Corridor Title: I-5 from Columbia River to SR 500

Segment Number: 1

Route: I-5 **BARM:** 0.00 **EARM:** 2.25 **Length:** 2.25

Region: SW **County:** Clark

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
										50	60

Corridor Description:

This segment of I-5 (Columbia River to SR 500) is within the "Columbia River Crossing bridge influence area". The environmental

Known Environmental Issues:

One stormwater outfall

Previously Identified Bottlenecks/Chokepoints:

Arm 0 to 2.35, I-5 bridge over Columbia River -- Narrow lanes and no shoulders on bridge cause drivers to slow down, backing up

Known Restrictions:

Studies:

Existing Study Name	***Completion Date***
I-5 HOV Study (SS)	*4/1/2000*
I-5 - Portland/Vancouver I-5 Transportation and Trade Partnership (CS)	*6/1/2002*
I-5 - Modified Access Decision Report at NE 134th Interchange (SS)	

Current/Underway:	***Expected***
I-5 - Columbia River Crossing EIS (EIS)	
I-5 - NE 139th St. Interchange Study	

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

None

Planned:

None

Corridor Title: I-5 from Columbia River to SR 500 **Segment Number:**

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
400531Q	Smart TREK Operations/Communications Expansion
400535Q	SWR CMAQ VAST IV ATIS Initial Investment
400536Q	SWR CMAQ VAST IV Freeway Operations and Incident Management
400541Q	Vancouver Advanced Traffic Management sys.
450421Q	Mt. St. Helen`s Traveler Information System
400502Y	I-5/Columbia River Interstate Bridge-Rebuild Electrical System
400506A	Columbia River Crossing/ Vancouver- EIS
400500L	I-5/WSDOT/ODOT - Corridor Study
400595A	I-5/Salmon Creek to I-205 - Widening
400504N	I-5/Salmon Creek to NE 129th Street- Noise Wall
400506H	I-5/NE 134th St. Interchange (I-5/I-205)-Rebuild
495952A	Clark County Interstate Park and Ride Lots

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title

Deficiencies:

Current

Future (5-10 years)

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	*Lane Miles*	*BARM*	*EARM*	*BARM*	*EARM*
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title **Segment Number:**

New Solutions:

BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
		Covered by Bi-State Columbia Crossing Bridge Study			
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
		Covered by Bi-State Columbia Crossing Bridge Study			
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
		Covered by Bi-State Columbia Crossing Bridge Study			

Future Corridor Vision:

Corridor Title: I-5 from SR 500 to 139th St.

Segment Number: 2

Route: I-5 **BARM:** 2.25 **EARM:** 7.24 **Length:** 4.99

Region: SW **County:** Clark

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	6	0	0	12	12	10	10	12	24	60	60

Corridor Description:

The improvements for this segment are either built or programmed. No new project proposals.

Known Environmental Issues:

Nine known stormwarter outfalls; crosses several waterbodies and their associated wetlands and riparian habitat; five fish

Previously Identified Bottlenecks/Chokepoints:

None

Known Restrictions:

Studies:

Existing Study Name	***Completion Date***
I-5 HOV Study (SS)	*4/1/2000*
I-5 - Portland/Vancouver I-5 Transportation and Trade Partnership (CS)	*6/1/2002*
I-5 - Modified Access Decision Report at NE 134th Interchange (SS)	

Current/Underway:	***Expected***
I-5 - Columbia River Crossing EIS (EIS)	
I-5 - NE 139th St. Interchange Study	

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

None

Planned:

None

Corridor Title: I-5 from SR 500 to 139th St. **Segment Number:** 2

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
400531Q	Smart TREK Operations/Communications Expansion
400535Q	SWR CMAQ VAST IV ATIS Initial Investment
400536Q	SWR CMAQ VAST IV Freeway Operations and Incident Management
400541Q	Vancouver Advanced Traffic Management sys.
450421Q	Mt. St. Helen`s Traveler Information System
400502Y	I-5/Columbia River Interstate Bridge-Rebuild Electrical System
400506A	Columbia River Crossing/ Vancouver- EIS
400500L	I-5/WSDOT/ODOT - Corridor Study
400595A	I-5/Salmon Creek to I-205 - Widening
400504N	I-5/Salmon Creek to NE 129th Street- Noise Wall
400506H	I-5/NE 134th St. Interchange (I-5/I-205)-Rebuild
495952A	Clark County Interstate Park and Ride Lots

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title

Deficiencies:

Current

Future (5-10 years)

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	*Lane Miles*	*BARM*	*EARM*	*BARM*	*EARM*
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title: I-5 from SR 500 to 139th St. **Segment Number:** 2

New Solutions:

The improvements for this segment are either built or programmed. No new project proposals.

BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
		None			
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
		None			
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
		None			

Future Corridor Vision:

Corridor Title: I-5 from 139th St. to 219th St./SR 502

Segment Number: 3

Route: I-5 **BARM:** 7.48 **EARM:** 11.60 **Length:** 4.12

Region: SW **County:** Clark

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	6	0	0	12	12	10	10	16	122	60	70

Corridor Description:

Known Environmental Issues:

Several known stormwarter outfalls; crosses several waterbodies and their associated wetlands and riparian habitat; fish passage

Previously Identified Bottlenecks/Chokepoints:

None

Known Restrictions:

Studies:

Existing Study Name	***Completion Date***
I-5/I-205 North Corridor Strategy Report	*Feb-01*
I-5/I-205 North Route Development Plan (RDP)	*Mar-01*
New and Modified Access on I-5 between NE 179th Street and Ridgefield Interchanges (Access Decision	*Feb-02*
I-5 - SR 502 Interchange Project Environmental Assessment	*Aug-05*

Current/Underway:	***Expected***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

None

Planned:

None

Corridor Title **Segment Number:**

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
495952A	Clark County Interstate Park and Ride Lots
400502S	I-5/I-205 to N. Fork Lewis River Bridge - Safety
400502P	I-5/I-205 to N. Fork Lewis River Bridge

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title

Deficiencies:

Current

Future (5-10 years)

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title **Segment Number:**

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		(1) Add auxiliary lane each way from 139th St. (MP	TBA	TBA	TBA

Future Corridor Vision:

Corridor Title: I-5 from 219th St./SR 502 to 319th St. (La Center)

Segment Number: 4

Route: I - 5 **BARM:** 11.60 **EARM:** 16.80 **Length:** 5.20

Region: SW **County:** Clark

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	6	0	0	12	12	10	10	82	374	70	70

Corridor Description:

The transportation improvements on this segment are for the new casino.

Known Environmental Issues:

Several known stormwarter outfalls; crosses several waterbodies and their associated wetlands and riparian habitat.

Previously Identified Bottlenecks/Chokepoints:

None

Known Restrictions:

Studies:

Existing Study Name	*Completion Date*
I-5/I-205 North Corridor Strategy Report	*Feb-01*
I-5/I-205 North Route Development Plan (RDP)	*Mar-01*

Current/Underway:	*Expected*

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

None

Planned:

None

Corridor Title **Segment Number:** 4

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
400599R	I-5/SR 502 Interchange
400506I	I-5/SR 501 Ridgefield Interchange

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title

Deficiencies:

Current

Future (5-10 years)

The pavements for following I-5/319th St. ramps are due in next five years:

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title **Segment Number:** 4

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		Transportation improvements for the new casino (such			
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost

Future Corridor Vision:

Corridor Title: I-5 from 319th St. (La Center) to Dike Road

Segment Number: 5

Route: I - 5 **BARM:** 16.80 **EARM:** 23.18 **Length:** 6.38

Region: SW **County:** Clark County and Cowlitz County

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	6	0	0	12	12	10	10	22	225	70	70

Corridor Description:

Known Environmental Issues:

Several known stormwarter outfalls; crosses several waterbodies and their associated wetlands and riparian habitat; several

Previously Identified Bottlenecks/Chokepoints:

None

Known Restrictions:

Studies:

Existing Study Name	*Completion Date*

Current/Underway:	*Expected*

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

None

Planned:

None

Corridor Title: I-5 from 319th St. (La Center) to Dike Road **Segment Number:** 5

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
400506R	I-5/East Fork Lewis River Bridge Repair
400507B	I-5/N. Fork Lewis River Bridge to Todd Road Vicinity - Paving
400507S	I-5/ N. Fork Lewis River to Todd Road vicinity- Safety
400507W	Woodland Industrial Area

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title

Deficiencies:

Current

(1) Arm 18.21, NB East Fork Lewis River Bridge - "Structurally Deficient"

Future (5-10 years)

