I-5, Stilligi Route:	uamish Riv	er to Conwa	3у м∙	209 46 F			221 13	enath.	Segmo	ent Numbe	r: 1 11.67
Region:	Northwest		County:	Snoho	mish / Sl	kagit	221.10	-ongui			11.07
Number o	of GP Lanes	Number of	HOV Lanes	Lane W	/idth	Should	er Width	Media	n Width	Posted	Speed
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	7	0	0	12	12	6	10	62	540	70	70
Corridor Desc	ription:										
This corridor of freeway is con these areas are	f I-5 runs from the prised of rolling e generally agrice	e Stilliguamish Ri terrain through ru ultural farmland, i	iver Bridge, in no Iral areas. There residential, and	orthern Snoh e are no citie a small amou	omish C s within unt of col	ounty, to the the corridor mmercial pr	e SR 534 ini , and no larg operty.	erchange le employ	in Conway	/. This sec ers. Land u	tion of the Ises in
Known Enviro	onmental Issues): in the C	t wit Diversfloor	t tein Diebe	Orack	i - Obroni	F actorian and	(-) Defie		~ 1	
Previously Ide	ection of this con entified Bottlene	ridor lies in the Si acks/Chokepoint	kagit River Iloou Is	i piain. Fisrie	er Creek	IS a Unitonic	C Environme	ntai Deno	iency (CEL	<i>)</i>).	
None		,010,010,010									
Known Restri	ctions:										
None											
Studies:	v Name									Completio	n Date
None	, manne										
Current/Unde	rway:								Ex	pected Col	mpletion
None										Dute	
Recommende	d: (Identify Pur	pose, Need, Stud	dy Limits, Estin Purpose, Need	nated Time	to Comp	olete, and A	pproximate	e Cost)		Approvin	nate Cost
Dratin Lr		Identity I	<i>uipose, Need,</i>		una Lot					Арріолії	1010 0031
HOV/HOT Lan	es:										
Existing:											
None											
Planned:											
None									•		
I-5, Stilliguar	nish River to C	Jonway							Segmo	ent Numbe	e r: 1
Fully Funde	Projects:	and project title	for each proje	ct funded th	rough c	onstruction	2)				
PIN	Proiect Ti	itle			loughte	onstruction	<i>''</i>				
Not Fully Fu	Reproduct Ti	PIN and project	title for each pi	roject that is	s not ful	ly funded t	hrough con	structior)		
FIN	FIUJECI	ue									
Deficiencies:											
Current											
None											
Future (5-10 ye	ears)										
None Futuro (15-20)	voars)										
The current int	erchange at SR :	532 will become i	inadequate for tl	he level of tra	affic.						
Concrete	Data										
(lane miles calcula	ted exclude bridges,	other major gaps, ad	d/drop lanes)	Lane Miles	;	BARM	EARM		BARM	EA	RM
Number of H	ligh Priority Co	ncrete Miles:									

Number of Medium Priority Concrete Miles:

209.46

212.74

19.68

Number of Low Phonty Concrete Miles:	Number of Low Priority Concrete Miles:			
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Comments:

I-5, Stilliguamish River to Conway

Segment Number: 1

New Solutions:

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		None	0	0	0
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		None	0	0	0
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
212.71	212.74	A re-constructed interchange at SR 532.	10%	20%	\$30 million

Future Corridor Vision:

This corridor will remain mostly unchanged, with the exception of a new interchange at SR 532.











I-5, Conway to Cook Road

Route:		I-5 BAR I	M:	221.13	EARM:	232.89 Length:				11.76		
Region: No	orthwest		County:	Skag	lit							
Number of GF	P Lanes	Number of	HOV Lanes	Lane	Width	Should	er Width	Median Width		Posted Speed		
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	
4	6	0	0	12	12	0	10	5	54	60	70	

Corridor Description:

This corridor, consisting of level and rolling terrain, passes through agricultural farmland, as well as the cities of Mount Vernon and Burlington. These cities represent the major residential and commercial centers for Skagit County. Major retail developments exist in both cities, including big-box retail stores as well the Cascade Mall.

