

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

I-5, Stilligumish River to Conway

Segment Number: 1
11.67

Route: I-5 BARM: 209.46 EARM: 221.13 Length:
Region: Northwest County: Snohomish / Skagit

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 Stilligumish 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
<i>None</i>	

Current/Underway:

Study Name	Expected Completion Date
<i>None</i>	

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, Stilligumish River to Conway

Segment Number: 1

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

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:	19.68	209.46	212.74		

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Number of Low Priority Concrete Miles:					
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Comments:

I-5, Stilligumish River to Conway

Segment Number: 1

New Solutions:

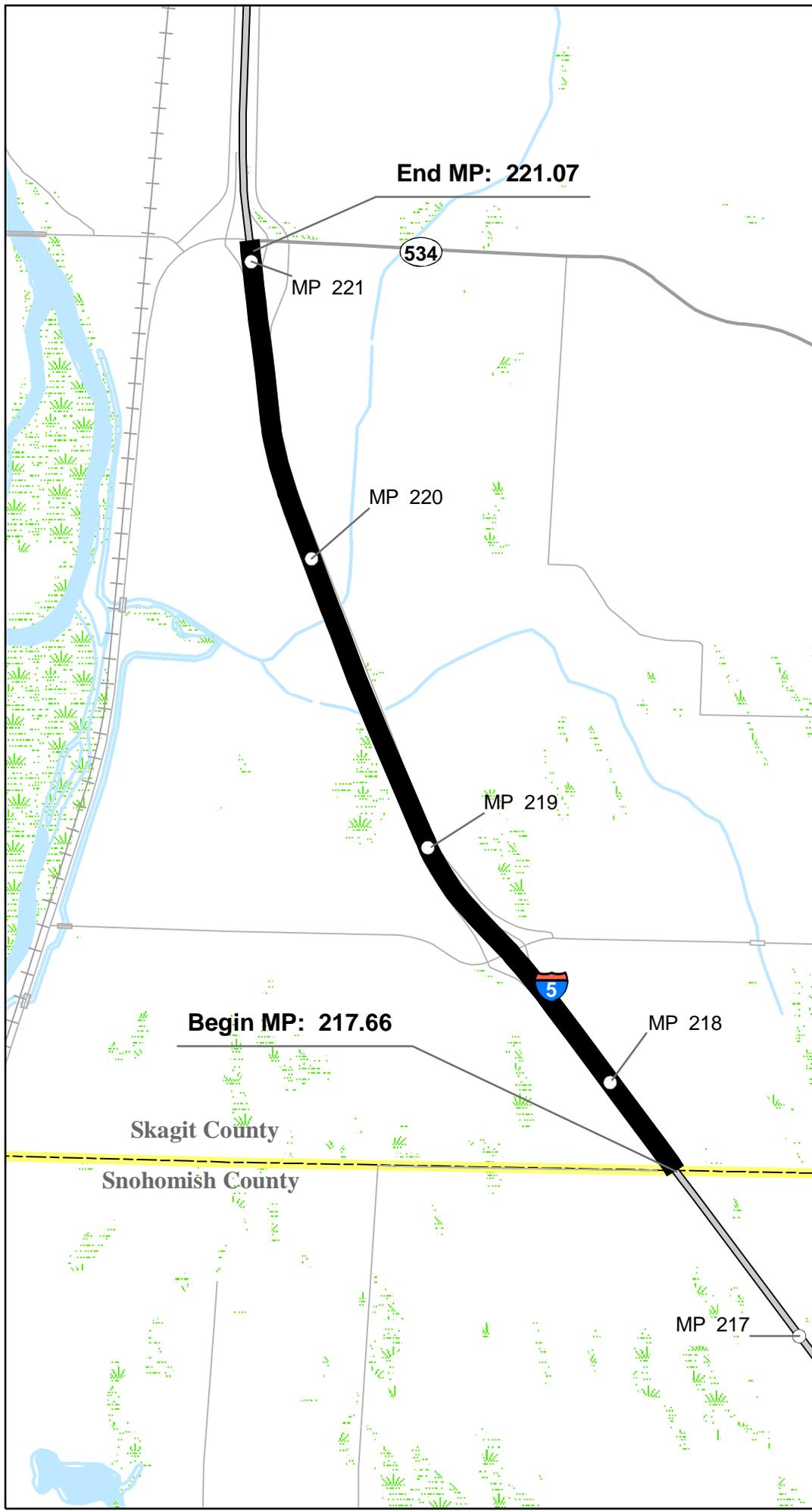
BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		<i>None</i>	<i>0</i>	<i>0</i>	<i>0</i>
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		<i>None</i>	<i>0</i>	<i>0</i>	<i>0</i>
BARM	EARM	Long-term (15-20 years) (Maximum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

Future Corridor Vision:

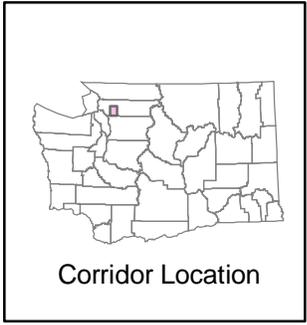
This corridor will remain mostly unchanged, with the exception of a new interchange at SR 532.

HSP Congested Corridor Analysis

Characteristics



- HSP Corridor Location
- Other Features**
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Wetlands
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area



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HSP Congested Corridor Analysis

Assets

 HSP Corridor Location

Assets

-  Signalized Intersection
-  At Grade Railroad Crossings
-  Bridge
-  Ferry Terminals
-  Ferry Route
-  Park and Ride
-  Weigh Stations
-  Rest Area Sites