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

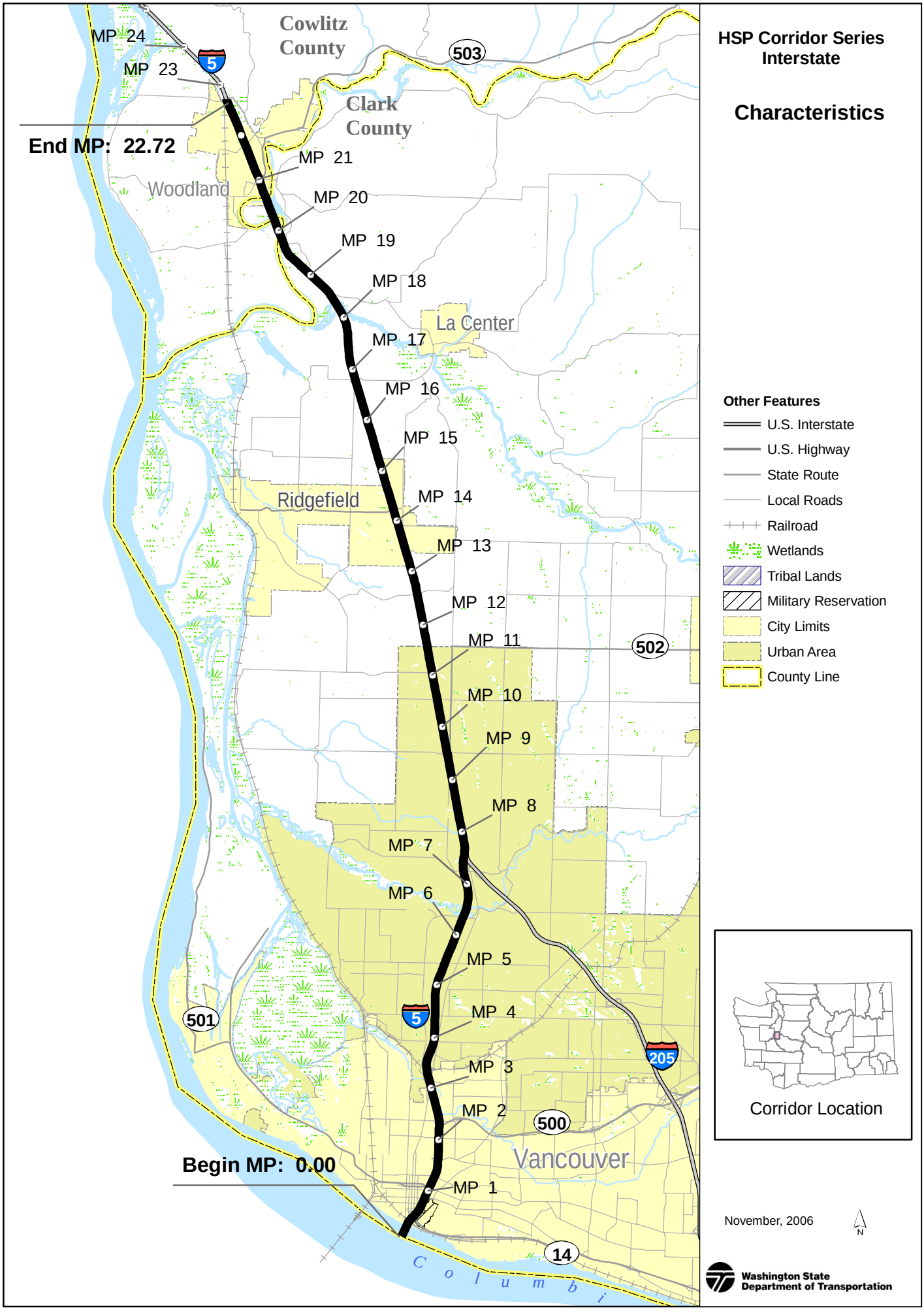
Comments:

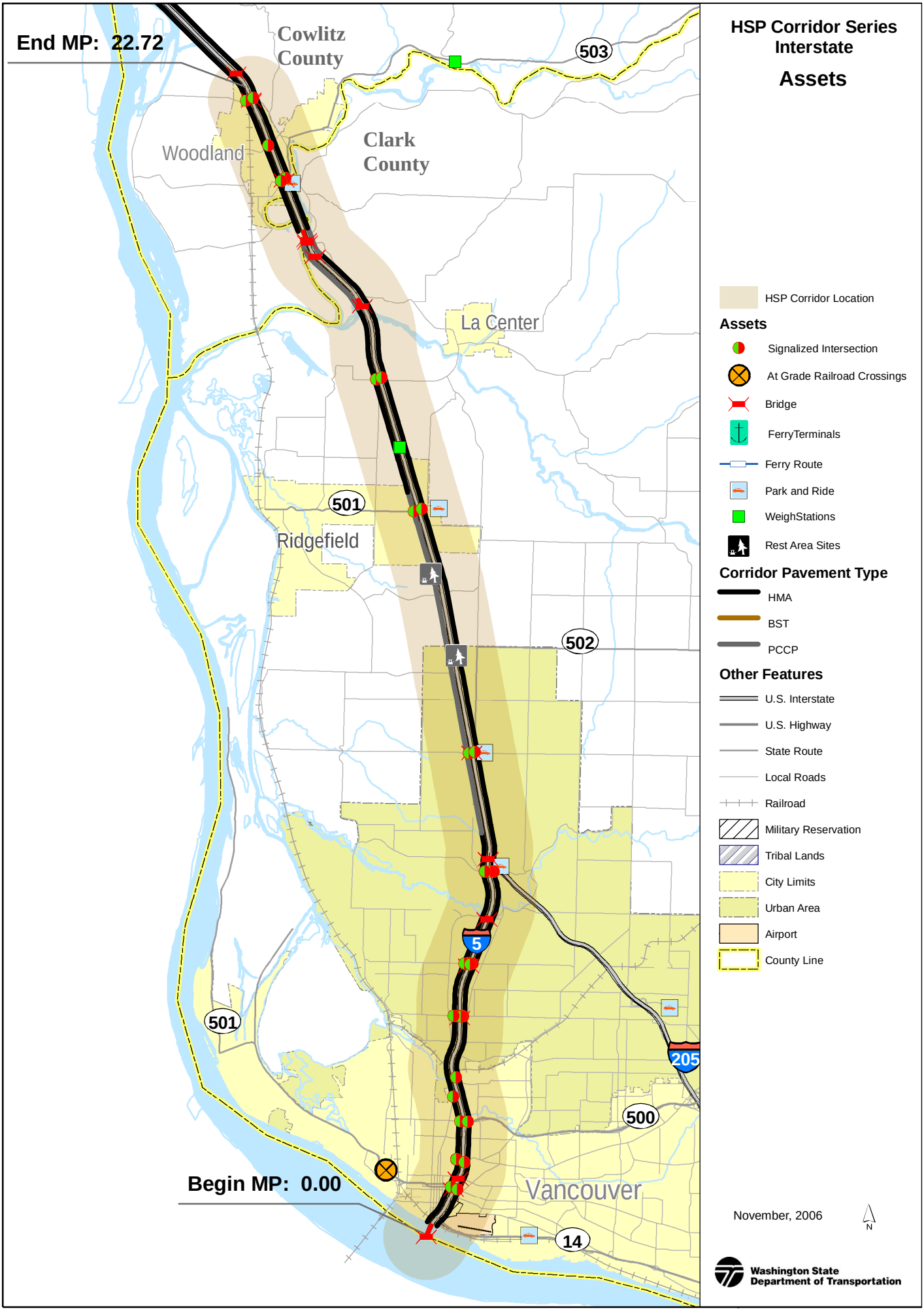
Corridor Title: I-5 from 319th St. (La Center) to Dike Road **Segment Number:** 5

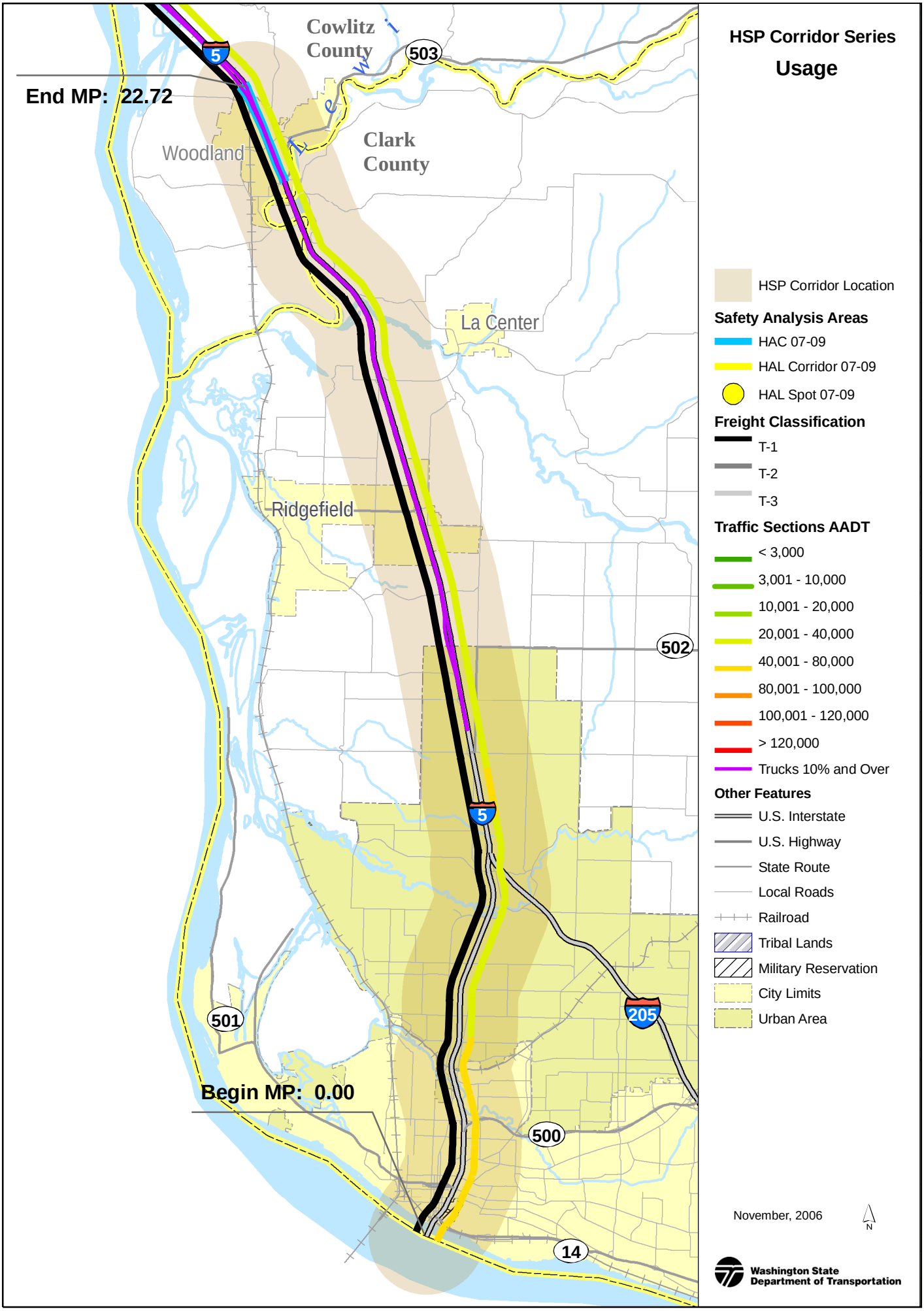
New Solutions:

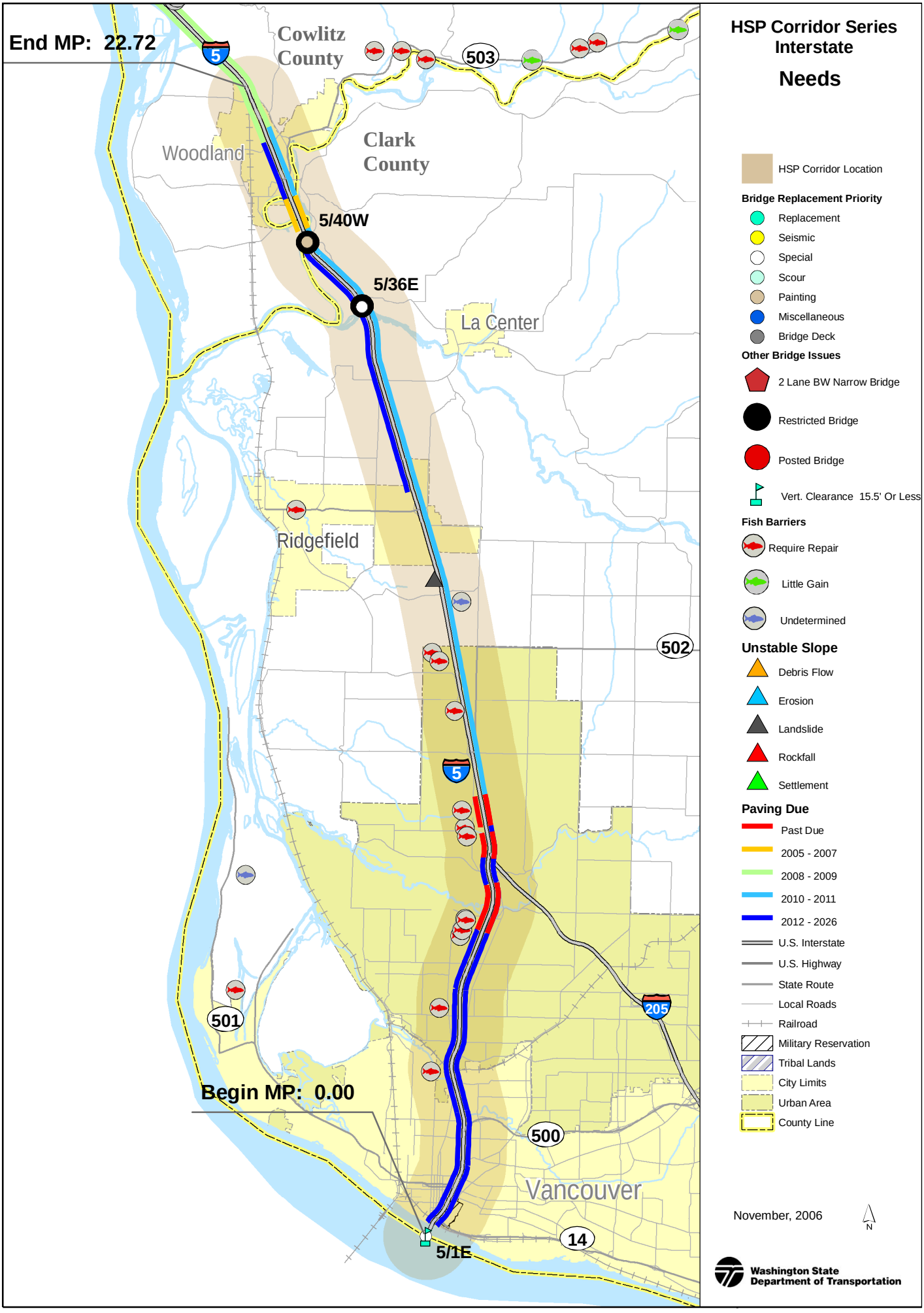
BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		(1) Arm 18.21, Replace NB East Fork Lewis River			
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost

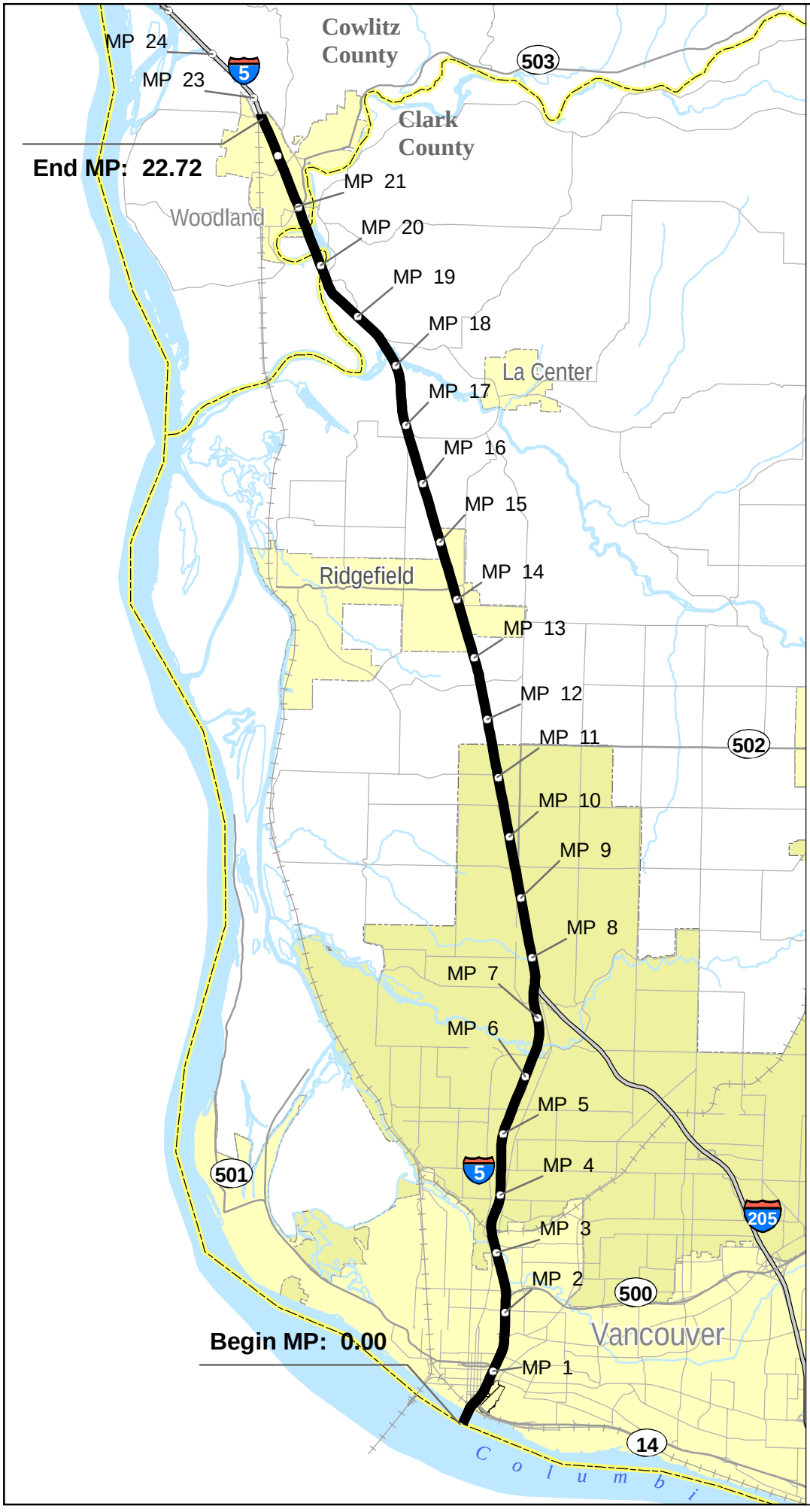
Future Corridor Vision:


HSP Corridor Series
Interstate
Characteristics
Cowlitz County
Clark County
503
MP 24
MP 23
End MP: 22.72
MP 21
Woodland
MP 20
MP 19
MP 18
La Center
MP 17
MP 16
MP 15
Ridgefield
MP 14
MP 13
MP 12
MP 11
502
MP 10
MP 9
MP 8
MP 7
MP 6
MP 5
501
MP 4
205
MP 3
MP 2
500
Vancouver
Begin MP: 0.00
MP 1
14
Columbia
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Wetlands
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
Corridor Location
November, 2006
N
Washington State Department of Transportation


End MP: 22.72
Cowlitz County
503
Clark County
Woodland
La Center
501
Ridgefield
502
5
501
205
500
Begin MP: 0.00
Vancouver
14
HSP Corridor Series
Interstate
Assets
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
N
Washington State Department of Transportation


HSP Corridor Series
Usage
End MP: 22.72
Begin MP: 0.00
Cowlitz County
Clark County
Woodland
La Center
Ridgefield
5
503
502
205
501
500
14
HSP Corridor Location
Safety Analysis Areas
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
November, 2006
N
Washington State Department of Transportation


End MP: 22.72
Cowlitz County
503
Clark County
Woodland
5/40W
5/36E
La Center
Ridgefield
502
5
501
205
Begin MP: 0.00
500
Vancouver
14
5/1E
HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation


HSP Corridor Series
Interstate
Solutions
Cowlitz County
Clark County
503
MP 24
MP 23
End MP: 22.72
MP 21
Woodland
MP 20
MP 19
MP 18
La Center
MP 17
MP 16
MP 15
Ridgefield
MP 14
MP 13
MP 12
MP 11
502
MP 10
MP 9
MP 8
MP 7
MP 6
MP 5
MP 4
501
205
MP 3
MP 2
500
Vancouver
Begin MP: 0.00
MP 1
14
Columbia
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
County Line
November, 2006
N
Washington State Department of Transportation

Corridor Title: I-5 from Toutle Rest Area to SR 506

Segment Number: 1

Route: I-5 **BARM:** 54.67 **EARM:** 59.73 **Length:** 5.06

Region: SW **County:** Cowlitz County, Lewis County

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	6	0	0	12	12	10	10	15	15	70	70

Corridor Description:

Known Environmental Issues:

Floodplains along Cowlitz River; 3 fish passage barriers have been identified; crosses several waterbodies and their associated

Previously Identified Bottlenecks/Chokepoints:

None

Known Restrictions:

Studies:

Existing Study Name	*Completion Date*

Current/Underway:	*Expected*

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

None

Planned:

None

Corridor Title: I-5 from Toutle Rest Area to SR 506 **Segment Number:** 1

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
400506C	I-5/Castle Rock Vicinity to SR 505 Vicinity- Paving
400506S	I5/ Castle Rock Vicinity to SR 505 Vicinity-Safety

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title

Deficiencies:

Current

The pavements for this segment (from MP 54.6 to 59.66) are due in 2008.

Future (5-10 years)

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title: I-5 from Toutle Rest Area to SR 506 **Segment Number:** 1

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		1) ITS Kiosk at Toutle rest area (MP 54.60)			
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		1) Add one additional lane each way			

Future Corridor Vision:

Corridor Title: I-5 from SR 506 to SR 505

Segment Number: 2

Route: I-5 **BARM:** 59.73 **EARM:** 64.07 **Length:** 4.34

Region: SW **County:** Lewis

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	4	0	0	12	12	10	10	15	40	70	70

Corridor Description:

Known Environmental Issues:

Floodplains along Cowlitz River; crosses several waterbodies and their associated wetlands and riparian habitat.

Previously Identified Bottlenecks/Chokepoints:

None

Known Restrictions:

Studies:

Existing Study Name	*Completion Date*

Current/Underway:	*Expected*

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

None

Planned:

None

Corridor Title **Segment Number:**

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	*Project Title*

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	*Project Title*

Deficiencies:

Current

Future (5-10 years)

The pavements for following ramp are due in next five years:

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	*Lane Miles*	*BARM*	*EARM*	*BARM*	*EARM*
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title **Segment Number:**

New Solutions:

BARM	*EARM*	*Near-term (Minimum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Mid-term (10-years) (Moderate Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
BARM	*EARM*	*Long-term (15-20 years) (Maximum Fix)*	*Delay Reduction*	*Accident Reduction*	*Estimated Cost*
		1) Add one additional lane each way			

Future Corridor Vision:

Corridor Title: I-5 from SR 505 to SR 12

Segment Number: 3

Route: I-5 **BARM:** 64.07 **EARM:** 69.01 **Length:** 4.94

Region: SW **County:** Lewis

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	4	0	0	12	12	10	10	24	24	70	70

Corridor Description:

Known Environmental Issues:

Crosses several waterbodies and their associated wetlands and riparian habitat.

Previously Identified Bottlenecks/Chokepoints:

None

Known Restrictions:

Studies:

Existing Study Name	***Completion Date***

Current/Underway:	***Expected***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

None

Planned:

None

Corridor Title: I-5 from SR 505 to SR 12 **Segment Number:** 3

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title

Deficiencies:

Current

Future (5-10 years)

The pavements for following ramp are due in next five years:

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title: I-5 from SR 505 to SR 12 **Segment Number:** 3

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		1) Add one additional lane each way			

Future Corridor Vision:

Corridor Title: I-5 from SR 12 to Rush Road

Segment Number: 4

Route: I - 5 **BARM:** 69.01 **EARM:** 73.28 **Length:** 4.27

Region: SW **County:**

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	6	0	0	12	12	10	10	24	40	60	70

Corridor Description:

Known Environmental Issues:

1 fish passage barrier has been identified; crosses several waterbodies and their associated wetlands and riparian habitat;

Previously Identified Bottlenecks/Chokepoints:

None

Known Restrictions:

Studies:

Existing Study Name	***Completion Date***

Current/Underway:	***Expected***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

None

Planned:

None

Corridor Title: I-5 from SR 12 to Rush Road **Segment Number:** 4

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
400508A	I-5/Koontz Road to Blakeslee Junction Railroad Crossing- Paving
400508S	I5/ Koontz Road to Blakeslee Junction Railroad Crossing- Safety

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title

Deficiencies:

Current

Future (5-10 years)

The pavements for following ramp are due in next five years:

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title: I-5 from SR 12 to Rush Road **Segment Number:** 4

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		1) Add one additional lane each way			

Future Corridor Vision:

Corridor Title: I-5 from Rush Road to Exit 88a

Segment Number: 5

Route: I - 5 **BARM:** 73.28 **EARM:** 87.57 **Length:** 14.29

Region: SW **County:** Lewis County, Thursdon County

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	4	0	0	12	12	10	10	15	40	60	70

Corridor Description:

Known Environmental Issues:

Floodplains; waterbodies and their associated wetlands and riparian habitat; known stormwater outfalls.

Previously Identified Bottlenecks/Chokepoints:

MP 80.93 to 87.93, Mellen St. I/C to S. of Grand Mound I/C -- High volume of traffic on main line and Ramp, reducing the overall

Known Restrictions:

Studies:

Existing Study Name	***Completion Date***

Current/Underway:	***Expected***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing:

Planned:

Corridor Title: I-5 from Rush Road to Exit 88a **Segment Number:** 5

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
400595G	I-5/Rush Rd. to Grand Mound Vic. - Widening.
400507R	I-5/ Rush Road to 13th Street - Add Additional Lanes
400508W	I-5/Mellen Street to Grand Mound
400506M	I-5/Chehalis River Flood Control/Airport Rd
400508A	I-5/Koontz Road to Blakeslee Junction Railroad Crossing- Paving
400508S	I5/ Koontz Road to Blakeslee Junction Railroad Crossing- Safety

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title

Deficiencies:

Current

Future (5-10 years)

Future (15-20 years)

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**0**				
Number of Low Priority Concrete Miles:	**0**				