Known Environmental Issues:

The entire length of this corridor lies within the Skagit River flood plain. The northern section of this corridor could be affected by flooding on the Samish River, which is located approximately 2 miles north of Cook Road.

Previously Identified Bottlenecks/Chokepoints:

Both the George Hopper and Cook Road interchanges were identified as a bottleneck/chokepoint in 2005.

Known Restrictions:

None Studies

Studies.	
Existing Study Name	Completion Date
I-5 Pre-Design Report, Anderson Road to Cook Road	Mar-00

Current/Underway:	Expected Completion
Study Name	Date
I-5, Conway to Cook Freeway Master Plan	Apr-08

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 Cost
226.78	226.78	Replacement of the 2nd Street Bridge	\$10 Million
225.19	232.89	Mobility improvements (widening to 6-8 lanes)	

HOV/HOT Lanes:

Existing:		
None		
Planned:		
None		
I-5, Conway to Cook Road	Segment Number:	2
Programmed Projects:	-	

Fully Funded: (List the PIN and project title for each project funded through construction) PIN Project Title 102039A SR20/Fredonia to SR 5 - Stage 1; Widening and I/C modification 102039A SR20/Fredonia to SR 5 - Stage 2; Widening and I/C modification

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

PIN	Project Title
101100 G	SR11/Chuckanut Park and Ride - Build Park and Ride
101100F	SR11/Chuckanut Park and Ride - Rebuild Interchange
100574D	I-5/Burlington Vic Bridges - Seismic

Deficiencies:

Current

Vehicle queuing at freeway ramp terminals can have an effect on mainline operation.

Future (5-10 years)

Freeway operation will begin to degrade as vehicle volumes increase.

Future (15-20 years)

The current capacity of the freeway will be inadequate to process the volumes of traffic that will occur in the future.

Segment Number:

2

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:					
Number of Medium Priority Concrete Miles:					
Number of Low Priority Concrete Miles:					

Comments:

I-5, Conway to Cook Road

Segment Number: 2

New Solu	tions:				
BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
228.93	228.93	George Hopper Road Interchange improvements	10%	20%	\$5 million
232.89	232.89	Cook Road Interchange improvements	10%	20%	\$5 million
221.13	232.89	Other improvements will be determined with the findings of the			
		Freeway Master Plan.			
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
224.00	224.00	Upgrade the Old Highway 99 interchange to a full-diamond interchange.	10%	0%	\$15 million
223.73	224.91	Increase the freeway mainline from 4 to 6 lanes, from Old Highway 99 to Anderson Road.	20%	0%	\$10 million
229.31	229.87	Add auxilliary lane to NB I-5, from the Gage's Slough Bridge to the SR 20 off-ramp.	10%	20%	\$5 million
230.49	231.09	Add auxilliary lane to NB I-5, from SR 20 to SR 11.	10%	20%	\$5 million
231.86	232.57	Add auxilliary lane to NB I-5, from the Joe Leary Slough Bridge to the Cook Road off-ramp.	10%	20%	\$5 million
230.85	229.87	Add an auxiliary lane SB I-5 from SR 11 to SR 20.	10%	20%	\$5 million
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
224.91	232.89	Increase the freeway mainline from 4 to 6 lanes, from Anderson Road to Cook Road.	30%	10%	\$40 million
226.45	226.47	Re-constructed interchange at Kincaid Street	10%	20%	\$30 million
227.79	227.81	Re-constructed interchange at College Way	10%	20%	\$30 million
228.93	228.93	Re-constructed interchange at George Hopper Road	10%	20%	\$30 million
232.89	232.89	Re-constructed interchange at Cook Road	10%	20%	\$30 million

Future Corridor Vision:

This corridor will have a 6-lane cross-section, with auxilliary lanes in multiple locations. Many of the interchanges will be re-constructed.











