**I-5, Stillaguamish River to Conway**

**Segment Number:** 1

**Route:** I-5  
**Length:** 11.67

**Region:** Snohomish / Skagit  

<table>
<thead>
<tr>
<th>Number of GP Lanes</th>
<th>Number of HOV Lanes</th>
<th>Lane Width</th>
<th>Shoulder Width</th>
<th>Median Width</th>
<th>Posted Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
<td>MAX</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
<td>MAX</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>10</td>
</tr>
</tbody>
</table>

**Corridor Description:**
This corridor of I-5 runs from the Stillaguamish River Bridge, in northern Snohomish County, to the SR 534 interchange in Conway. This section of the freeway is comprised of rolling terrain through rural areas. There are no cities within the corridor, and no large employment centers. Land uses in these areas are generally agricultural farmland, residential, and a small amount of commercial property.

**Known Environmental Issues:**
The northern section of this corridor lies in the Skagit River flood plain. Fisher Creek is a Chronic Environmental Deficiency (CED).

**Previously Identified Bottlenecks/Chokepoints:**
None

**Known Restrictions:**
None

**Studies:**

<table>
<thead>
<tr>
<th>Existing Study Name</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current/Underway Study Name</th>
<th>Expected Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Identify Purpose, Need, Study Limits and Estimated Time to Complete</th>
<th>Approximate Cost</th>
</tr>
</thead>
</table>

**HOV/HOT Lanes:**

<table>
<thead>
<tr>
<th>Existing</th>
<th>Planned</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

**I-5, Stillaguamish River to Conway**

**Programmed Projects:**

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

<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
</table>

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

<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
</table>

**Deficiencies:**

**Current**

None

**Future (5-10 years)**

None

**Future (15-20 years)**

The current interchange at SR 532 will become inadequate for the level of traffic.

**Concrete Data**

<table>
<thead>
<tr>
<th>Number of High Priority Concrete Miles:</th>
<th>Lane Miles</th>
<th>BARM</th>
<th>EARM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>19.68</td>
<td>209.46</td>
<td>212.74</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Medium Priority Concrete Miles:</th>
<th>Lane Miles</th>
<th>BARM</th>
<th>EARM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>209.46</td>
<td>212.74</td>
<td></td>
</tr>
</tbody>
</table>
I-5, Stillaguamish River to Conway

New Solutions:

<table>
<thead>
<tr>
<th>Segment Number:</th>
<th>1</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Near-term (Minimum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mid-term (10-years) (Moderate Fix)</td>
<td>Delay Reduction</td>
<td>Accident Reduction</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td></td>
<td></td>
<td>None</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Long-term (15-20 years) (Maximum Fix)</td>
<td>Delay Reduction</td>
<td>Accident Reduction</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td>212.71</td>
<td>212.74</td>
<td>A re-constructed interchange at SR 532.</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
</tbody>
</table>

Future Corridor Vision:

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

Interstate

November, 2006

HSP Corridor Location

End MP: 221.07

SkagitCounty

SnohomishCounty

Begin MP: 217.66

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

Corridor Pavement Type

Assets

Signalized Intersection

At Grade Railroad Crossings

Bridge

Ferry Terminals

Ferry Route

Park and Ride

Weigh Stations

Rest Area Sites

HSP Congested Corridor Analysis

November, 2006

Washington State Department of Transportation
Begin MP: 217.66
End MP: 221.07

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
Washington State Department of Transportation
I-5, Conway to Cook Road

Segment Number: 2

Route: I-5  Length: 11.76

Region: Northwest  County: Skagit

<table>
<thead>
<tr>
<th>Number of GP Lanes</th>
<th>Number of HOV Lanes</th>
<th>Lane Width</th>
<th>Shoulder Width</th>
<th>Median Width</th>
<th>Posted Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIN 4</td>
<td>MAX 6</td>
<td>MIN 0</td>
<td>MAX 0</td>
<td>MIN 12</td>
<td>MAX 12</td>
</tr>
<tr>
<td>MIN 0</td>
<td>MAX 0</td>
<td>MIN 0</td>
<td>MAX 0</td>
<td>MIN 0</td>
<td>MAX 54</td>
</tr>
<tr>
<td>MIN 60</td>
<td>MAX 70</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 as 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:

<table>
<thead>
<tr>
<th>Existing Study Name</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5 Pre-Design Report, Anderson Road to Cook Road</td>
<td>Mar-00</td>
</tr>
</tbody>
</table>

Current/Underway:

<table>
<thead>
<tr>
<th>Study Name</th>
<th>Expected Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5, Conway to Cook Freeway Master Plan</td>
<td>Apr-08</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Identify Purpose, Need, Study Limits and Estimated Time to Complete</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>226.78</td>
<td>226.78</td>
<td>Replacement of the 2nd Street Bridge</td>
<td>$10 Million</td>
</tr>
<tr>
<td>225.19</td>
<td>232.89</td>
<td>Mobility improvements (widening to 6-8 lanes)</td>
<td></td>
</tr>
</tbody>
</table>

HOV/HOT Lanes:

<table>
<thead>
<tr>
<th>Existing:</th>
<th>Planned:</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

I-5, Conway to Cook Road

Programmed Projects:

<p>| Fully Funded: (List the PIN and project title for each project funded through construction) |</p>
<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>102039A</td>
<td>SR20/Fredonia to SR 5 - Stage 1; Widening and I/C modification</td>
</tr>
<tr>
<td>102039A</td>
<td>SR20/Fredonia to SR 5 - Stage 2; Widening and I/C modification</td>
</tr>
</tbody>
</table>

<p>| Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction) |</p>
<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>101100G</td>
<td>SR11/Chuckanut Park and Ride - Build Park and Ride</td>
</tr>
<tr>
<td>101100F</td>
<td>SR11/Chuckanut Park and Ride - Rebuild Interchange</td>
</tr>
<tr>
<td>100574D</td>
<td>I-5/Burlington Vic Bridges - Seismic</td>
</tr>
</tbody>
</table>

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.
## Concrete Data

(lane miles calculated exclude bridges, other major gaps, add/drop lanes)

<table>
<thead>
<tr>
<th>Lane Miles</th>
<th>BARM</th>
<th>EARM</th>
<th>BARM</th>
<th>EARM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of High Priority Concrete Miles:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Medium Priority Concrete Miles:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Low Priority Concrete Miles:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comments:**