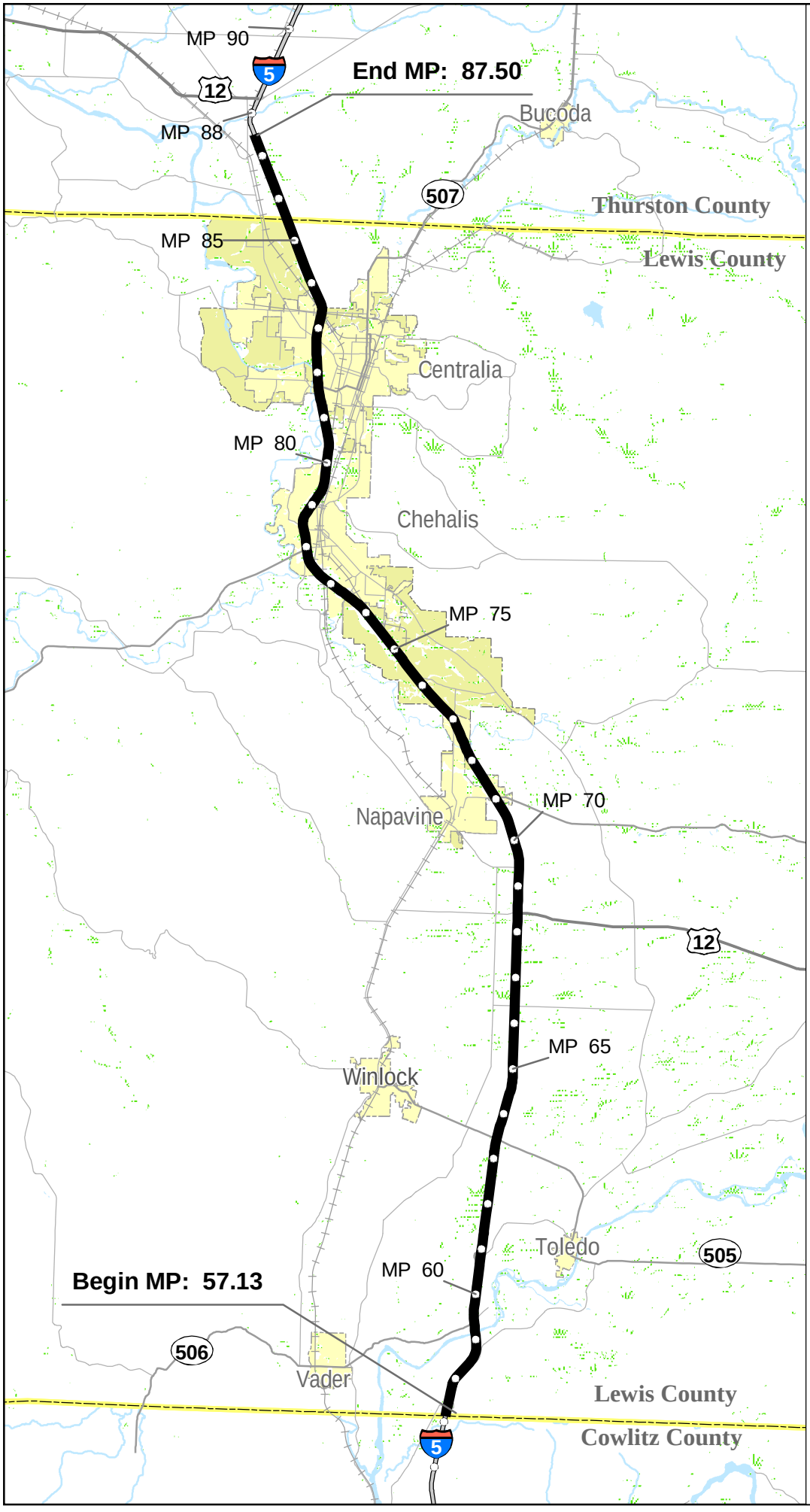
Comments:

Corridor Title: I-5 from Rush Road to Exit 88a **Segment Number:** 5

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		1) Build ¾ interchange @ 13th Street (MP 76.55)			

Future Corridor Vision:



HSP Corridor Series
Interstate

Characteristics

Other Features

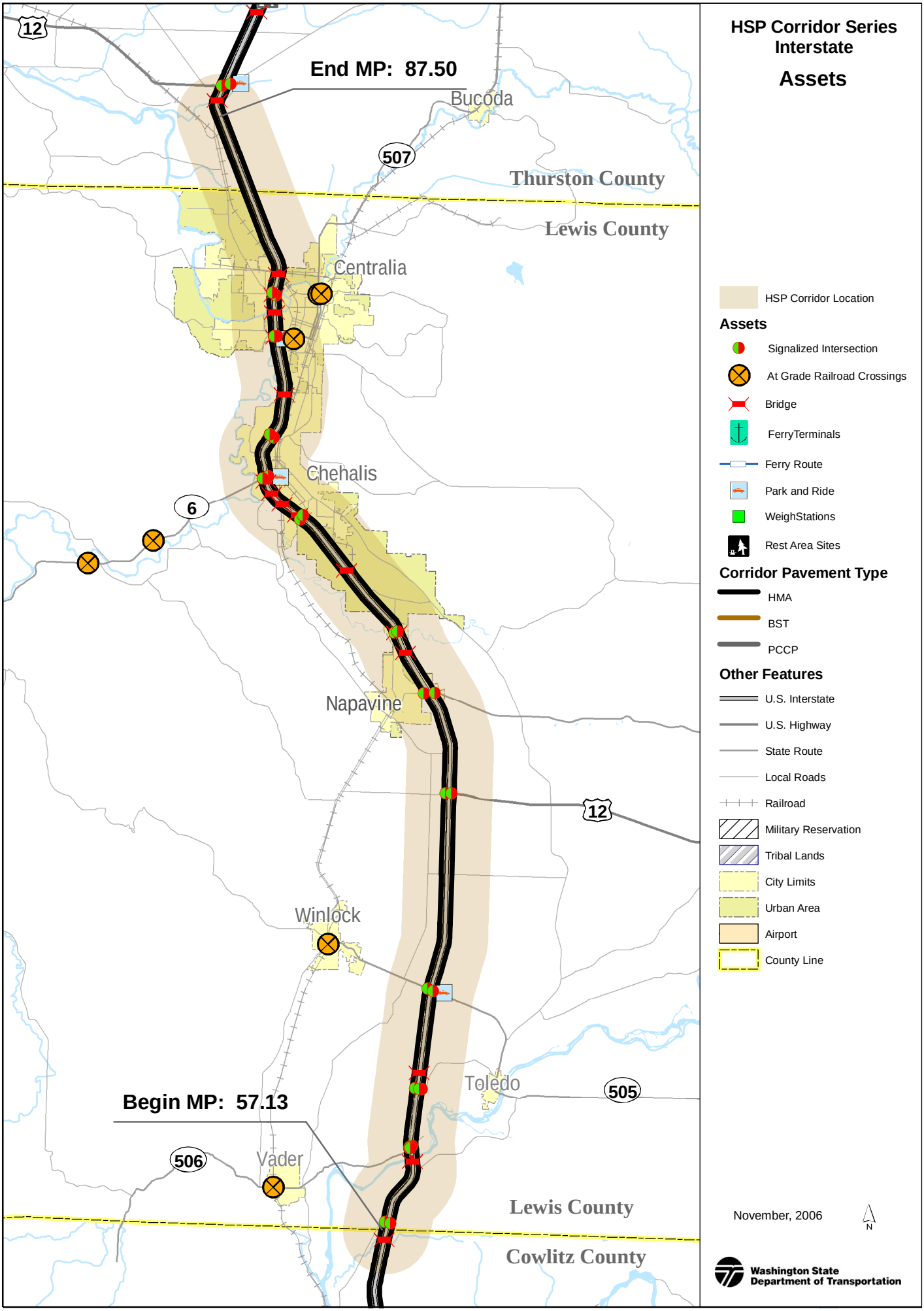
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