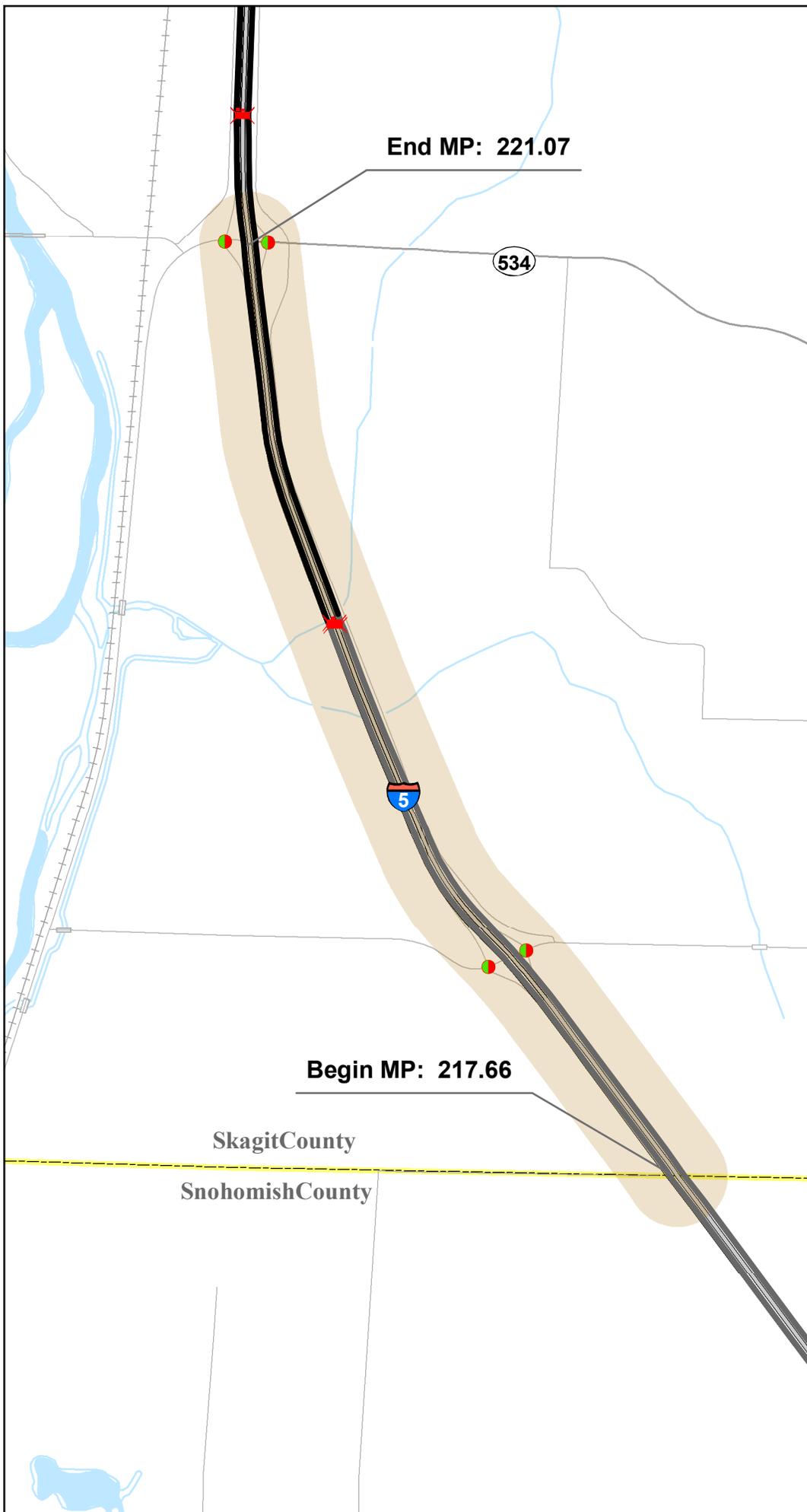
Corridor Pavement Type

-  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

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HSP Congested
Corridor Analysis

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

End MP: 221.07

534

Begin MP: 217.66

Skagit County

Snohomish County

5

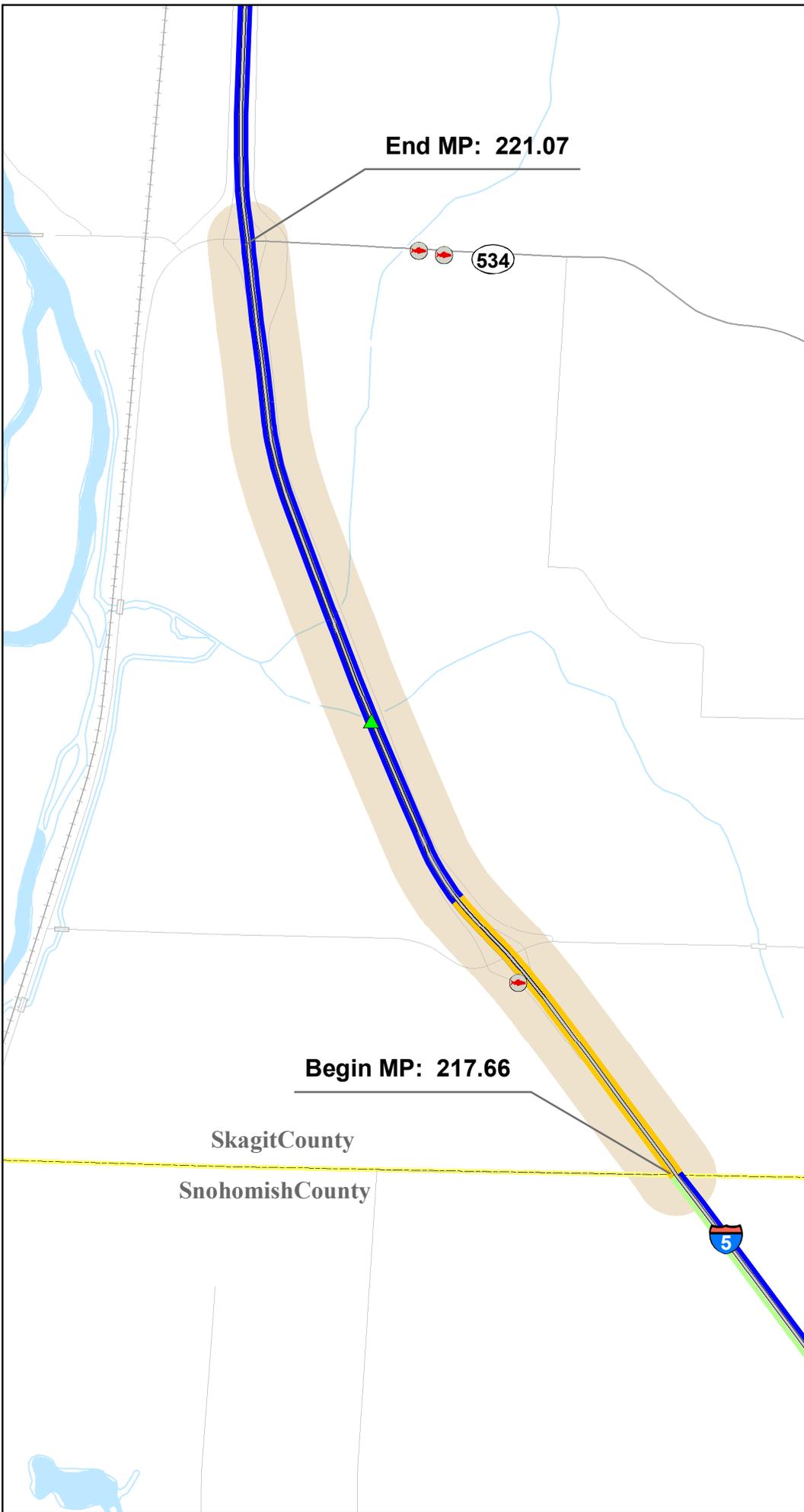
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HSP Congested Corridor Analysis