**I-5, Conway to Cook Road**

**New Solutions:**

<table>
<thead>
<tr>
<th>Segment Number:</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delay Reduction</td>
<td>Accident Reduction</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Near-term (Minimum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>228.93</td>
<td>228.93</td>
<td>George Hopper Road Interchange improvements</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>232.89</td>
<td>232.89</td>
<td>Cook Road Interchange improvements</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>221.13</td>
<td>232.89</td>
<td>Other improvements will be determined with the findings of the Freeway Master Plan</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>BARM</td>
<td>EARM</td>
<td>Mid-term (10-years) (Moderate Fix)</td>
<td>Delay Reduction</td>
<td>Accident Reduction</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td>-------------------------------------------------------------</td>
<td>-----------------</td>
<td>--------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>224.00</td>
<td>224.00</td>
<td>Upgrade the Old Highway 99 interchange to a full-diamond interchange</td>
<td>10%</td>
<td>0%</td>
<td>$15 million</td>
</tr>
<tr>
<td>223.73</td>
<td>224.91</td>
<td>Increase the freeway mainline from 4 to 6 lanes, from Old Highway 99 to Anderson Road.</td>
<td>20%</td>
<td>0%</td>
<td>$10 million</td>
</tr>
<tr>
<td>229.31</td>
<td>229.87</td>
<td>Add auxiliary lane to NB I-5, from the Gage’s Slough Bridge to the SR 20 off-ramp.</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>230.49</td>
<td>231.09</td>
<td>Add auxiliary lane to NB I-5, from SR 20 to SR 11.</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>231.66</td>
<td>232.57</td>
<td>Add auxiliary lane to NB I-5, from the Joe Leary Slough Bridge to the Cook Road off-ramp.</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>230.85</td>
<td>229.87</td>
<td>Add an auxiliary lane SB I-5 from SR 11 to SR 20.</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>BARM</td>
<td>EARM</td>
<td>Long-term (15-20 years) (Maximum Fix)</td>
<td>Delay Reduction</td>
<td>Accident Reduction</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td>-------------------------------------------------------------</td>
<td>-----------------</td>
<td>--------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>224.91</td>
<td>232.89</td>
<td>Increase the freeway mainline from 4 to 6 lanes, from Anderson Road to Cook Road.</td>
<td>30%</td>
<td>10%</td>
<td>$40 million</td>
</tr>
<tr>
<td>226.45</td>
<td>226.47</td>
<td>Re-constructed interchange at Kincaid Street</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
<tr>
<td>227.79</td>
<td>227.81</td>
<td>Re-constructed interchange at College Way</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
<tr>
<td>228.93</td>
<td>228.93</td>
<td>Re-constructed interchange at George Hopper Road</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
<tr>
<td>232.89</td>
<td>232.89</td>
<td>Re-constructed interchange at Cook Road</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
</tbody>
</table>

**Future Corridor Vision:**

This corridor will have a 6-lane cross-section, with auxiliary lanes in multiple locations. Many of the interchanges will be re-constructed.
End MP: 232.83

Begin MP: 221.07

HSP Corridor Series

Usage

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

Washington State Department of Transportation
HSP Congested Corridor Analysis

Needs

Bridge Replacement Priorities
- Replacement
- Seismic
- Special
- Scour
- Painting
- Miscellaneous
- Bridge Deck

Other Bridge Issues
- 2 Lane BW Narrow Bridge
- Restricted Bridge
- Posted Bridge
- Vert. Clearance 15.0' 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

Washington State Department of Transportation
I-5, Cook Road to Fairhaven

Segment Number: 3
Route: I-5 BARM: 232.89 EARM: 250.81 Length: 17.92
Region: Northwest County: Skagit / Whatcom

Number of GP Lanes | Number of HOV Lanes | Lane Width (MIN) | Shoulder Width (MIN) | Median Width (MIN) | Posted Speed (MIN)
MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX
4 | 4 | 0 | 0 | 12 | 12 | 4 | 10 | 40 | 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

Existing Study Name

Current/Underway:
Study Name

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

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)
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

<table>
<thead>
<tr>
<th>(lane miles calculated exclude bridges, other major gaps, add/drop lanes)</th>
<th>Lane Miles</th>
<th>BARM</th>
<th>EARM</th>
<th>BARM</th>
<th>EARM</th>
</tr>
</thead>
</table>

Number of High Priority Concrete Miles:

Number of Medium Priority Concrete Miles:

Number of Low Priority Concrete Miles:

Comments:

### I-5, Cook Road to Fairhaven

#### New Solutions:

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Near-term (Minimum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>234.10</td>
<td>236.15</td>
<td>A truck climbing lane from the Samish River to Bow Hill Road.</td>
<td>20%</td>
<td>20%</td>
<td>$5 Million</td>
</tr>
<tr>
<td>245.81</td>
<td>245.81</td>
<td>A longer ramp taper at the North Lake Samish SB on-ramp.</td>
<td>10%</td>
<td>20%</td>
<td>$1 million</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Mid-term (10-years) (Moderate Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>BARM</td>
<td>EARM</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Long-term (15-20 years) (Maximum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>232.89</td>
<td>250.81</td>
<td>Increase the freeway mainline from 4 to 6 lanes from Cook Road to SR 11 (Old Fairhaven Parkway).</td>
<td>30%</td>
<td>20%</td>
<td>$70 million</td>
</tr>
<tr>
<td>246.30</td>
<td>246.30</td>
<td>A re-constructed interchange at North Lake Samish.</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
</tbody>
</table>