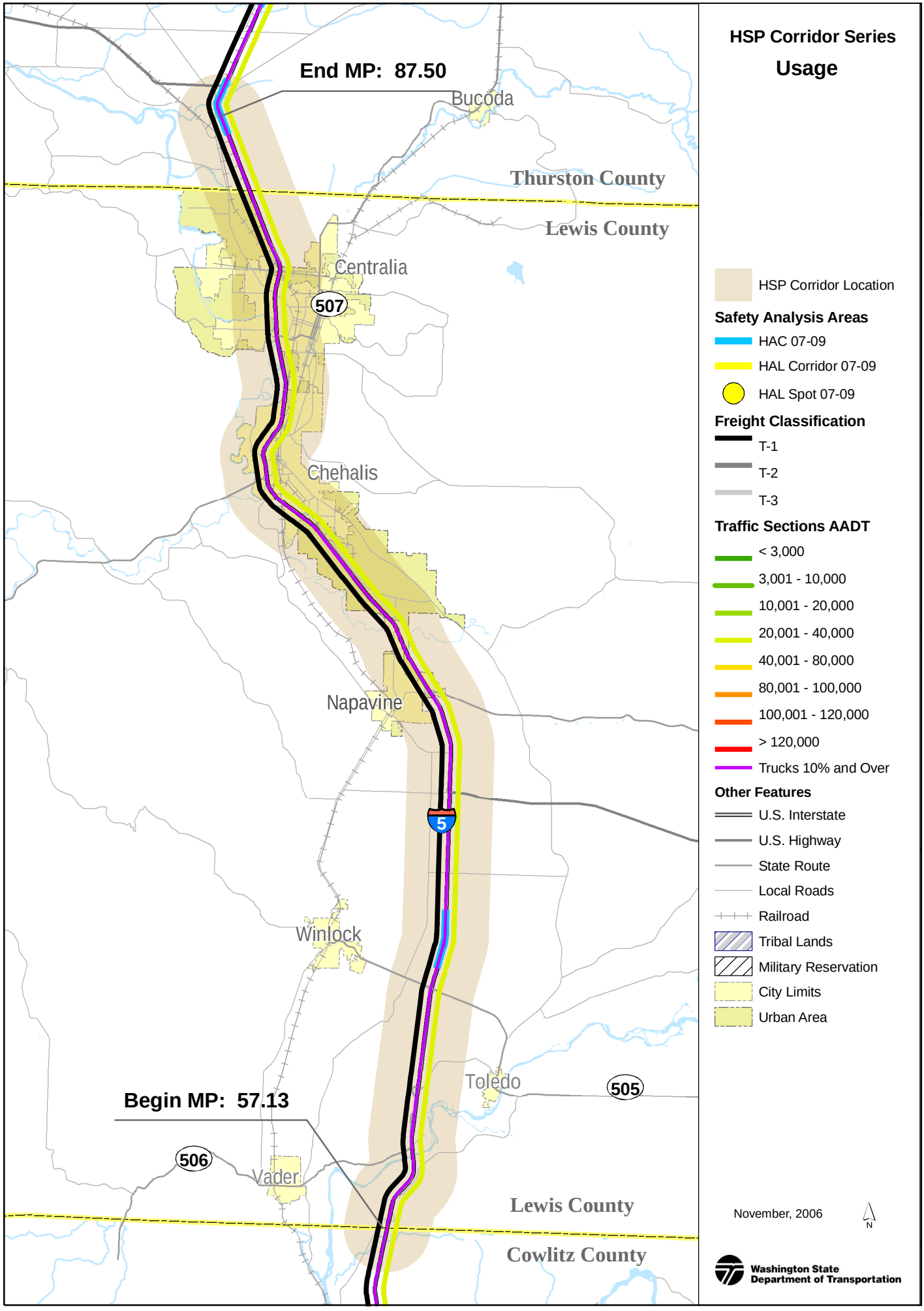
Corridor Location

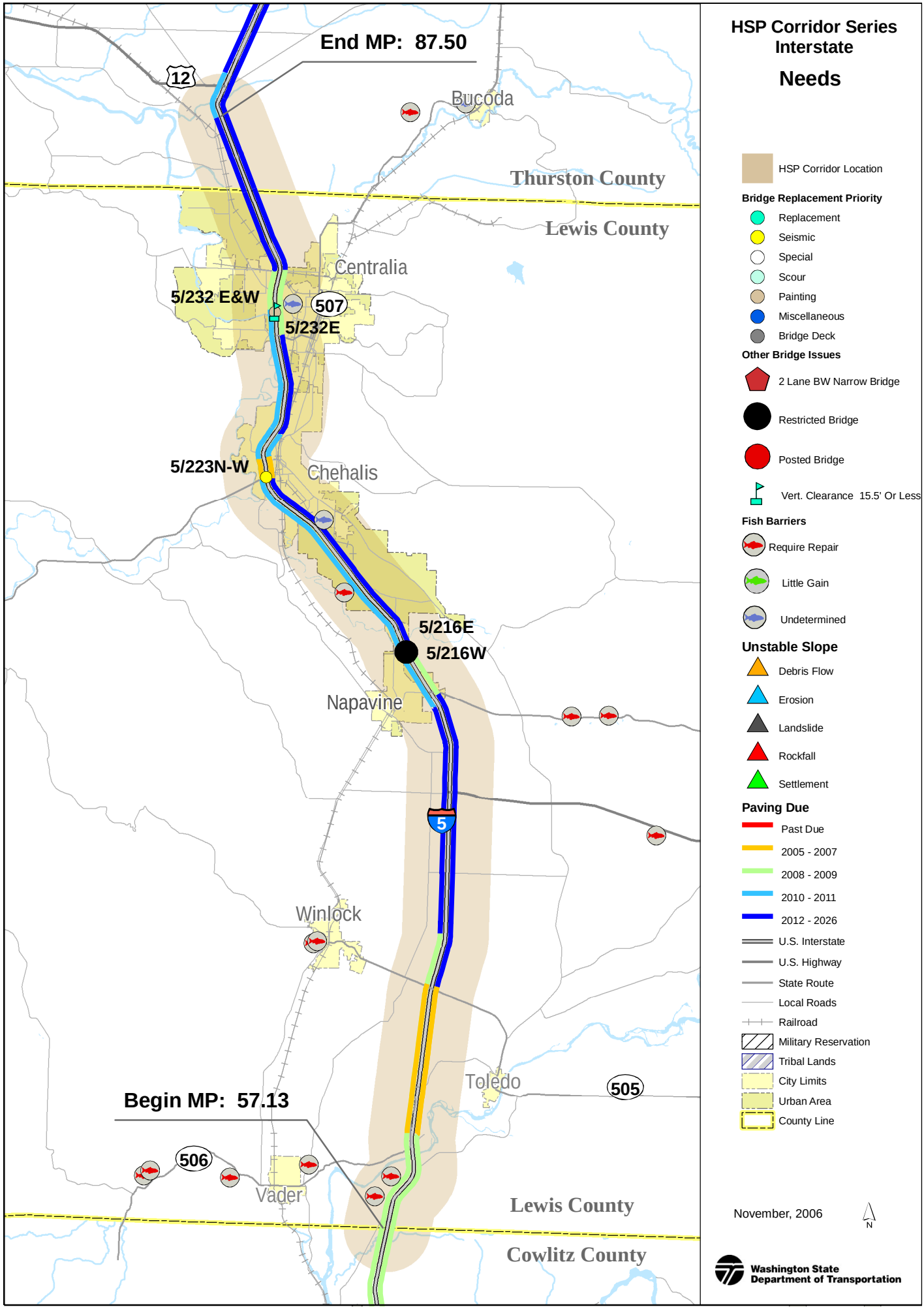
November, 2006

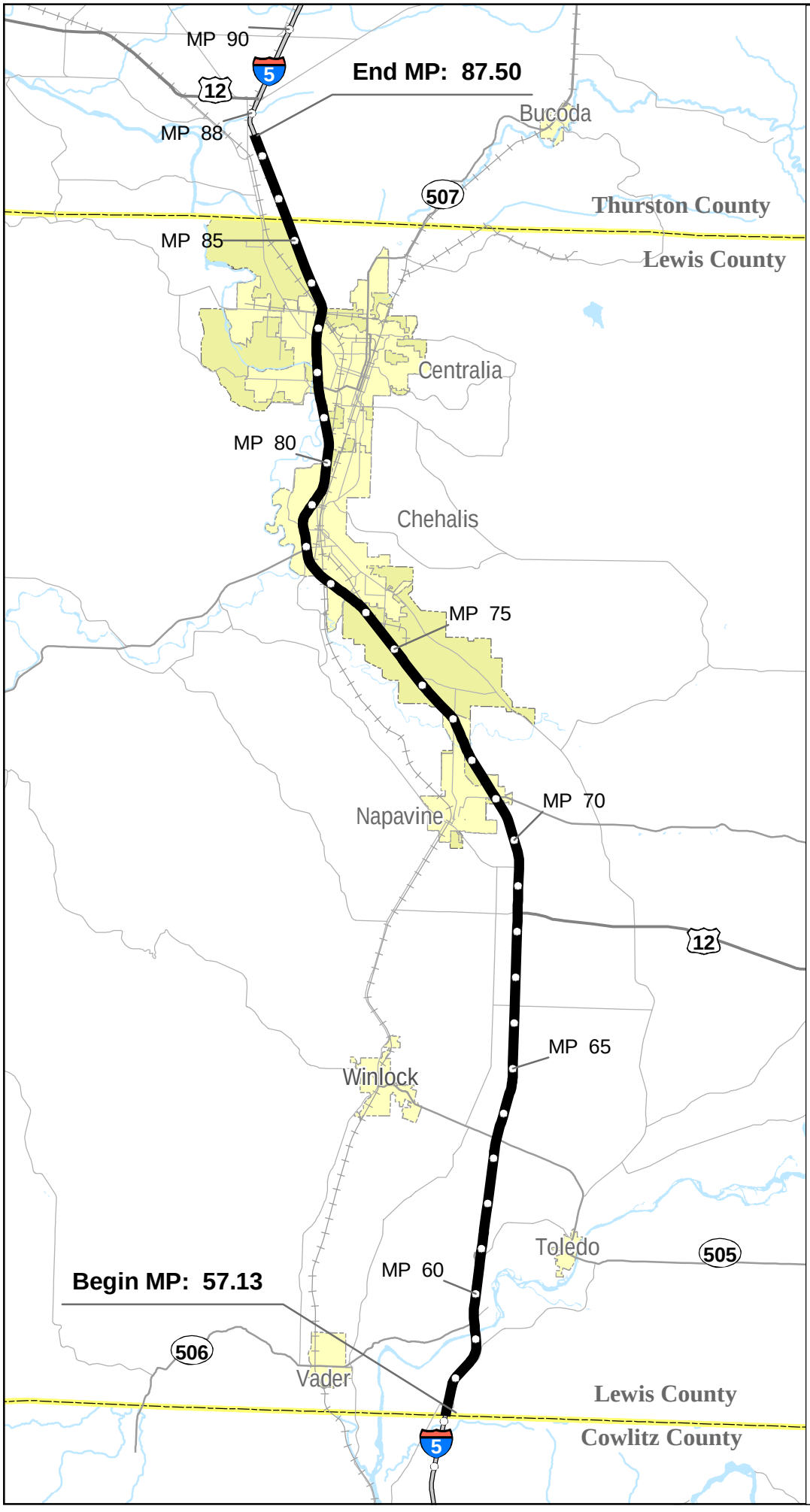
N

Washington State Department of Transportation


HSP Corridor Series
Interstate
Assets
End MP: 87.50
Begin MP: 57.13
Bucoda
Centralia
Chehalis
Napavine
Winlock
Toledo
Vader
Thurston County
Lewis County
Lewis County
Cowlitz County
12
507
6
12
505
506
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
N
Washington State
Department of Transportation


End MP: 87.50
Bucoda
Thurston County
Lewis County
Centralia
507
Chehalis
Napavine
5
Winlock
Toledo
505
Begin MP: 57.13
506
Vader
Lewis County
Cowlitz County
HSP Corridor Series
Usage
HSP Corridor Location
Safety Analysis Areas
HAC 07-09
HAL Corridor 07-09
HAL Spot 07-09
Freight Classification
T-1
T-2
T-3
Traffic Sections AADT
< 3,000
3,001 - 10,000
10,001 - 20,000
20,001 - 40,000
40,001 - 80,000
80,001 - 100,000
100,001 - 120,000
> 120,000
Trucks 10% and Over
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Tribal Lands
Military Reservation
City Limits
Urban Area
November, 2006
N
Washington State
Department of Transportation


End MP: 87.50
12
Bucoda
Thurston County
Lewis County
Centralia
5/232 E&W
507
5/232E
5/223N-W
Chehalis
5/216E
5/216W
Napavine
5
Winlock
Toledo
505
Begin MP: 57.13
506
Vader
Lewis County
Cowlitz County
HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation



HSP Corridor Series
Interstate

Solutions

Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

November, 2006

N

Washington State Department of Transportation

Corridor Title: I-205 from Columbia River to SR 500

Segment Number: 1

Route: I - 205 **BARM:** 0.00 **EARM:** 5.06 **Length:** 5.06

Region: SW **County:** Clark

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	8	0	0	12	12	0	14	12	128	60	60

Corridor Description:

This corridor is within Vancouver City. The city experiences rapid growth in recent years.