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



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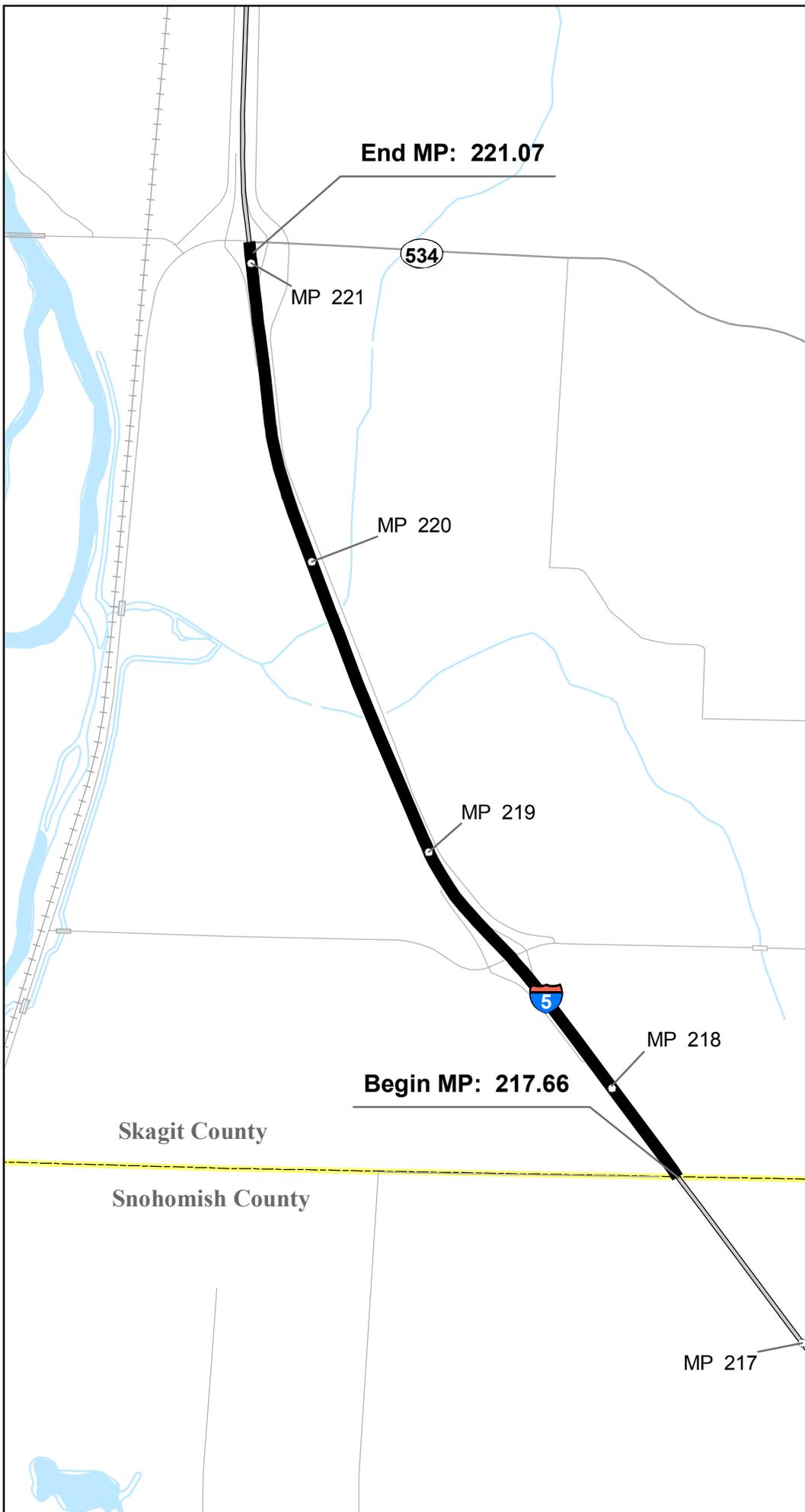


Solutions

Other Features

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

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I-5, Conway to Cook Road

Segment Number: 2
11.76

Route: I-5 BARM: 221.13 EARM: 232.89 Length: 11.76
Region: Northwest County: Skagit

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	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:

Existing Study Name	Completion Date
<i>I-5 Pre-Design Report, Anderson Road to Cook Road</i>	<i>Mar-00</i>

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

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
101100G	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.

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Concrete Data

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

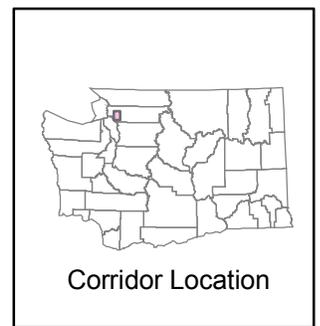
Future Corridor Vision:

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

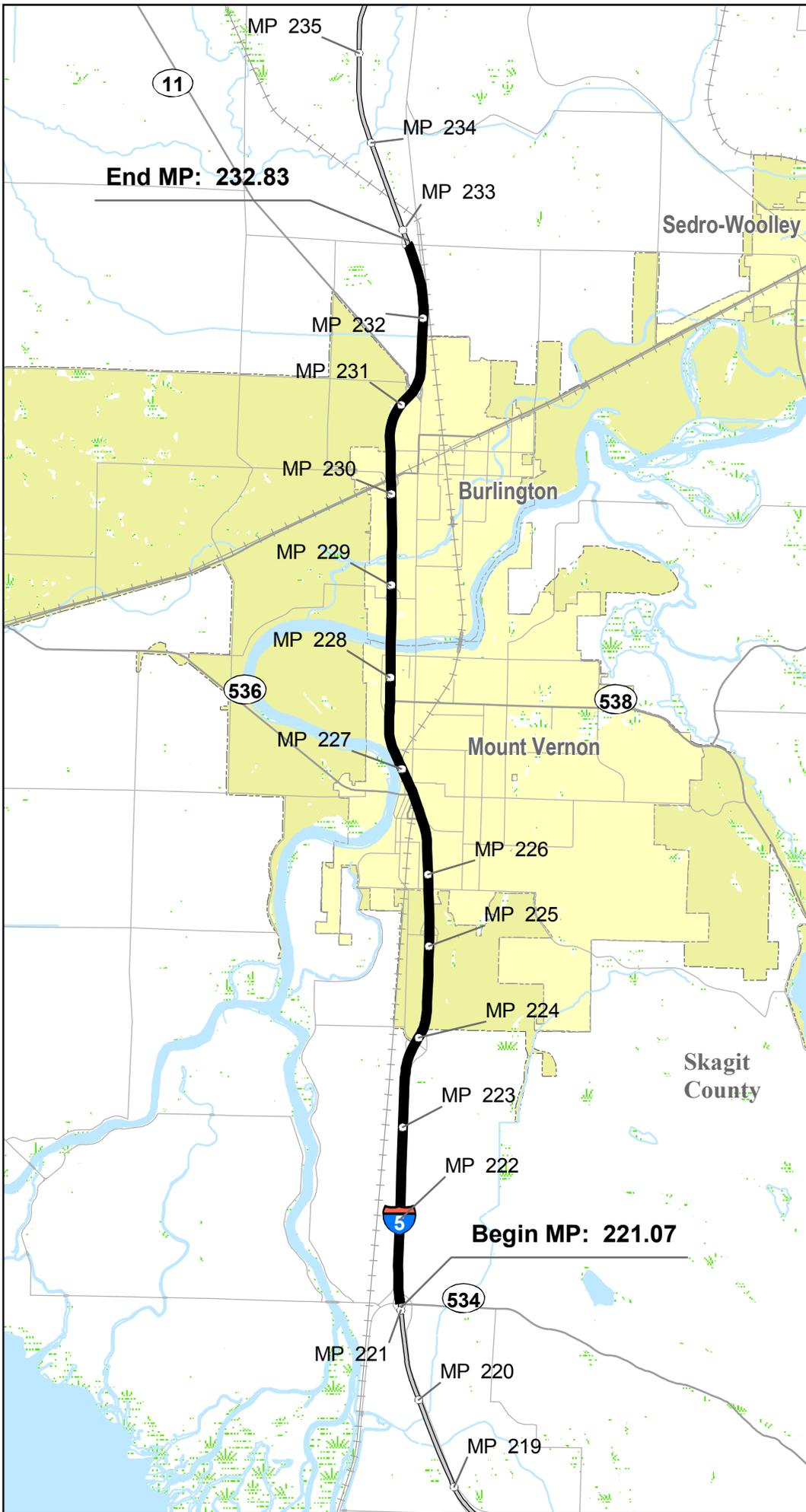
Characteristics

Other Features

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

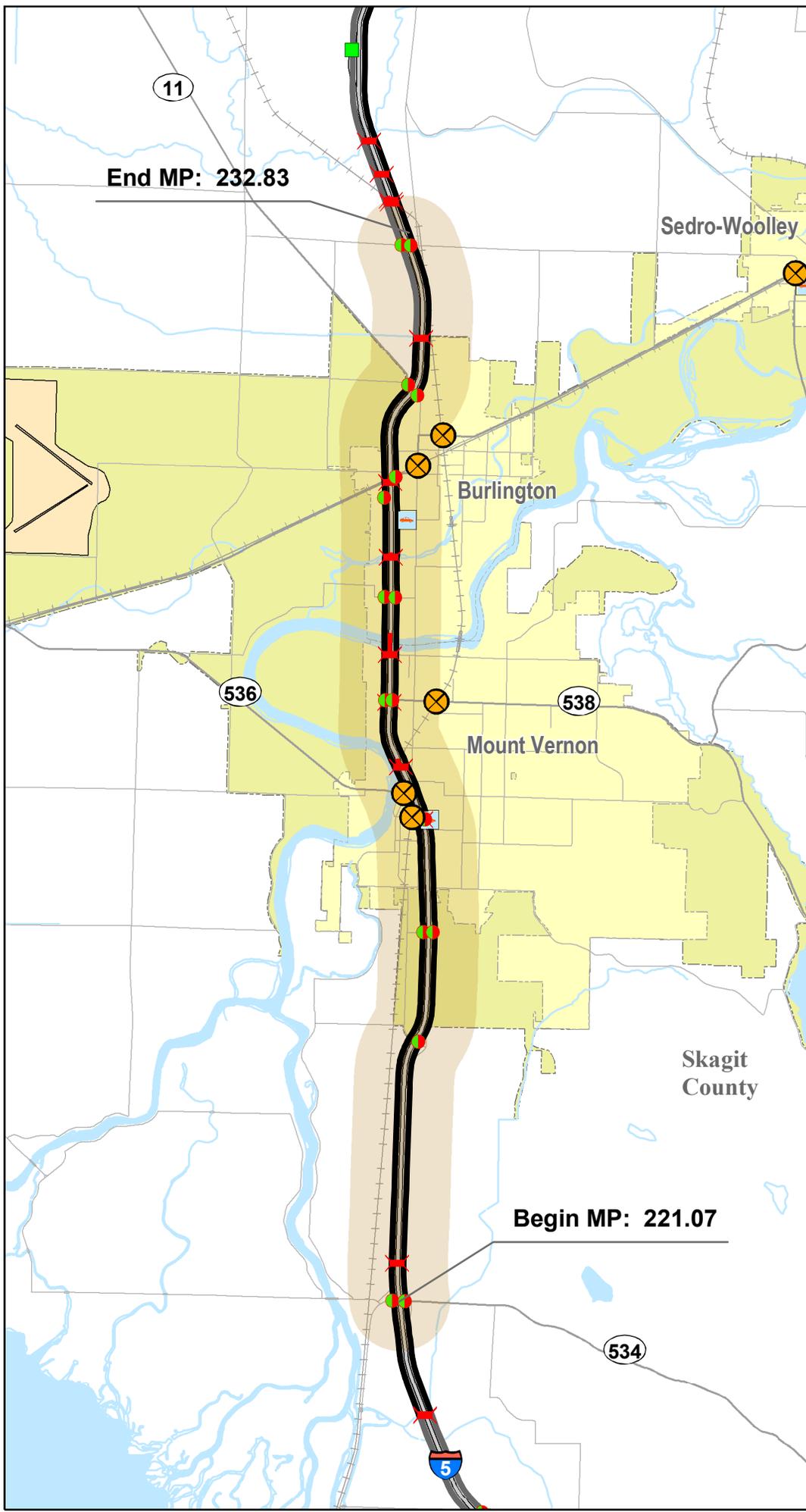


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HSP Congested Corridor Analysis

Assets



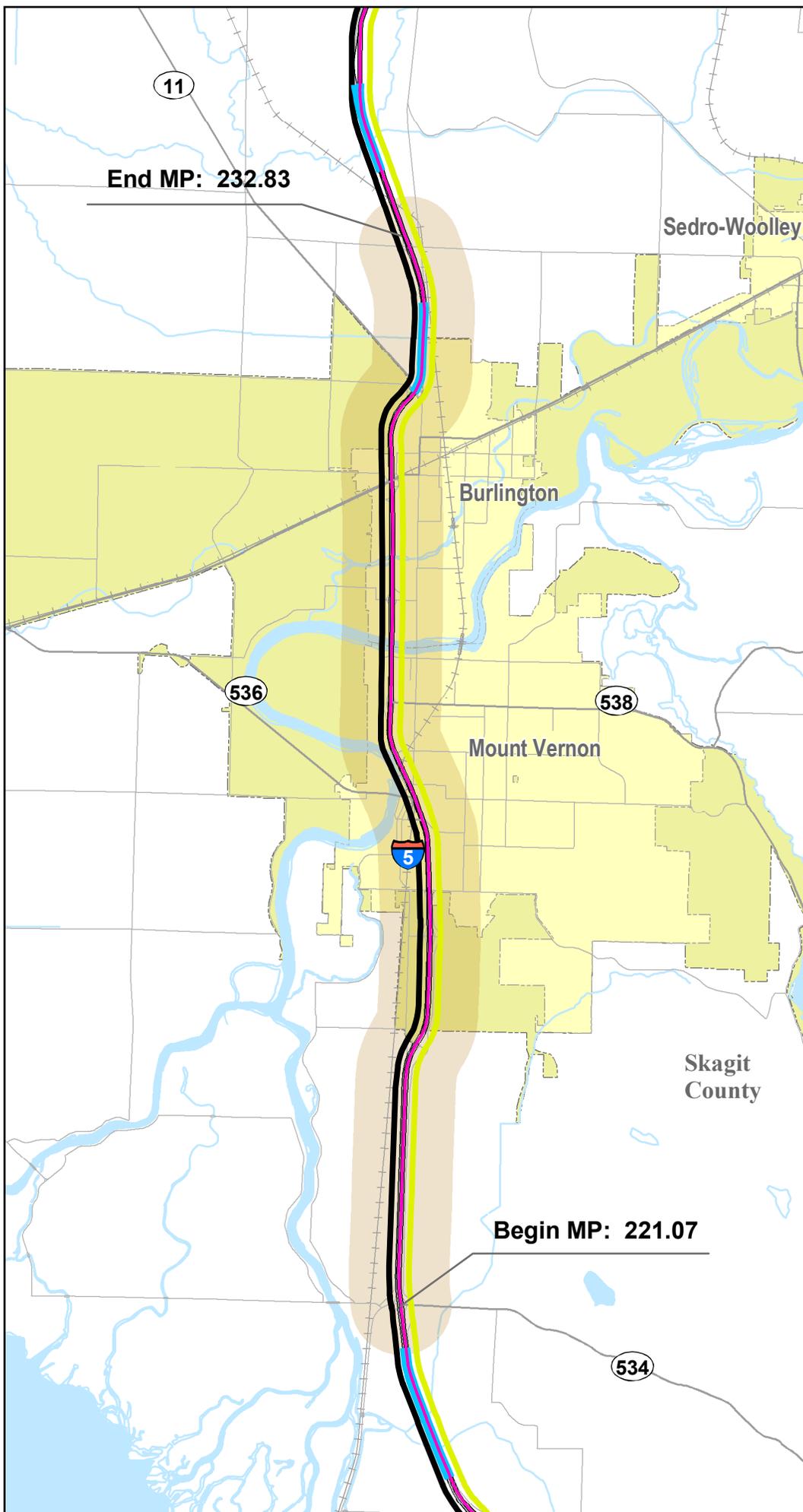
- HSP Corridor Location
- Assets**
 - Signalized Intersection
 - At Grade Railroad Crossings
 - Bridge
 - Ferry Terminals
 - Ferry Route
 - Park and Ride
 - Weigh Stations
 - Rest Area Sites
- Corridor Pavement Type**
 - HMA
 - BST
 - PCCP
- Other Features**
 - U.S. Interstate
 - U.S. Highway
 - State Route
 - Local Roads
 - Railroad
 - Military Reservation
 - Tribal Lands
 - City Limits
 - Urban Area
 - Airport
 - County Line

