of the purpose and need statement for the project, the evaluation factors for the project, the range of alternatives studied in the EA, and the recommendation of the preferred alternative.

ODOT Collaboration

In developing this project, ODOT has worked closely with regional and local jurisdictions, most notably with staff from City of Portland's Transportation, Planning, Parks, and Environmental Services bureaus and staff from the Portland Development Commission.

Build Alternatives

The EA for this project included a No Build alternative and four Build alternatives. Each of the Build alternatives proposed the same improvements to the I-5 freeway, including widening I-5 to three lanes southbound, widening shoulders and medians northbound, reconstructing the southbound Columbia Boulevard on-ramp as a merge lane, and implementing geometric changes at the Columbia Boulevard and Lombard Boulevard interchanges. The four Build alternatives differed from one another in the proposed changes in access between Columbia Boulevard and I-5.

Construction Phases

Two phases of project construction are anticipated. Phase I construction would consist of proposed I-5 freeway improvements. This construction phase is anticipated to begin in 2008 and end in 2010. Phase II construction would consist of the proposed changes in access between Columbia Boulevard and I-5. A construction start year for Phase II has not been established.

Recommendations from the Hearings Panel

The recommendations of the PDT, TAC, CAC, and EJWG were submitted to the Hearings Panel for their consideration in making the final selection of a preferred alternative. Recommendations from the Hearings Panel are presented below by category:

- Preferred Alternative Recommendation
- Recommended Changes to the Preferred Alternative
- Recommendations for Final Design and Construction Phases
- Mitigation Measures and Community Enhancements Recommendations
- High-Occupancy Vehicle Lane Recommendations
- Phasing and Financing Recommendations

Preferred Alternative Recommendation

The Hearings Panel recommends Revised Alternative 2, Argyle on the Hill, as the preferred alternative for the project. Alternative 2 includes the proposed improvements to the I-5 freeway between Victory Boulevard and Lombard Street. Reasons for the selection are discussed below under four categories: transportation, neighborhood livability, environmental impacts, and economic/redevelopment impacts.

Transportation

- The proposed improvements to I-5, which are common to all four Build alternatives, will enhance the operation, efficiency, and safety of the freeway in the project area. The greatest operation and efficiency improvements will be experienced during the mid-day, evening, and weekend periods.
- Alternative 2 reinforces existing access routes, maintains familiar freeway travel patterns, and makes the least change to freeway access.
- Alternative 2 does not require traffic calming measures to encourage use of the new freeway access route.
- Alternative 2 reconstructs the Denver Avenue Bridge over Columbia Boulevard, which is a long-term capital maintenance/replacement liability concern for the City and ODOT.
- Alternative 2 has the least negative traffic impact on the operation of Portland International Raceway.

Neighborhood Livability

- Alternative 2 results in the greatest reduction in traffic on existing Argyle Way of all alternatives and would provide the most improvement to the pedestrian environment along the existing Argyle Way. The volume of auto and truck traffic on Argyle Way has been identified as negatively affecting future development in the Kenton Light Rail Station area. This alternative relocates Argyle Way to the periphery of the Kenton downtown, and away from Kenton Park, downtown Kenton, and the light rail station.
- Alternative 2 results in a noticeable decrease in noise levels for approximately three blocks of mixed use/residential properties and Kenton Park.
- Alternative 2 minimizes impacts on the planned Columbia Slough Trail.

Environmental Impacts

- Alternative 2 has the least environmental impacts and is therefore consistent with the City of Portland's Type II Environmental Review requirements and approval criteria.
- Alternative 2 affects less environmentally sensitive land by expanding existing development rather than building a new bridge over the Columbia Slough.
- Alternative 2 maintains the wildlife corridor for North and Northeast Portland by not breaking up existing habitat for birds and animals along the Columbia Slough with new bridges or roads.

- Alternative 2 minimizes impacts on the existing forested riparian strip located between the N. Denver Avenue Bridge and the I-5 Bridge. New bridges or roads along the slough would remove vegetation and replace it with impervious surface (pavement). This would result in a potential increase in pollutants and sediment entering the slough.
- Alternative 2 requires the least amount of new impervious surface. Impervious surfaces have the potential to increase stormwater runoff, raise water temperature, and increase pollutant loading into nearby waterways.