Known Environmental Issues:

Crosses a few waterbodies and their associated wetlands and riparian habitat; several known stormwater outfalls.

Previously Identified Bottlenecks/Chokepoints:

Arm 0.45 to 4.15 (from SR 14 to Burton Rd.)—weaving problems due to closely spaced on/off ramps between SR 14 and Mill

Known Restrictions:

Studies:

Existing Study Name	*Completion Date*
I-205 - East West Arterial Study Final Report	*1996*
I-205 - SR 14 to NE 83rd St.Corridor Study	*Feb-02*
I-205 - Strategic Corridor Pre-Design Study: Access Point Decision Report	*Feb-02*

Current/Underway:	*Expected*
None	

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing: None

Planned: None

Corridor Title **Segment Number:** 1

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
420504A	I-205/Mill Plain SB Off Ramp Improvements
420505A	I-205/Mill Plain Exit (112th Connector)-Build Direct Ramp to 112th Ave.

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title
420511A	I-205/ Mill Plain Interchange to NE 28th Street

Deficiencies:

Current

The pavements for two collector distributor sections (I-205 CD 03165 0.00 to 1.40, and I-205 CI 03005 0.00 to 1.44) at I-

Future (5-10 years)

Future (15-20 years)

Pavements from MP 27.10 to 31.36 are due for rehabilitation from 2021 to 2026.

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**28.38**	0.00	5.06		
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title **Segment Number:** 1

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
2.75	3.33	Next stage of 28th St. Interchange project			
2.33	3.96	Add auxiliary lane from Mill Plain Blvd. Interchange to			
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
0.25	1.1	Rebuild I-205/SR14 interchange	TBD		100 million

Future Corridor Vision:

Corridor Title: I-205 from SR 500 to I-5

Segment Number: 2

Route: I - 205 **BARM:** 5.06 **EARM:** 10.57 **Length:** 5.51

Region: SW **County:** Clark

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	4	0	0	12	12	4	14	80	300	60	60

Corridor Description:

This corridor starts at SR 500, ends at I-5. It consists of gradual rolling terrain, with no significant grads except in the Salmon

Known Environmental Issues:

Crosses a few waterbodies and their associated wetlands and riparian habitat. Other types of wetlands are present. Some known

Previously Identified Bottlenecks/Chokepoints:

Arm 5.00 to 6.43 (from SR 500 to Padden Parkway)— number of lanes drops from 3 to 2 each way without a corresponding

Known Restrictions:

Cultural resource constraints – a site along NE 83rd Street east of I-205 and a site along NE 119th Street near I-205 are identified

Studies:

Existing Study Name	***Completion Date***
I-205 - I-5/I-205 North Corridor Strategy Report	*Feb-01*
I-205 - I-5/I-205 North Route Development Plan (RDP)	*Mar-01*
I-205 - SR 14 to NE 83rd St.Corridor Study	*Feb-02*
I-205/I-5 - Modified Access Decision Report at NE 134th Interchange	*Feb-02*

Current/Underway:	***Expected***

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)

BARM	*EARM*	*Identify Purpose, Need, Study Limits and Estimated Time to Complete*	*Approximate*

HOV/HOT Lanes:

Existing: None

Planned: None

Corridor Title: I-205 from SR 500 to I-5 **Segment Number:** 2

Programmed Projects:

Fully Funded: (List the PIN and project title for each project funded through construction)

PIN	Project Title
420501P	I-205/SR 500 to I-5-Dowel Bar Retrofit
420501S	I-205/SR 500 to I-5 -Safety Improvements

Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)

PIN	Project Title
400506H	I-5/NE 134th St. Interchange (I-5/I-205)-Rebuild (programmed 55 million)

Deficiencies:

Current

Future (5-10 years)

Future (15-20 years)

The section on I-205 between SR 500 and 83rd Street is projected to be deficient (LOS E or F) based on 2020 network

Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:	**0**				
Number of Medium Priority Concrete Miles:	**#VALUE!**	5.06	10.57		
Number of Low Priority Concrete Miles:	**0**				

Comments:

Corridor Title: I-205 from SR 500 to I-5 **Segment Number:** 2

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		None			
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
5.99	6.94	Rebuild I-205/83rd St. - add new NB off ramp to 72nd			
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
5.06	10.57	Widen from four-lane to six-lane	44% ~ 51%	11% ~ 31%	80 million

Future Corridor Vision:

HSP Corridor Series
Interstate

Characteristics

Other Features

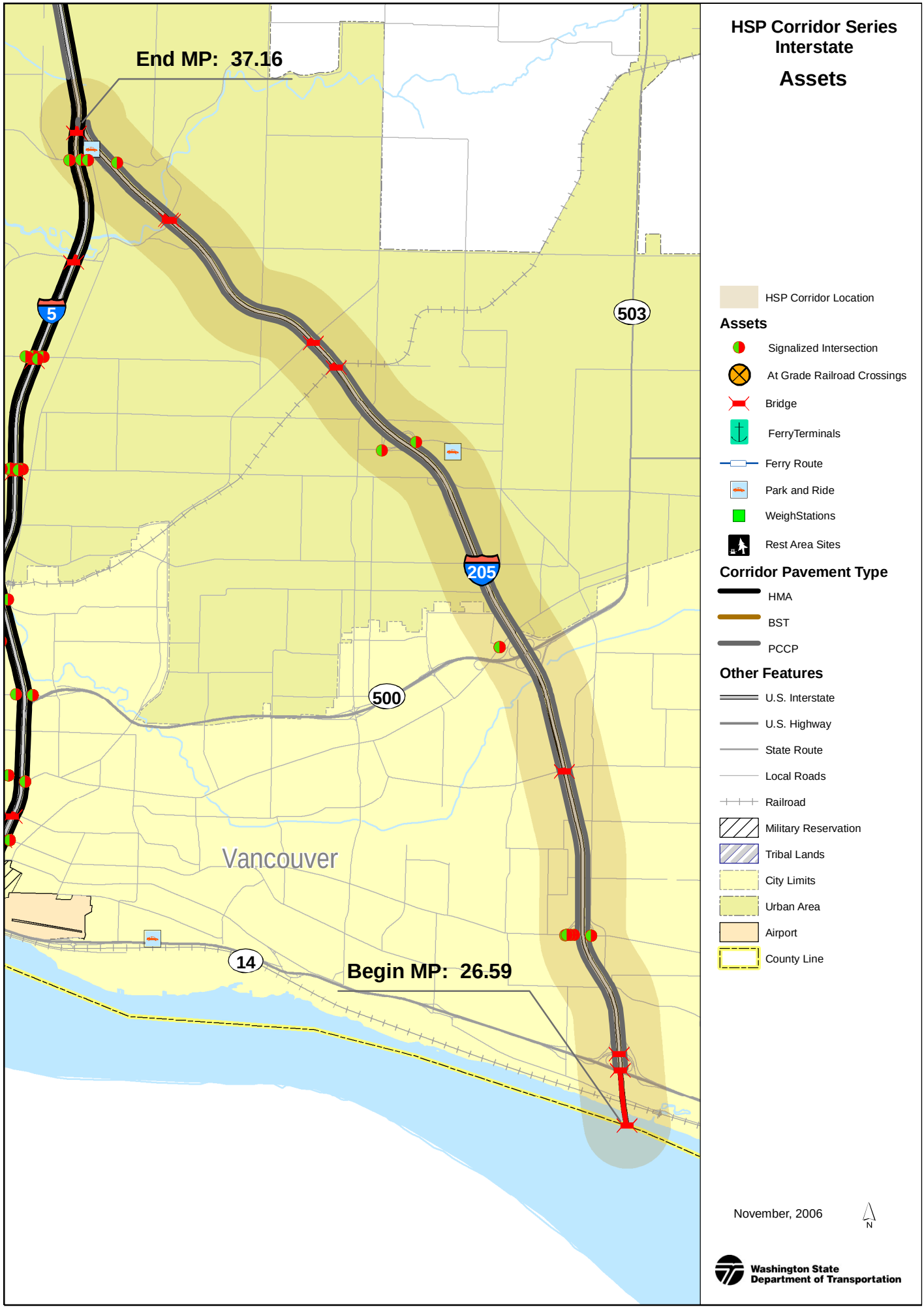
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