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HSP Congested Corridor Analysis

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

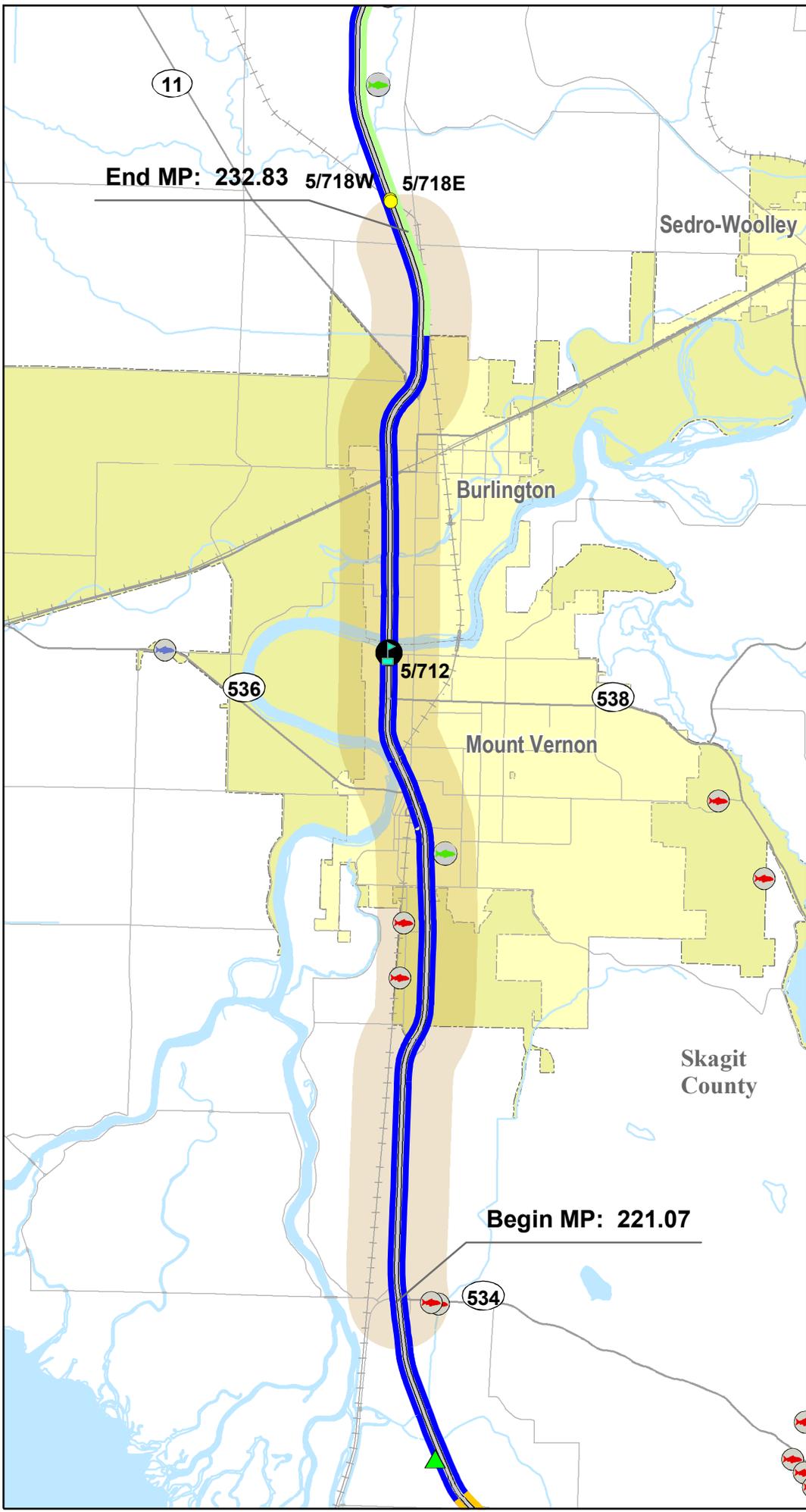
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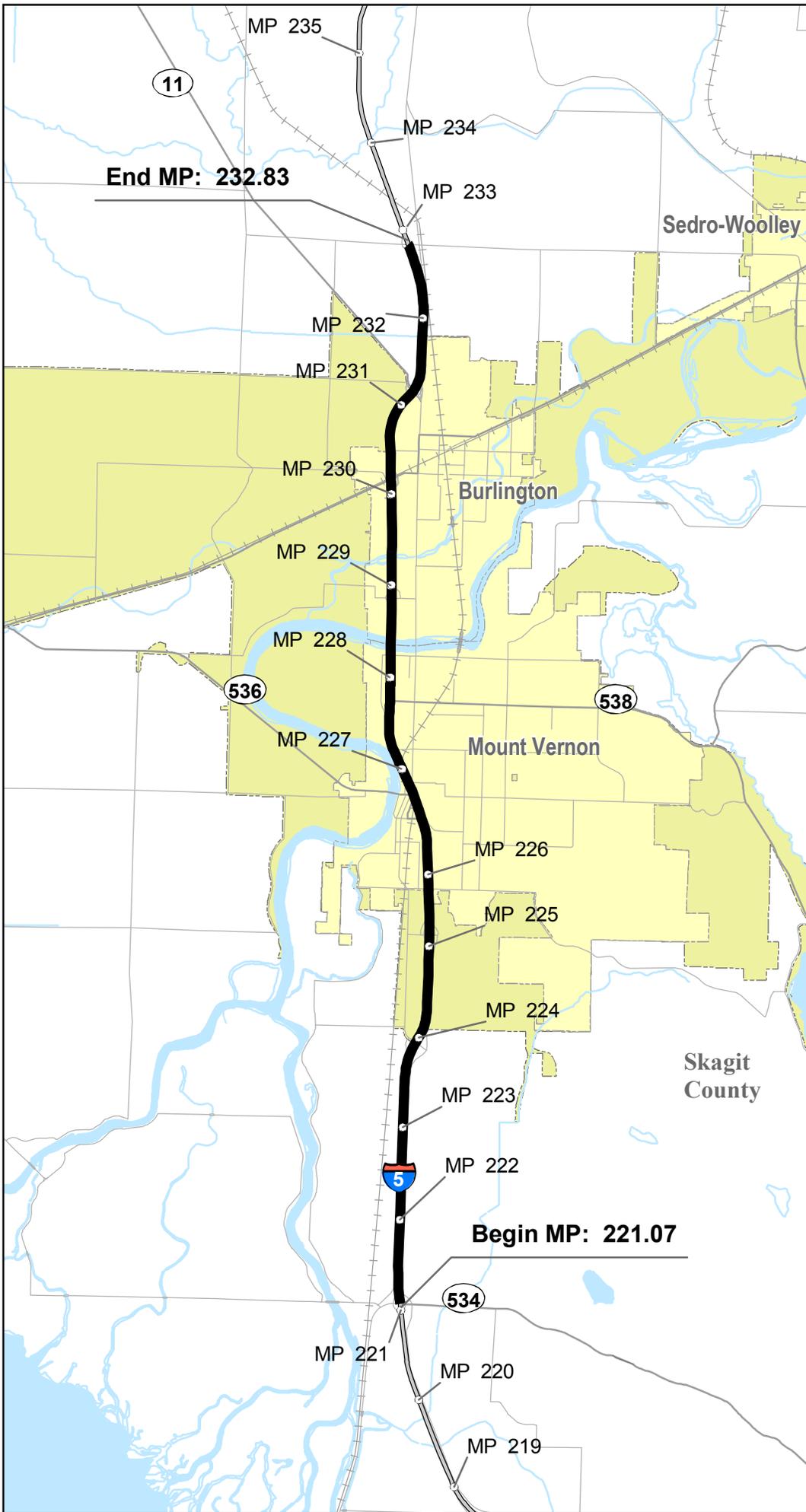
HSP Congested Corridor Analysis

