DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan

| I-5, Stilliguamish River to Conway |  |  |  |  |  |  |  |  | Segment Number: $\begin{gathered}1 \\ 11.67\end{gathered}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Route: Region: | west | I-5 BARM: County |  | 209.46 EARM: <br> Snohomish / Skagit |  |  | 221.13 Length: |  |  |  |  |
| 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 | 7 | 0 | 0 | 12 | 12 | 6 | 10 | 62 | 540 | 70 | 70 |

## Corridor Description:

This corridor of I-5 runs from the Stilliguamish 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:

| Existing Study Name | Completion Date |
| :--- | :---: |

None

| Current/Underway: | Expected Completion |
| :--- | :---: |
| Study Name | Date |

Study Name

Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)
BARM ${ }^{\text {B }}$ EARM
Identify Purpose, Need, Study Limits and Estimated Time to Complete Approximate Cost

HOV/HOT Lanes:

| Existing: |  |
| :--- | :--- |
| None |  |
| Planned: | Segment Number: |
| None | 1 |
| I-5, Stilliguamish River to Conway |  |
| Programmed Projects: |  |
| Fully Funded: (List the PIN and project title for each project funded through construction) |  |
| PIN $\quad$ 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
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

| (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: | $\mathbf{1 9 . 6 8}$ | 209.46 | 212.74 |  |  |

## DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan

## Number of Low Priority Concrete Miles:

## 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.






DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan


## 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:

| Existing Study Name | Completion Date |
| :--- | :---: |
| I-5 Pre-Design Report, Anderson Road to Cook Road | Mar-00 |
| Current/Underway: <br> Study Name Expected Completion <br> Date <br> 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
Programmed Projects:

| Fully Funded: (List the PIN and project title for each project funded through construction) |  |
| :--- | :--- |
|  | Project Title |
| $102039 A$ | SR20/Fredonia to SR 5 - Stage 1; Widening and I/C modification |
| $102039 A$ | 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 |
| $101100 F$ | SR11/Chuckanut Park and Ride - Rebuild Interchange |
| $100574 D$ | 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.

DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan

## 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:
New Solutions:

| 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.
End MP: 232.83



|  | HSP Congested Corridor Analysis <br> Needs HSP Corridor Location Bridge Replacement Priority Replacement Seismic Special Scour Painting Miscellaneous <br> Bridge Deck Other Bridge Issues <br> Fish Barriers <br> Require Repair Little Gain Undetermined |
| :---: | :---: |



## DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan

| I-5, Coo | to | en |  |  |  |  |  |  | Seg | Num | 3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Route: |  |  |  | 232 | RM: |  | 250. | ngth |  |  | 17.92 |
| Region: | hwest |  | Coun |  | Wha |  |  |  |  |  |  |
| Num | Lanes | Numb | Lanes |  |  | Should | Width | Med | Width | Po | peed |
| MIN | MAX | MIN | MAX | 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
Studies:

| Existing Study Name | Completion Date |
| :--- | :---: |
| None |  |
| Current/Underway: <br> Study Name | Expected Completion |

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)
PIN $\quad$ 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

| (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:

DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan

I-5, Cook Road to Fairhaven
Segment Number:
New Solutions:

| 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. | $20 \%$ | $20 \%$ | $\$ 2$ |
| 245.81 | 245.81 | A longer ramp taper at the North Lake Samish SB on-ramp. | $10 \%$ | $20 \%$ |  |
| 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 <br> Road to SR 11 (Old Fairhaven Parkway). | $30 \%$ | $20 \%$ | $\$ 70$ million |
| 246.30 | 246.30 | A re-constructed interchange at North Lake Samish. | $10 \%$ | $20 \%$ | $20 \%$ |