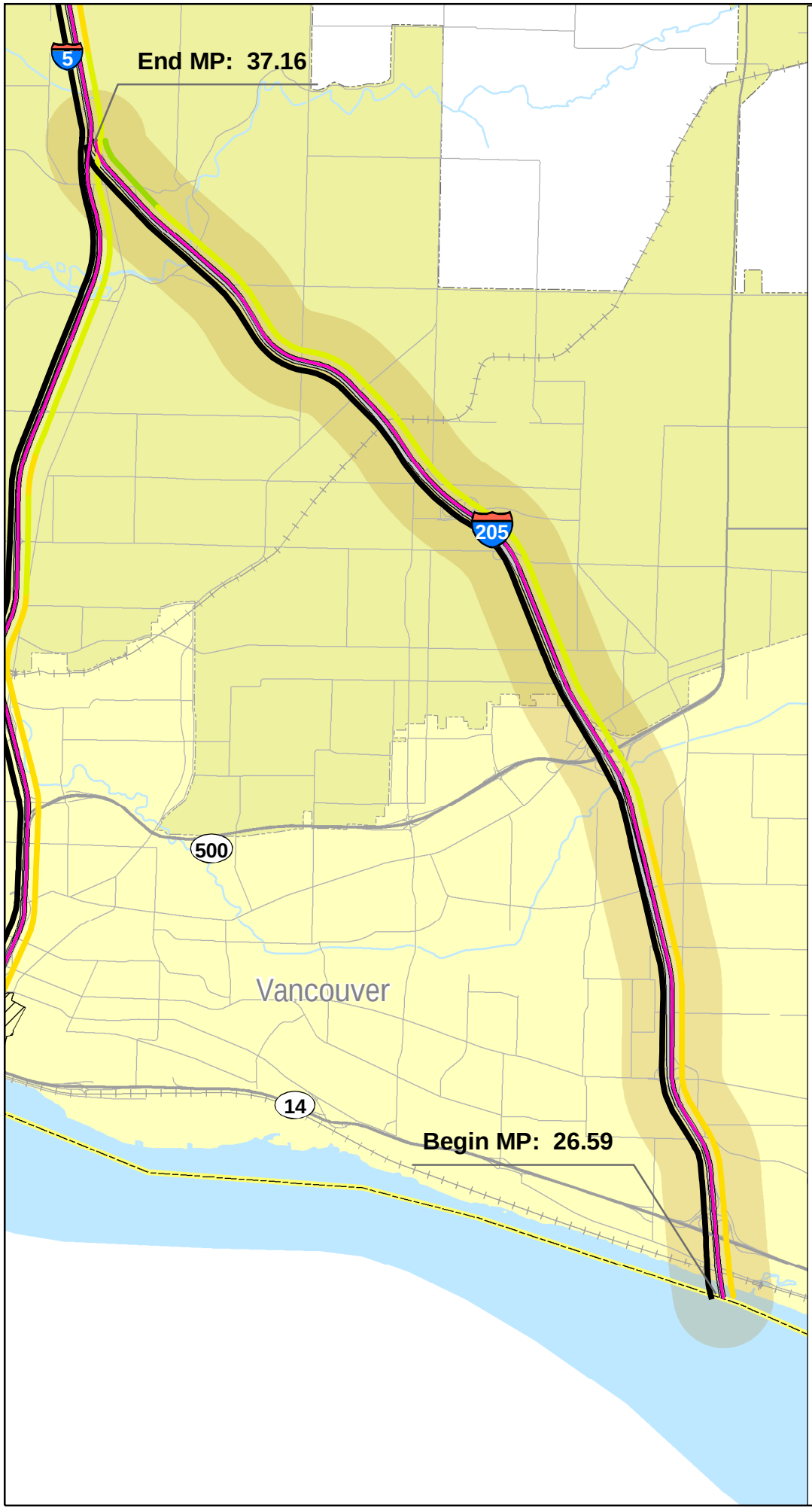
Corridor Location

November, 2006

N

Washington State Department of Transportation


End MP: 37.16
5
503
205
500
Vancouver
14
Begin MP: 26.59
HSP Corridor Series
Interstate
Assets
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
N
Washington State
Department of Transportation



HSP Corridor Series Interstate

Usage

HSP Corridor Location

Safety Analysis Areas

- HAC 07-09
- HAL Corridor 07-09
- HAL Spot 07-09

Freight Classification

- T-1
- T-2
- T-3

Traffic Sections AADT

- < 3,000
- 3,001 - 10,000
- 10,001 - 20,000
- 20,001 - 40,000
- 40,001 - 80,000
- 80,001 - 100,000
- 100,001 - 120,000
- > 120,000
- Trucks 10% and Over

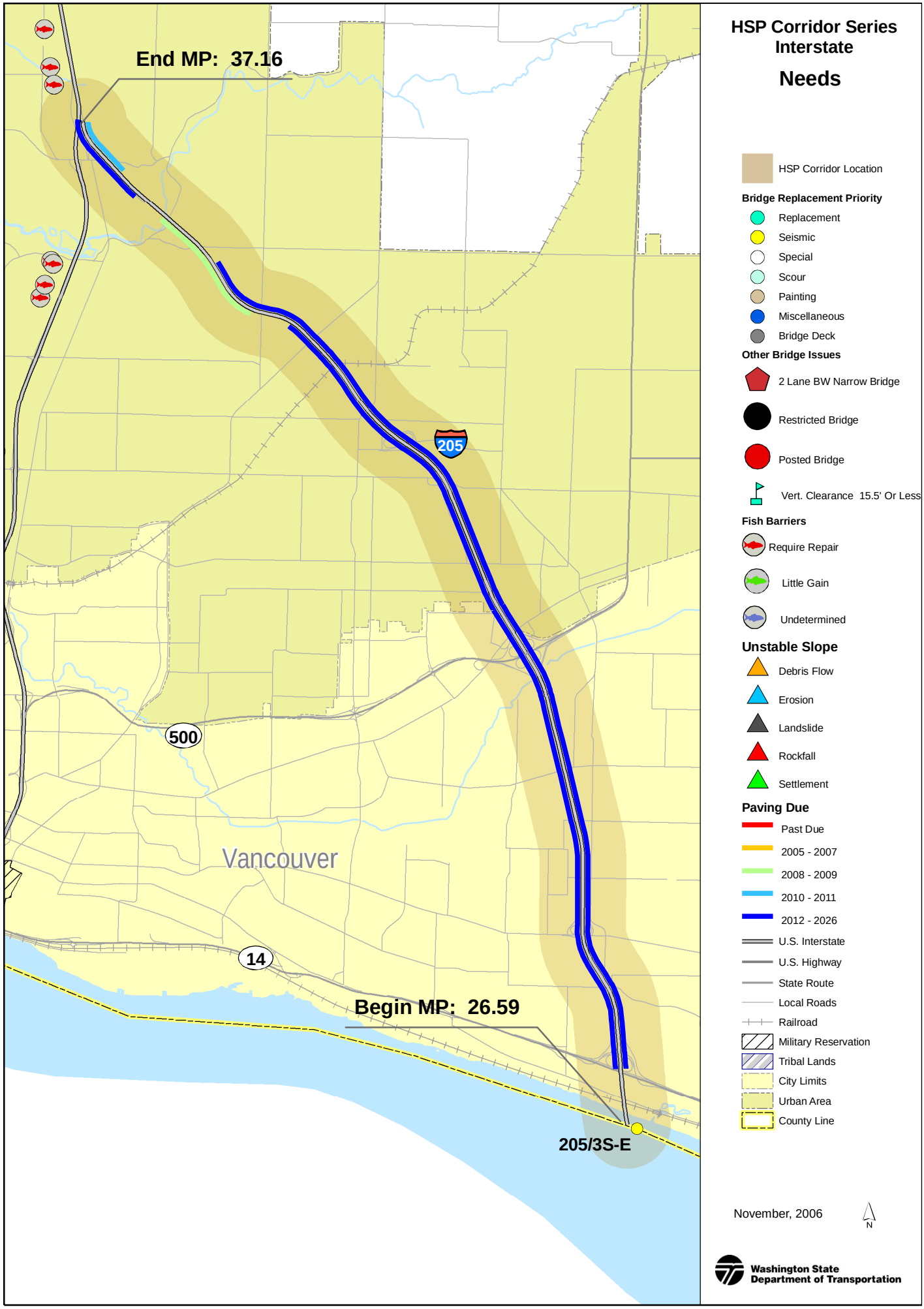
Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area

November, 2006

N

Washington State Department of Transportation


End MP: 37.16
205
500
Vancouver
14
Begin MP: 26.59
205/3S-E
HSP Corridor Series
Interstate
Needs
HSP Corridor Location
Bridge Replacement Priority
Replacement
Seismic
Special
Scour
Painting
Miscellaneous
Bridge Deck
Other Bridge Issues
2 Lane BW Narrow Bridge
Restricted Bridge
Posted Bridge
Vert. Clearance 15.5' Or Less
Fish Barriers
Require Repair
Little Gain
Undetermined
Unstable Slope
Debris Flow
Erosion
Landslide
Rockfall
Settlement
Paving Due
Past Due
2005 - 2007
2008 - 2009
2010 - 2011
2012 - 2026
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
County Line
November, 2006
N
Washington State
Department of Transportation

HSP Corridor Series
Interstate

Solutions

Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

November, 2006

N

Washington State Department of Transportation