#### Future Corridor Vision:

This corridor will have a 6-lane cross-section.
Skagit County
Whatcom County

End MP: 250.75
Begin MP: 232.83

HSP Corridor Series
Interstate Solutions
November, 2006

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

Solutions
I-5, Fairhaven to Ferndale

Segment Number: 4
Route: 1-5
BARM: 250.81
EARM: 262.63
Length: 11.82
Region: Northwest
County: Whatcom

<table>
<thead>
<tr>
<th>Number of GP Lanes</th>
<th>Number of HOV Lanes</th>
<th>Lane Width</th>
<th>Shoulder Width</th>
<th>Median Width</th>
<th>Posted Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
<td>MAX</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>12</td>
<td>12</td>
</tr>
</tbody>
</table>

Corridor Description:
This corridor is comprised of rolling terrain starting at the south end of Bellingham, continuing up to the Main Street/Axton Way interchange in Ferndale. The two cities within this corridor are among the largest population and employment centers in northwest Washington.

Known Environmental Issues:
There are several creeks which run through this corridor.

Previously Identified Bottlenecks/Chokepoints:
None

Known Restrictions:
None

Studies:
Existing Study Name
Completion Date
None

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

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

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Identify Purpose, Need, Study Limits and Estimated Time to Complete</th>
<th>Approximate Cost</th>
</tr>
</thead>
</table>

HOV/HOT Lanes:
Existing:
None
Planned:
None

I-5, Fairhaven to Ferndale

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

<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>A00585P</td>
<td>I-5 36th St UC Vic. To SR542 Vic. Ph. 1</td>
</tr>
<tr>
<td>100591Z</td>
<td>I-5/Bakerview Rd to Nooksack R. Bridge - Concrete Pavement Rehab</td>
</tr>
<tr>
<td>100591Y</td>
<td>I-5/Bakerview Rd to Nooksack R. Bridge - Slater Rd I/C - Safety Improvements</td>
</tr>
</tbody>
</table>

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.

Concrete Data
(lane miles calculated exclude bridges, other major gaps, add/drop lanes)

<table>
<thead>
<tr>
<th>Lane Miles</th>
<th>BARM</th>
<th>EARM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of High Priority Concrete Miles:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Medium Priority Concrete Miles:</td>
<td>9.30</td>
<td>257.98</td>
</tr>
<tr>
<td>Number of Low Priority Concrete Miles:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments:
## Future Corridor Vision:

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

### New Solutions:

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Near-term (Minimum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>To be determined by the Freeway Master Plan</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Mid-term (10-years) (Moderate Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>253.40</td>
<td>253.68</td>
<td>Add auxiliary lane to NB I-5, from Lakeway Drive to Iowa Street.</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>255.31</td>
<td>256.03</td>
<td>Add auxiliary lane to NB I-5, from SR 542 to SR 539.</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>256.57</td>
<td>256.81</td>
<td>Add auxiliary lane to NB I-5, from SR 539 to Northwest Drive.</td>
<td>10%</td>
<td>20%</td>
<td>$2 million</td>
</tr>
<tr>
<td>257.29</td>
<td>257.45</td>
<td>Add auxiliary lane to NB I-5, from Northwest Drive to Bakerview Road.</td>
<td>10%</td>
<td>20%</td>
<td>$2 million</td>
</tr>
<tr>
<td>252.38</td>
<td>252.70</td>
<td>Add auxiliary lane to SB I-5, from Lakeway Drive to Samish Way.</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>255.17</td>
<td>255.83</td>
<td>Add auxiliary lane to SB I-5, from SR 539 to SR 542.</td>
<td>10%</td>
<td>20%</td>
<td>$5 million</td>
</tr>
<tr>
<td>254.50</td>
<td>254.71</td>
<td>Lengthened ramp taper at the SR 542 on-ramp to SB I-5.</td>
<td>20%</td>
<td>20%</td>
<td>$1 million</td>
</tr>
<tr>
<td>256.27</td>
<td>256.27</td>
<td>Ramp improvements at the SR 539 intersection with the I-5 NB ramps.</td>
<td>20%</td>
<td>20%</td>
<td>$2 million</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Long-term (15-20 years) (Maximum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>250.81</td>
<td>262.63</td>
<td>Increase the freeway mainline from 4 to 6 lanes, from SR 11 to Axton Road.</td>
<td>30%</td>
<td>10%</td>
<td>$100 million</td>
</tr>
<tr>
<td>252.14</td>
<td>252.14</td>
<td>Re-constructed interchange at Samish Way</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
<tr>
<td>253.03</td>
<td>253.05</td>
<td>Re-constructed interchange at Lakeway Drive</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
<tr>
<td>253.85</td>
<td>253.88</td>
<td>Re-constructed interchange at Iowa Street</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
<tr>
<td>256.27</td>
<td>256.30</td>
<td>Re-constructed interchange at SR 539</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
<tr>
<td>257.72</td>
<td>257.72</td>
<td>Re-constructed interchange at Bakerview Road</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
</tbody>
</table>
I-5, Ferndale to Grandview Road

**Segment Number:** 5

**Route:** I-5  
**BARM:** 262.63  
**EARM:** 266.04  
**Length:** 3.41

**Region:** Northwest  
**County:** Whatcom

---

**Corridor Description:**
This corridor is comprised of rolling terrain from the Main Street/Axton Way interchange in Ferndale north to the interchange with SR 548. The area is mainly rural in character, with limited commercial development.

**Known Environmental Issues:**
This corridor crosses the Nooksack River, north of Ferndale.

**Previously Identified Bottlenecks/Chokepoints:**
None

**Known Restrictions:**
None

---

**Studies:**

<table>
<thead>
<tr>
<th>Existing Study Name</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

---

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

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Identify Purpose, Need, Study Limits and Estimated Time to Complete</th>
<th>Approximate Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**HOV/HOT Lanes:**

**Existing:**
None

**Planned:**
None

---

**I-5, Ferndale to Grandview Road**

**Programmed Projects:**

---

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

<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>100595E</td>
<td>I-5/Nooksack River Bridge - Painting</td>
</tr>
</tbody>
</table>

**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**

<table>
<thead>
<tr>
<th>Number of High Priority Concrete Miles:</th>
<th>Lane Miles</th>
<th>BARM</th>
<th>EARM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>262.63</td>
<td>263.05</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Medium Priority Concrete Miles:</th>
<th>Lane Miles</th>
<th>BARM</th>
<th>EARM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.84</td>
<td>262.63</td>
<td>263.05</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Low Priority Concrete Miles:</th>
</tr>
</thead>
</table>

**Comments:**
## New Solutions:

<table>
<thead>
<tr>
<th></th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Near-term (Minimum Fix)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BARM EARM</td>
<td>Delay Reduction</td>
<td>Accident Reduction</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td><strong>Mid-term (10-years) (Moderate Fix)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BARM EARM</td>
<td>Delay Reduction</td>
<td>Accident Reduction</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td><strong>Long-term (15-20 years) (Maximum Fix)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BARM EARM</td>
<td>Delay Reduction</td>
<td>Accident Reduction</td>
<td>Estimated Cost</td>
</tr>
</tbody>
</table>

### Future Corridor Vision:

This corridor will have a 6-lane cross-section.
Begin MP: 250.75
End MP: 265.98

539 544 542

HSP Corridor Series
Interstate Assets
November, 2006

HSP Corridor Location

Assets
- Signalized Intersection
- At Grade Railroad crossings
- Bridge
- Ferry Terminals