Economic/Redevelopment Impacts

- Alternative 2 minimizes business displacements.
- Alternative 2 has the potential to positively affect the redevelopment prospects of high-density sites around Argyle Way and Interstate Avenue, provided funding is established for the Phase II interchange work.
- Alternative 2 has the second lowest property acquisitions.

Recommended Changes to the Preferred Alternative

The Hearings Panel recommends that Alternative 2 be amended as follows and that these changes be documented in the project's Revised EA:

- The reconstruction of the Denver Avenue Bridge over the Columbia Slough should be added to Alternative 2. Reconstructing both Denver Avenue bridges at the same time will minimize community disruption in the long-term.
- The Schmeer Road realignment should be moved farther south to minimize impacts to the TMT Development/Container Care property. The opportunity to move the Schmeer Road realignment farther south is provided by reconstructing the Denver Avenue Bridge over the Columbia Slough.

Recommendations for Final Design and Construction Phases

As phases I and II of the project go through final design and construction, the Hearings Panel recommends the following measures:

- During Phase I, ODOT further investigate ramp meters and lane treatments on the Columbia Boulevard southbound on-ramp with the objective of balancing the desire for most efficient entry to I-5 for trucks with the operational needs of the ramp.
- ODOT develop Phase II improvements in cooperation with the Portland Office of Transportation (PDOT) to ensure that the local circulation elements (new Argyle Way, Denver Avenue bridges, and Schmeer Road) are developed with appropriate City input and review.
- ODOT ensure that development of Phase II improvements provides opportunities for public input on roadway and structures designs for local circulation elements, including the new Argyle Way, the Denver Avenue bridges, and Schmeer Road.
- During development of Phase II improvements, ODOT continue to investigate design modifications for the new Argyle Way alignment, balancing the objectives of

minimizing property impacts, maximizing redevelopment opportunities, and optimizing transportation safety and operations.

- During development of Phase II improvements, ODOT continue to investigate design options for bicycle and pedestrian facilities on the Denver Avenue bridges, balancing the objectives of providing good bicycle and pedestrian access, accommodating freight movement, minimizing property impacts, and optimizing traffic safety and operations.
- During phases I and II, ODOT coordinate with PDOT to provide for City review of the construction management plan, which will ensure the least possible business and community disruption during the construction of these improvements.
- ODOT work with PDOT to vacate portions of the existing Argyle Way during Phase II construction to help the area around Argyle reach its full redevelopment potential.
- ODOT and PDOT develop an Intergovernmental Agreement(s) regarding the ownership and maintenance of local circulation elements of the project, develop an access management plan for the interchange area, and implement local system community enhancements.

Mitigation Measures and Community Enhancements Recommendations

The Hearings Panel recommends the following mitigation measures and community enhancements:

- Implement the full mitigation and conservation measures outlined in the EA, including erosion and sediment control, air and water pollution control, wetlands mitigation, landscaping and riparian revegetation, fish conservation, fencing for the Columbian Cemetery, and meaningful workforce diversity and Disadvantaged Business Enterprise (DBE) goals.
- Add an additional mitigation measure to the EA for ODOT to provide technical assistance to local businesses during Phase II of construction. This assistance would help local businesses prepare for the construction impacts of the Denver Avenue Bridge replacement.
- Set the Community Enhancement Fund for the project at \$1 million.

High-Occupancy Vehicle Lane Recommendations

With regard to a high-occupancy vehicle (HOV) lane or other managed lane, the Hearings Panel recommends the following:

- The Revised EA identify that one of the I-5 southbound lanes may be operated in the future as an HOV or managed lane between, approximately, the Marine Drive and Alberta interchanges.
- ODOT make a decision about whether or not to operate a southbound HOV or managed lane in Oregon by the time the project is opened to traffic, in approximately 2010. In making this decision, ODOT should seek recommendations from the Bi-State Coordinating Committee, Joint Policy Advisory Committee on Transportation (JPACT),

and Metro Council and seek an amendment to the Metro *2000 Regional Transportation Plan (RTP)*, as necessary.