I-5, Cook Road to Fairhaven Segment Number: 3 Route: I-5 BARM: 232.89 EARM: 250.81 Length: 17.92 **Region:** Skagit / Whatcom Northwest 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 4 10 40 12 800 60 70 **Corridor Description:** This corridor is comprised of rolling terrain between the cities of Burlington and Bellingham. There is little in the way of commercial development in this corridor, with the exception of the Skagit Casino near exit #236. Residential density in the area is fairly low. **Known Environmental Issues:** The southern section of this corridor could be subject to flooding from the Samish River, which is located approximately 2 miles north of Cook Road. Previously Identified Bottlenecks/Chokepoints: The Cook Road interchange was identified as a bottleneck/chokepoint in 2005. **Known Restrictions:** None Studies: Existing Study Name **Completion Date** None Expected Completion Current/Underway: Date Study Name 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 Cost **HOV/HOT Lanes:** Existing: None Planned: None I-5, Cook Road to Fairhaven 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) Project Title PIN **Deficiencies:** Current Future (5-10 years) Freeway operation will begin to degrade as vehicle volumes increase. Future (15-20 years) The current capacity of the freeway will be inadequate to process the volumes of traffic that will occur in the future. **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: Number of Medium Priority Concrete Miles: Number of Low Priority Concrete Miles:

I-5, Cook Road to Fairhaven

Segment Number: 3

New Solu	tions:				
BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
234.10	236.15	A truck climbing lane from the Samish River to Bow Hill Road.	20%	20%	\$5 Million
245.81	245.81	A longer ramp taper at the North Lake Samish SB on-ramp.	10%	20%	\$1 million
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
232.89	250.81	Increase the freeway mainline from 4 to 6 lanes from Cook Road to SR 11 (Old Fairhaven Parkway).	30%	20%	\$70 million
246.30	246.30	A re-constructed interchange at North Lake Samish.	10%	20%	\$30 million

Future Corridor Vision:

This corridor will have a 6-lane cross-section.











Route:			-5 BAF	RM:	250.81	EARM:		262.63	Lenath:	2-311		- 11
Region: No		nwest		County:	What	com		202.00	Longin			
Number of GP Lanes		anes	Number of HOV Lance		L ane Width		Shoulder Width		Median Width		Posted Spe	
MIN		MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4		4	0	0	12	12	0	10	16	80	60	70
orridor	Descriptio	n:		•								
his corrio	dor is comp	rised of rollir	ng terrain star	ting at the south e	end of Belli	ngham, contir	nuing up to t	he Main Sti	reet/Axton	Way inter	change in F	erndale.
he two c	ities within	this corridor	are among the	e largest populati	on and em	ployment cen	ters in north	west Wash	ington.			
	nvironmen	ital Issues:	un thursuch thi									
revious	v Identifie	d Bottlenec	ks/Chokenoi	s comuor. nts:								
lone	y lacinane		no, ononepon									
nown R	estrictions	:										
lone												
tudies:												
xisting	Study Nam	ie									Completio	n Date
lone										I		
Current	/Underway	/:								Ex	pected Co	mpletio
Study N	lame										Date	
5, Fairha	ven to Fer	ndale Freewa	ay Master Pla	n						Apr	·08	
Recomm	ended: (Ide	entify Purpo	ose, Need, St	udy Limits, Estir	nated Tim	e to Complet	e, and Appl	roximate C	Cost)		1	
BARM	EARM		Ident	ify Purpose, Nee	d, Study Lii	nits and Estin	nated Time t	to Complete	е		Approxir	nate Cos
юу/нот	Lanes:											
-xisting:												
lone												
'lanned:												
lone										•		
5, Fairn	aven to F	erndale								Segm	ent Numbe	er: 4
Fully F	nea Projec Inded: (Lie	ts: the PIN ar	nd project titl	a for each proje	ct funded	through con	struction)					
P	IN	Project Title			ci iunaca	in ough con.						
		r rojoot mio										
Not Ful	ly Funded	(List the Pl	N and projec	t title for each p	roject that	is not fully f	unded thro	ugh const	ruction)			
P	ÎN	Project Title		•		•		Č.				
\00585P		1-5 36th St U	JC Vic. To SR	8542 Vic. Ph. 1								
00591Z		I-5/Bakervie	w Rd to Nook	sack R. Bridge -	Concrete F	Pavement Reh	ab					
00591Y		I-5/Bakervie	w Rd to Nook	sack R. Bridge -	Slater Rd I,	/C - Safety Im	provements					
oficienc	ies:											
Chelene												
Current		eeway ramp	terminals can	have an effect o	n mainline	operation.						
Current /ehicle qu	leuing at fr											
Current /ehicle qu -uture (5-	<i>leuing at fr</i> 10 years)	dll haadin (n.)	a ave da · · ·									
Current Vehicle qu uture (5- reeway o	<i>Jeuing at fr</i> 10 years) Operation w	ill begin to d	egrade as vel	nicle volumes incl	rease.							
Current Current Cuture (5- Teeway of Cuture (15 The curre	ieuing at fr 10 years) operation w 5-20 years) nt capacity	ill begin to d	egrade as vel	nicle volumes incl	rease.	nes of traffic t	hat will occu	r in the fut	Ire			