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
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- Urban Area
- County Line



Solutions



Other Features

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

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I-5, Cook Road to Fairhaven

Segment Number: 3
17.92

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		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	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
<i>None</i>	

None

Current/Underway Study Name	Expected Completion Date
<i>None</i>	

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	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: 3

New Solutions:

<i>BARM</i>	<i>EARM</i>	<i>Near-term (Minimum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>234.10</i>	<i>236.15</i>	<i>A truck climbing lane from the Samish River to Bow Hill Road.</i>	<i>20%</i>	<i>20%</i>	<i>\$5 Million</i>
<i>245.81</i>	<i>245.81</i>	<i>A longer ramp taper at the North Lake Samish SB on-ramp.</i>	<i>10%</i>	<i>20%</i>	<i>\$1 million</i>
<i>BARM</i>	<i>EARM</i>	<i>Mid-term (10-years) (Moderate Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
		<i>None</i>			
<i>BARM</i>	<i>EARM</i>	<i>Long-term (15-20 years) (Maximum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>232.89</i>	<i>250.81</i>	<i>Increase the freeway mainline from 4 to 6 lanes from Cook Road to SR 11 (Old Fairhaven Parkway).</i>	<i>30%</i>	<i>20%</i>	<i>\$70 million</i>
<i>246.30</i>	<i>246.30</i>	<i>A re-constructed interchange at North Lake Samish.</i>	<i>10%</i>	<i>20%</i>	<i>\$30 million</i>

Future Corridor Vision:

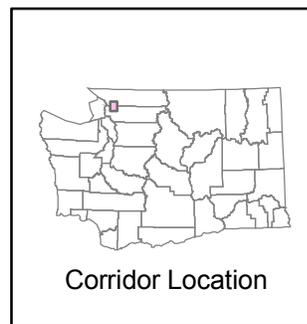
This corridor will have a 6-lane cross-section.