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
Washington State Department of Transportation
Begin MP: 250.75
End MP: 265.98

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

Solutions

November, 2006
I-5, Grandview Road to Blaine (Dakota Creek)  
Segment Number: 6

Route: I-5  
BARM: 266.04  
EARM: 273.92  
Length: 7.52

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 quickly 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

Preceding Bottlenecks/Chokepoints:
None

Known Restrictions:
None

Studies:

Existing Study Name | Completion Date
--- | ---
None

Current/Underway: Study Name | Expected Completion 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)  
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 |
--- | ---|
A00598D | 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 |
--- | --- | ---|
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)

#### Future Corridor Vision:
This corridor will have a 6-lane cross-section.

#### New Solutions:

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Near-term (Minimum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Mid-term (10-years) (Moderate Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>270.30</td>
<td>270.30</td>
<td>A re-constructed interchange at Birch Bay-Lynden Road.</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Long-term (15-20 years) (Maximum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>266.04</td>
<td>273.92</td>
<td>Increase the freeway mainline from 4 to 6 lanes, from SR 548 (Grandview Road) to Dakota Creek.</td>
<td>30%</td>
<td>10%</td>
<td>$20 million</td>
</tr>
</tbody>
</table>
I-5, Blaine (Dakota Creek) to International Boundary

Segment Number: 7

Route: I-5  BARM: 273.92  EARM: 276.62  Length: 2.70

<table>
<thead>
<tr>
<th>Region:</th>
<th>Northwest</th>
<th>County:</th>
<th>Whatcom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of GP Lanes</td>
<td>Number of HOV Lanes</td>
<td>Lane Width</td>
<td>Shoulder Width</td>
</tr>
<tr>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
<td>MAX</td>
</tr>
<tr>
<td>4</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Corridor Description:
This corridor is comprised of rolling terrain from Dakota Creek to the U.S./Canada international boundary. The city of Blaine is located entirely within the corridor, and is the highest volume port-of-entry, in the western U.S., for the northern border.

Known Environmental Issues:
None

Previously Identified Bottlenecks/Chokepoints:
None

Known Restrictions:
None

Studies:

Existing Study Name | Completion Date
--- | ---
None

Current/Underway:

Study Name | Expected Completion Date
--- | ---
None

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

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Identify Purpose, Need, Study Limits and Estimated Time to Complete</th>
<th>Approximate Cost</th>
</tr>
</thead>
</table>

HOV/HOT Lanes:

Existing:
None

Planned:
None

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

Programmed Projects:

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

<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
</table>

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

<table>
<thead>
<tr>
<th>PIN</th>
<th>Project Title</th>
</tr>
</thead>
</table>

100598C  I-5/Blaine Exit - Interchange Improvements

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

<table>
<thead>
<tr>
<th>(lane miles calculated exclude bridges, other major gaps, add/drop lanes)</th>
<th>Lane Miles</th>
<th>BARM</th>
<th>EARM</th>
<th>BARM</th>
<th>EARM</th>
</tr>
</thead>
</table>

Number of High Priority Concrete Miles:

Number of Medium Priority Concrete Miles:

Number of Low Priority Concrete Miles:

Comments:
## New Solutions:

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Near-term (Minimum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Mid-term (10-years) (Moderate Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BARM</th>
<th>EARM</th>
<th>Long-term (15-20 years) (Maximum Fix)</th>
<th>Delay Reduction</th>
<th>Accident Reduction</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Increase the freeway mainline from 4 to 6 lanes, from Dakota Creek to the International Boundary.</td>
<td>30%</td>
<td>10%</td>
<td>$10 million</td>
</tr>
<tr>
<td>273.92</td>
<td>276.62</td>
<td>A re-constructed interchange at Exit 274.</td>
<td>10%</td>
<td>20%</td>
<td>$30 million</td>
</tr>
</tbody>
</table>

### Future Corridor Vision:

This corridor will have a 6-lane cross-section.
HSP Congested Corridor Analysis

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