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)	Lane Miles	BARM	EARM	BARM	EARM
Number of High Priority Concrete Miles:					
Number of Medium Priority Concrete Miles:	9.30	257.98	262.63		
Number of Low Priority Concrete Miles:					

I-5, Fairhaven to Ferndale New Solutions:

Segment Number: 4

D 4 D 4 4	54544				
BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		To be determined by the Freeway Master Plan			
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
253.40	253.68	Add auxilliary lane to NB I-5, from Lakeway Drive to Iowa Street.	10%	20%	\$5 million
255.31	256.03	Add auxilliary lane to NB I-5, from SR 542 to SR 539.	10%	20%	\$5 million
256.57	256.81	Add auxilliary lane to NB I-5, from SR 539 to Northwest Drive.	10%	20%	\$2 million
257.29	257.45	Add auxilliary lane to NB I-5, from Northwest Drive to Bakerview Road.	10%	20%	\$2 million
252.38	252.70	Add auxilliary lane to SB I-5, from Lakeway Drive to Samish Way.	10%	20%	\$5 million
255.17	255.83	Add auxilliary lane to SB I-5, from from SR 539 to SR 542.	10%	20%	\$5 million
254.50	254.71	Lengthened ramp taper at the SR 542 on-ramp to SB I-5.	20%	20%	\$1 million
256.27	256.27	Ramp improvements at the SR 539 intersection with the I-5 NB ramps.	20%	20%	\$2 million
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
250.81	262.63	Increase the freeway mainline from 4 to 6 lanes, from SR 11 to Axton Road.	30%	10%	\$100 million
252.14	252.14	Re-constructed interchange at Samish Way	10%	20%	\$30 million
253.03	253.05	Re-constructed interchange at Lakeway Drive	10%	20%	\$30 million
253.85	253.88	Re-constructed interchange at Iowa Street	10%	20%	\$30 million
256.27	256.30	Re-constructed interchange at SR 539	10%	20%	\$30 million
257.72	257.72	Re-constructed interchange at Bakerview Road	10%	20%	\$30 million

Future Corridor Vision:

This corridor will have a 6-lane cross-section, with auxilliary lanes in multiple locations. Many of the interchanges will be re-constructed.