## Future Corridor Vision:

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






## DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan

| I-5, Fai | to F |  |  | 250 |  |  |  | gt | Seg | Nu | $\begin{gathered} 4 \\ 1182 \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Region: | hwest |  | Coun |  |  |  |  |  |  |  |  |
| Num | Lanes | Numb | Lanes |  |  | Shou | Width | Med | Vidth | Pos | peed |
| MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX | MIN | MAX |
| 4 | 4 | 0 | 0 | 12 | 12 | 0 | 10 | 16 | 80 | 60 | 70 |

## 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 |
| :--- | :---: |


| Current/Underway: <br> Study Name | Expected Completion |
| :--- | :---: |
| I-5, Fairhaven to Ferndale 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 |
| :--- | :--- | :--- | :--- | :--- |

## HOV/HOT Lanes:

## Existing. <br> None

Planned:
None
I-5, Fairhaven to Ferndale
Segment Number: 4
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 |
| :--- | :--- |
| A00585P | I-5 36th St UC Vic. To SR542 Vic. Ph. 1 |
| 100591Z | I-5/Bakerview Rd to Nooksack R. Bridge - Concrete Pavement Rehab |
| 100591Y | I-5/Bakerview Rd to Nooksack R. Bridge - Slater Rd I/C - Safety Improvements |

## 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) | Lane Miles | BARM | EARM | BARM | EARM |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Number of High Priority Concrete Miles: |  |  |  |  |  |
| Number of Medium Priority Concrete Miles: | $\mathbf{9 . 3 0}$ | 257.98 | 262.63 |  |  |
| Number of Low Priority Concrete Miles: |  |  |  |  |  |

Comments:

DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan
I-5, Fairhaven to Ferndale
Segment Number:
4

## New Solutions:

| 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 lowa 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 lowa 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.

DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan


## 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:

| Existing Study Name | Completion Date |
| :--- | :---: |
| None | Current/Underway: Expected Completion <br> 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, Ferndale to Grandview Road
Segment Number:
5
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 |
| :---: | :--- |
| $100595 E$ | I-5/Nooksack River Bridge - Painting |

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 |
| :--- | :---: | :---: | :---: | :---: |
| Number of High Priority Concrete Miles: |  |  |  |  |
| Number of Medium Priority Concrete Miles: | $\mathbf{0 . 8 4}$ | 262.63 | 263.05 |  |
| Number of Low Priority Concrete Miles: |  |  |  |  |

Comments:

DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan
I-5, Ferndale to Grandview Road
Segment Number:
5
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 |
|  |  | 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.






DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan


## 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
Previously Identified Bottlenecks/Chokepoints:
None
Known Restrictions:
None
Studies:

| Existing Study Name | Completion Date |
| :--- | :---: |
| None |  |
| Current/Underway: Expected Completion <br> 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:
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 | BARM |
| :--- | :--- | :--- | :--- | :--- |
| Number of High Priority Concrete Miles: |  |  |  |  |
| Number of Medium Priority Concrete Miles: |  |  |  |  |
| Number of Low Priority Concrete Miles: |  |  |  |  |

Comments:

DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan

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

## 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 r--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 <br> (Grandview Road) to Dakota Creek. | $30 \%$ | $10 \%$ | $\$ 20$ million |

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

DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan


## 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: <br> Study Name Expected Completion |  |

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, Blaine (Dakota Creek) to International Boundary
Segment Number: 7
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 |
| :--- | :--- |
| 100598 C | I-5/Blaine Exit - Interchange Improvements |

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

| (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:

DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan
I-5, Blaine (Dakota Creek) to International Boundary
Segment Number:
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 |
|  | None | Delay Reduction | Accident Reduction | Estimated Cost |  |
| BARM | EARM | Long-term (15-20 years) (Maximum Fix) | $30 \%$ | $10 \%$ | $\$ 10$ million |
| 273.92 | 276.62 | Increase the freeway mainline from 4 to 6 lanes, from Dakota <br> Creek to the International Boundary. | $10 \%$ | $20 \%$ | $\$ 30$ million |
| 274.23 | 274.23 | A re-constructed interchange at Exit 274. |  |  |  |

## Future Corridor Vision:

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

## Characteristics