HSP Congested Corridor Analysis

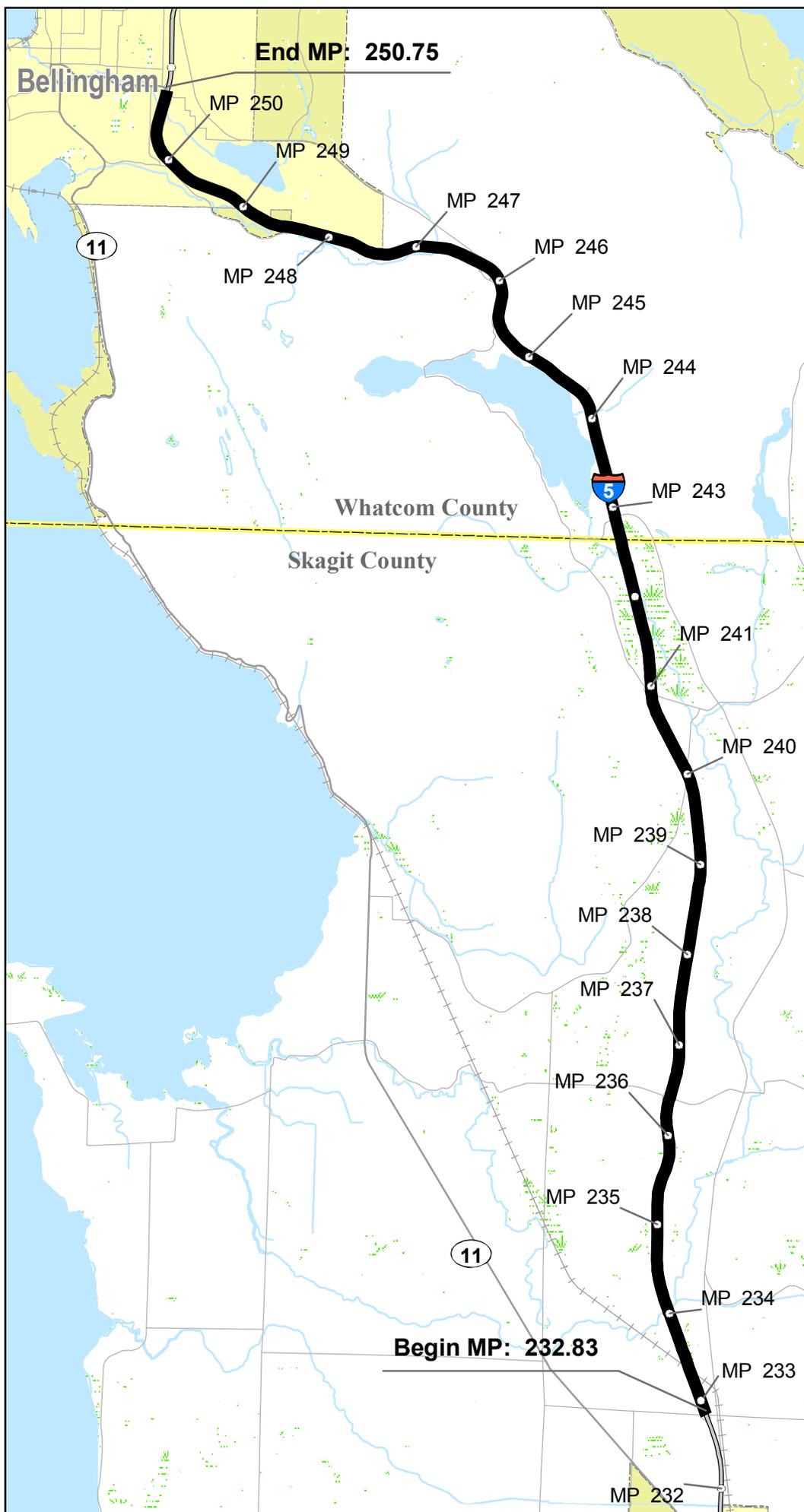
Characteristics

Other Features

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

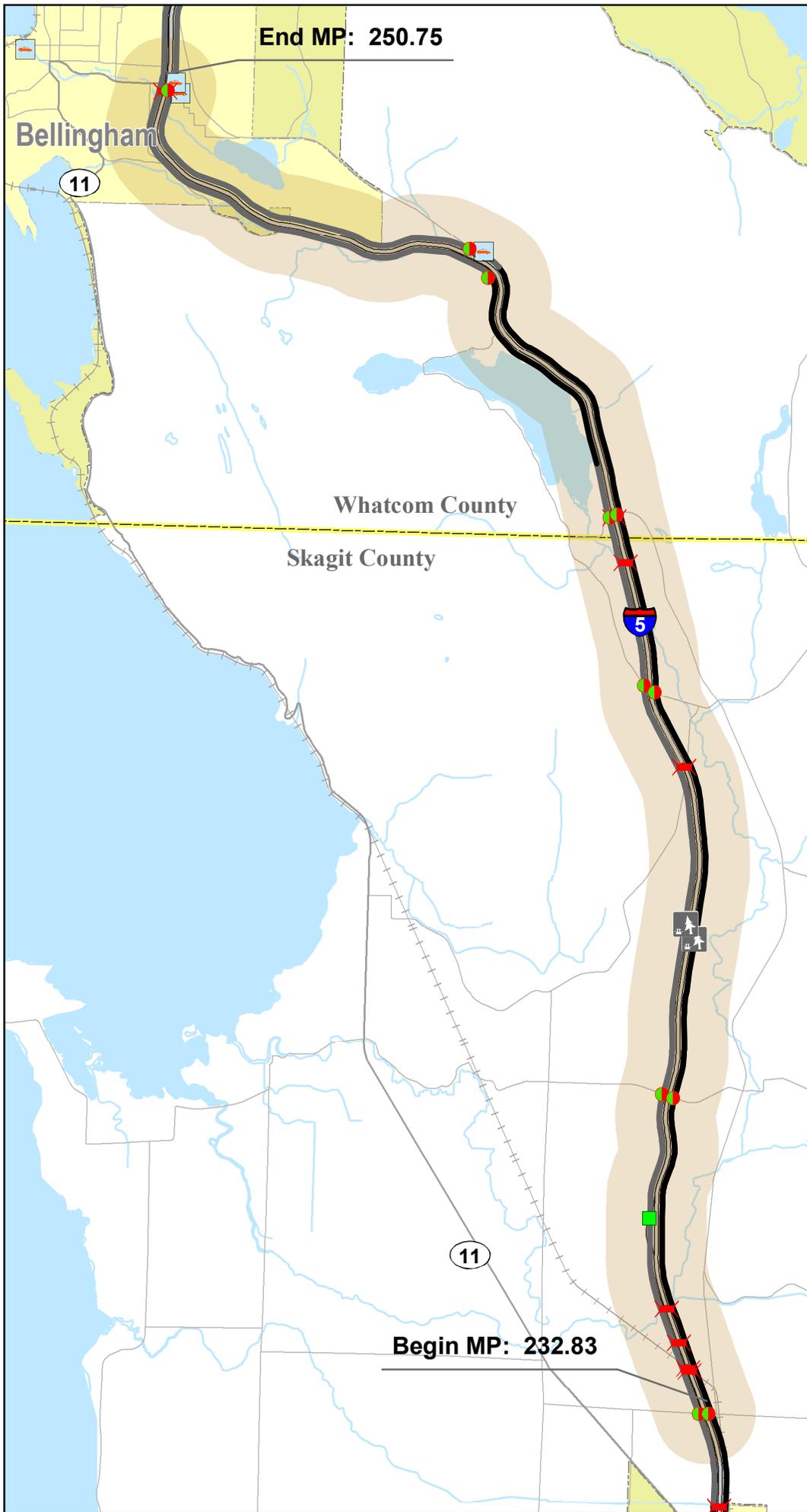


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HSP Congested Corridor Analysis

Assets



- HSP Corridor Location
- Assets**
- Signalized Intersection
- At Grade Railroad Crossings
- Bridge
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HSP Congested Corridor Analysis