I-5, Fernd						Segm	ent Numbe	e r: 5			
Route:		I-5 BAR	М:	262.63 EA	RM:		266.04 Length:		-		3.41
Region:	Northwest		County:	Whatcor	n						
Number	of GP Lanes	Number of	HOV Lanes	Lane Wid	lth	Should	er Width	Media	Width Pos		Speed
MIN	MAX	MIN	MAX	MIN	МАХ	MIN	MAX	MIN	MAX	MIN	MAX
4	4	0	0	12	12	4	10	40	76	70	70
Corridor Des	cription:										
This corridor is	s comprised of	rolling terrain from	the Main Street/	Axton Way inte	erchange	e in Fernd	ale north to	the interc	hange with	SR 548. T	'he area is
mainly rural in	character, with	h limited commercia	al development.								
Known Envir	onmental Issu	les:									
This corridor of	crosses the No	oksack River, north	of Ferndale.								
None	entinea Bottle	enecks/cnokepoin									
Known Restr	ictions:										
None											
Studies:											
Existing Stud	ly Name									Completio	n Date
None											
Current/Un	derway:								Ex	pected Col	mpletion
Study Name	9									Date	
None											
Recommende	ed: (Identify P	urpose, Need, Stu	dy Limits, Estin	nated Time to	Comple	ete, and A	pproximat	e Cost)			
BARM F	ARM	Identify	Purnose Need	Study Limits a	nd Estin	r nated Tim	e to Comple	, to		Annrovin	nate Cost
DANNI L		Identity	r urpose, need,	Study Emilis a				10		дриолії	
HOV/HOT La	ies:										
None											
Planned:											
None											
I-5, Ferndale	e to Grandvie	ew Road							Segm	ent Numbe	e r: 5
Programmed	Projects:										
Fully Funde	ed: (List the P	IN and project title	for each proje	ct funded thro	ough co	nstructio	n)				
FIN	FIUJECI	The									
Not Fully F	unded: (List tl	he PIN and project	title for each p	roject that is i	not fully	funded t	hrough cor	nstructior	1)		
PIN	Project	t Title		•							
100595E	I-5/Noc	oksack River Bridge	- Painting								
Deficiencies											
Current											
None											
Future (5-10 y	rears)										
Freeway oper	ation will begin	n to degrade as vehi	icle volumes incr	ease.							
Future (15-20	years)	roowoy will be inade	quete te preses	a tha valumaa	of troffic	that will a	oour in the	futuro			
		reeway will be made	equale to proces	s me volumes	or trainc	inat will c		iulure.			
Concrete	Data			[1			1	
(lane miles calcul	ated exclude bridg	es, other major gaps, ad	ld/drop lanes)	Lane Miles	l	BARM	EARM		BARM	EA	RM
Number of	High Priority (Concrete Miles:									
Number of	Medium Priori	ity Concrete Miles:		0.84	2	262.63	263.05				
Number of	Low Priority C	Concrete Miles:									

I-5, Ferndale to Grandview Road

Segment Number: 5

New Solu	tions:			_	
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
262.63	266.04	Increase the freeway mainline from 4 to 6 lanes, from Axton Road to SR 548 (Grandview Road).	30%	10%	\$20 million
		Construction of a new interchange at Thornton Road, in conjunction with the closure of the Portal Way interchange.	10%	20%	\$30 million

Future Corridor Vision:

This corridor will have a 6-lane cross-section.











I-5, Grandview Road to Blaine (Dakota Creek) Segment Number: 6 Route: I-5 BARM: 266.04 EARM: 273.92 Length: 7.52 Region: Northwest County: Whatcom Number of GP Lanes Number of HOV Lanes Lane Width Shoulder Width Median Width Posted Speed MIN MAX MIN MAX MAX MIN MAX MIN MIN MAX MIN MAX 4 4 0 4 10 76 0 12 12 40 70 70 **Corridor Description:** This corridor is comprised of rolling terrain from the interchange with SR 548 up to Dakota Creek, south of the interchange at exit #274. Birch Bay is a guickly developing community to the west that accesses the freeway at the interchanges within this corridor. Birch Bay also serves as a popular recreational destination. Other than Birch Bay, there is little in the way of commercial and residential development. **Known Environmental Issues:** None Previously Identified Bottlenecks/Chokepoints: None **Known Restrictions:** None Studies: Existing Study Name **Completion Date** None Current/Underway: Expected Completion Study Name Date 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 Cost **HOV/HOT Lanes:** Existing: None Planned: None I-5, Grandview Road to Blaine (Dakota Creek) Segment Number: 6 Programmed Projects: Fully Funded: (List the PIN and project title for each project funded through construction) Project Title PIN Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction) PIN Project Title 400598D I-5/Dakota Creek Vicinity (@ MP 274), Water Quality Retrofit **Deficiencies:** Current None Future (5-10 years) Freeway operation will begin to degrade as vehicle volumes increase. Future (15-20 years) The current capacity of the freeway will be inadequate to process the volumes of traffic that will occur in the future. **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: Number of Medium Priority Concrete Miles: Number of Low Priority Concrete Miles:

I-5, Grandview Road to Blaine (Dakota Creek)

Segment Number: 6

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
270.30	270.30	A re-constructed interchange at Birch Bay-Lynden Road.	10%	20%	\$30 million
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
266.04	273.92	Increase the freeway mainline from 4 to 6 lanes, from SR 548 (Grandview Road) to Dakota Creek.	30%	10%	\$20 million

Future Corridor Vision:

This corridor will have a 6-lane cross-section.

I-J, BIAIIIE (DAKOTA C		a creek) it		Jouriua	· y				Segm	ent Numbe	r: /
Route:		1-3	1-5 BARM:		2/3.92 EARM: 2/6.62			Length:			2.7
Region:	Northwes	it	County:	What	tcom	1					
Num	ber of GP Lanes	s Nur	hber of HOV Lanes	Lane	Width	Should	er Width	Mediar	Width	Posted	Speed
MIN	MAX	< MIN	N MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	4	0	0	12	12	4	10	40	100	35	70
Corridor I This corric the corrido	Description: for is comprised or, and is the hig	l of rolling terraii ghest volume pc	n from Dakota Creek to ort-of-entry, in the weste	o the U.S./C ern U.S., fo	anada inte r the northe	ernational b ern border.	oundary. 1	The city of L	Blaine is lo	ocated entire	ely within
(nown Er	nvironmental I	ssues:									
Vone											
reviousl	y Identified Bo	ttlenecks/Chol	epoints:								
None											
Known Re	estrictions:										
Vone											
Studies:											
Existing S	Study Name									Completio	n Date
Vone											
Current	/Underway:								Ex	pected Co	npletion
Study N	lame									Date	
Vone											
Recomme	ended: (Identif	y Purpose, Nee	d, Study Limits, Estin	nated Time	e to Comp	lete, and A	pproxima	te Cost)			
BARM	FARM		dentify Purpose Need	Study Limi	its and Esti	mated Tim	e to Comple	ote		Annroxin	nate Cost
B/ (i (iii	<i>L</i> / (())		aonary i arposo, nood,			matoa min	o to compi	510		, ippi oxiii	
HOV/HOT	Lanes:										
Existing:											
Existing: <mark>Vone</mark>											
Existing: <mark>Vone</mark> Planned:											
Existing: Vone Planned: Vone			dianal Davidania								
Existing: None Planned: None -5, Blain	e (Dakota Cr	ek) to Interna	ational Boundary						Segm	ent Numbe	r: 7
Existing: None Planned: None -5, Blain Programn	e (Dakota Cr ned Projects:	eek) to Interna	ational Boundary	of funded (7)		Segm	ent Numbe	r: 7
Existing: None Planned: None -5, Blain Programn Fully Fu	e (Dakota Cru ned Projects: unded: (List the	eek) to Interna	ational Boundary act title for each project	ct funded t	through co	onstruction	1)		Segm	ent Numbe	r: 7
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Current None

Future (5-10 years)

Freeway operation will begin to degrade as vehicle volumes increase.

Future (15-20 years)

The current capacity of the freeway will be inadequate to process the volumes of traffic that will occur in the future.

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:					
Number of Medium Priority Concrete Miles:					
Number of Low Priority Concrete Miles:					

I-5, Blaine (Dakota Creek) to International Boundary

New Solu	itions:				
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
273.92	276.62	Increase the freeway mainline from 4 to 6 lanes, from Dakota Creek to the International Boundary.	30%	10%	\$10 million
274 23	274.23	A re-constructed interchange at Exit 274	10%	20%	\$30 million

Future Corridor Vision:

This corridor will have a 6-lane cross-section.

Segment Number: 7