- ODOT conduct additional investigation of a southbound HOV or managed lane using traffic data and traffic models constructed for the CRC project, in order to explore the following:
 - Transit service assumptions for an HOV or managed lane
 - Length and duration of congestion on I-5, State Route (SR) 14, and SR 500 with and without an HOV or managed lane
 - Feasibility of operating the lane as a managed lane
 - Enforcement levels needed for an HOV or managed lane
 - How CRC decisions regarding future high-capacity transit, freeway, and transportation demand management would support operation of an HOV or managed lane in Oregon
- ODOT coordinate its analysis and decisionmaking regarding a southbound HOV or managed lane with appropriate Bi-State staff and the Bi-State Coordinating Committee.
- The CRC project continue to investigate HOV and managed lane concepts for the Portland/Vancouver I-5 corridor through the Environmental Impact Statement (EIS).

The Hearings Panel makes these recommendations for the following reasons:

- Local, regional, state, and federal policies are supportive of providing transportation options other than the single-occupancy vehicle in the I-5 corridor.
- More investigation of transit service levels, congestion impacts, feasibility, and enforcement is warranted prior to making a final decision about southbound HOV or managed lane implementation.
- Additional information about the long-range southbound HOV and managed lane system is likely to result from the CRC project. The decision about implementation of a southbound HOV or managed lane in Oregon should be coordinated, to the greatest extent practicable, with the CRC project direction for HOV and managed lanes.

Phasing and Financing Recommendations

The Hearings Panel recommends that funding for design, property acquisition, and construction of Phase II be prioritized by ODOT and the City, and a project implementation schedule for Phase II construction be established.

Recommendations of the Citizen's Advisory Committee and the Environmental Justice Work Group

On June 6, 2005, the CAC and EJWG presented to ODOT their recommendations for a preferred alternative. The two groups had been engaged in structured project development and public involvement activities since January 2003. Twelve committee members were present at the meeting. Two absent committee members e-mailed their recommendations.

Members of the committee recommended that ODOT perform the following measures:

1. Take action to resolve transportation problems identified in the project purpose and need statement.
2. Undertake the widening of I-5 to three lanes southbound between Delta Park and Lombard Street; the widening effort is a fundamental part of the four Build alternatives that have been studied.
3. Eliminate Alternatives 1 and 3 as preferred alternatives for the Columbia Boulevard Interchange Area.
4. Identify Alternatives 2 and 4 as preferred alternatives* for the Columbia Boulevard Interchange Area, with the following additional recommendations for Alternative 2:
 - Both the Denver Avenue Bridge over Columbia Boulevard and the Denver Avenue Bridge over the Columbia Slough should be reconstructed as part of this project, with bicycle and pedestrian facilities.
 - Negative impacts to the community should be mitigated.

* Note that seven committee members recommended Alternative 2 as the preferred alternative and five committee members recommended Alternative 4 as the preferred alternative. Two members abstained.

Rationale for Revisions to the Project Design

The CAC and the EJWG recommended that if ODOT selected Alternative 2 as the preferred alternative, both the Denver Avenue Viaduct over Columbia Boulevard and the Denver Avenue Bridge over the Columbia Slough be replaced, including bicycle and pedestrian facilities. The Denver Avenue Bridge and Denver Avenue Viaduct are both old structures that do not meet current design standards.

FIGURE 2-1

REVISED

ALTERNATIVE 2 Argyle on the Hill

DELTA
PARK



VICTORY BLVD.

BLVD.

N. WHITAKER RD.

N. HAYDEN MEADOWS DR.

N. SCHMEER RD.

N. DENVER AVE.
LIGHT RAIL

COLUMBIA BLVD.

ARGYLE

INTERSTATE AVE.

LEGEND

- WATER QUALITY FACILITY (WQF)
- RIGHT OF WAY PURCHASE AREA
- NEW/WIDENED STRUCTURE
- PAVEMENT REMOVAL
- BARRIER
- WALL
- SOUND WALL
- POTENTIAL IMPACT BOUNDARY
- PROPOSED DRIVEWAY CLOSURE
- SIGNAL