Usage

HSP Corridor Location

Safety Analysis Areas

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

Freight Classification

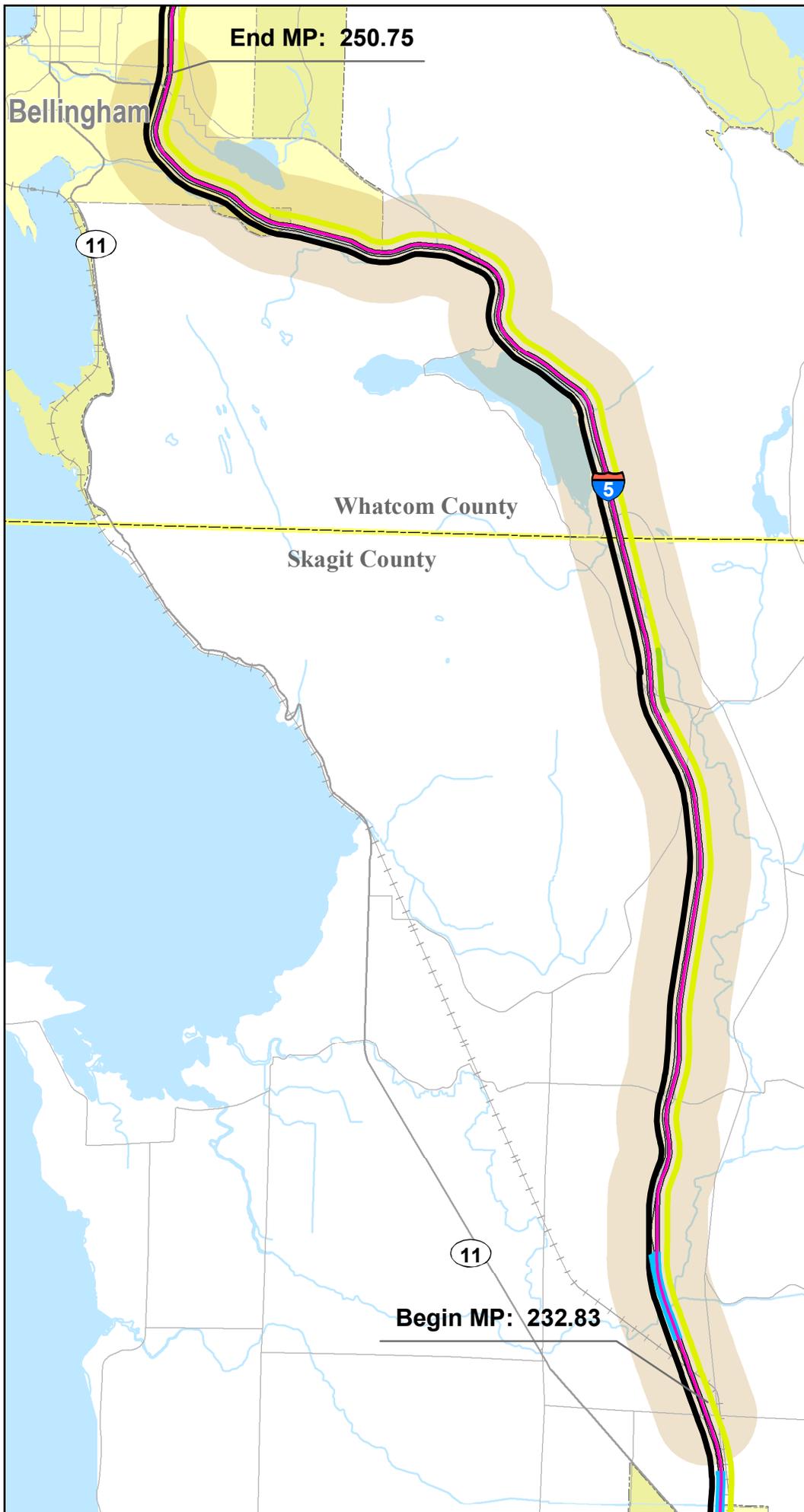
- T-1
- T-2
- T-3

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



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HSP Congested Corridor Analysis 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
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 - 2005 - 2007
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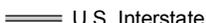
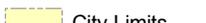
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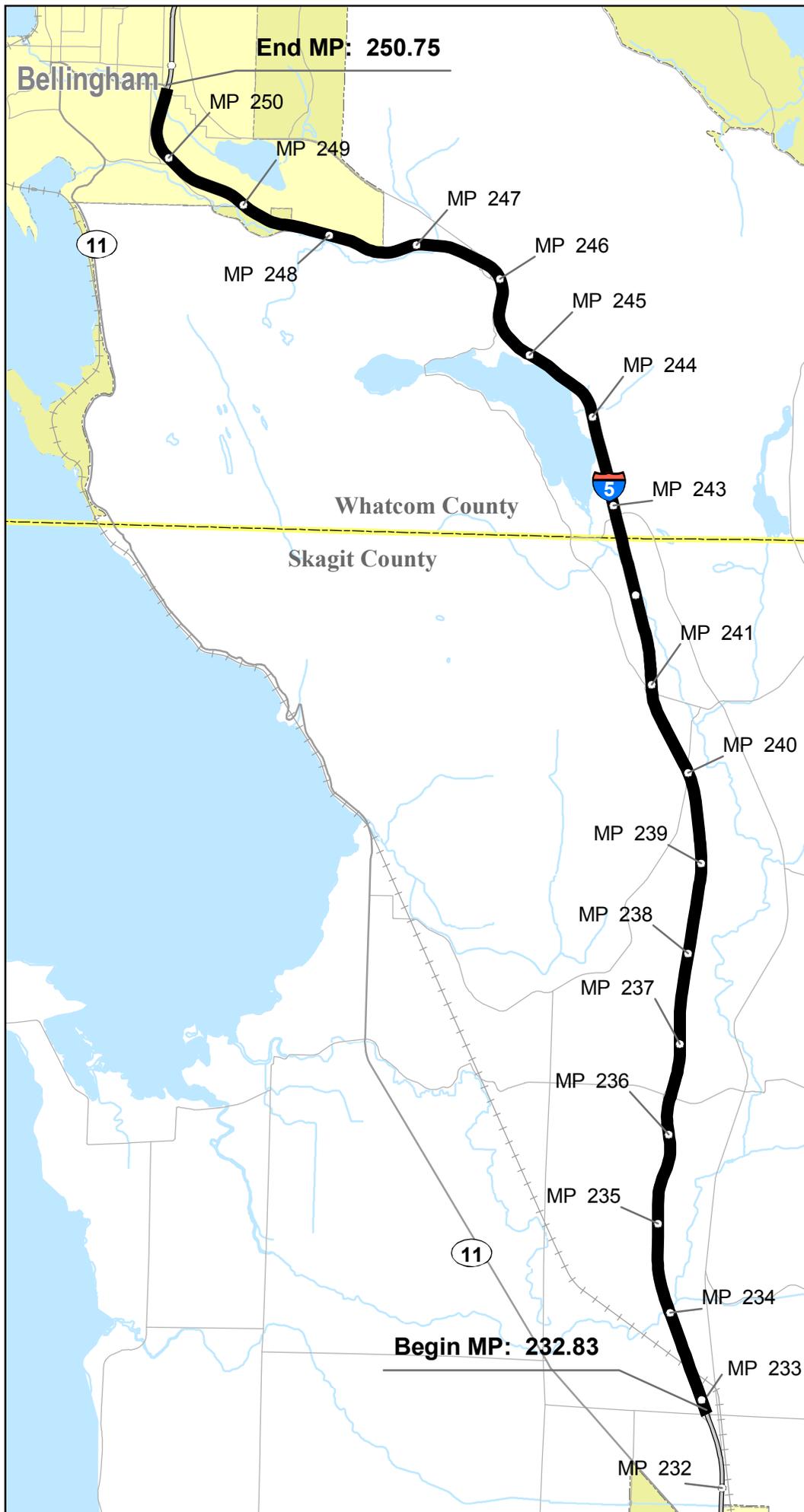


HSP Congested
Corridor Analysis

Solutions

Other Features

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



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

I-5, Fairhaven to Ferndale

Segment Number: 4
11.82

Route: I-5 BARM: 250.81 EARM: 262.63 Length: 11.82
Region: Northwest County: Whatcom

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	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
<i>None</i>	

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

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, 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:	9.30	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:

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

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

I-5, Ferndale to Grandview Road

Segment Number: 5
3.41

Route: I-5 BARM: 262.63 EARM: 266.04 Length:
Region: Northwest County: Whatcom

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	10	40	76	70	70

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
<i>None</i>	

None

Current/Underway: Study Name	Expected Completion Date
<i>None</i>	

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
100595E	I-5/Nooksack River Bridge - Painting

100595E 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	EARM
Number of High Priority Concrete Miles:					
Number of Medium Priority Concrete Miles:	0.84	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:

<i>BARM</i>	<i>EARM</i>	<i>Near-term (Minimum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
		<i>None</i>			
<i>BARM</i>	<i>EARM</i>	<i>Mid-term (10-years) (Moderate Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
		<i>None</i>			
<i>BARM</i>	<i>EARM</i>	<i>Long-term (15-20 years) (Maximum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>262.63</i>	<i>266.04</i>	<i>Increase the freeway mainline from 4 to 6 lanes, from Axton Road to SR 548 (Grandview Road).</i>	<i>30%</i>	<i>10%</i>	<i>\$20 million</i>
		<i>Construction of a new interchange at Thornton Road, in conjunction with the closure of the Portal Way interchange.</i>	<i>10%</i>	<i>20%</i>	<i>\$30 million</i>

Future Corridor Vision:

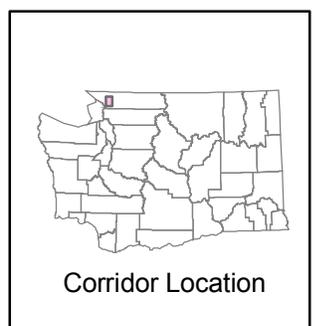
This corridor will have a 6-lane cross-section.



HSP Congested
Corridor Analysis

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



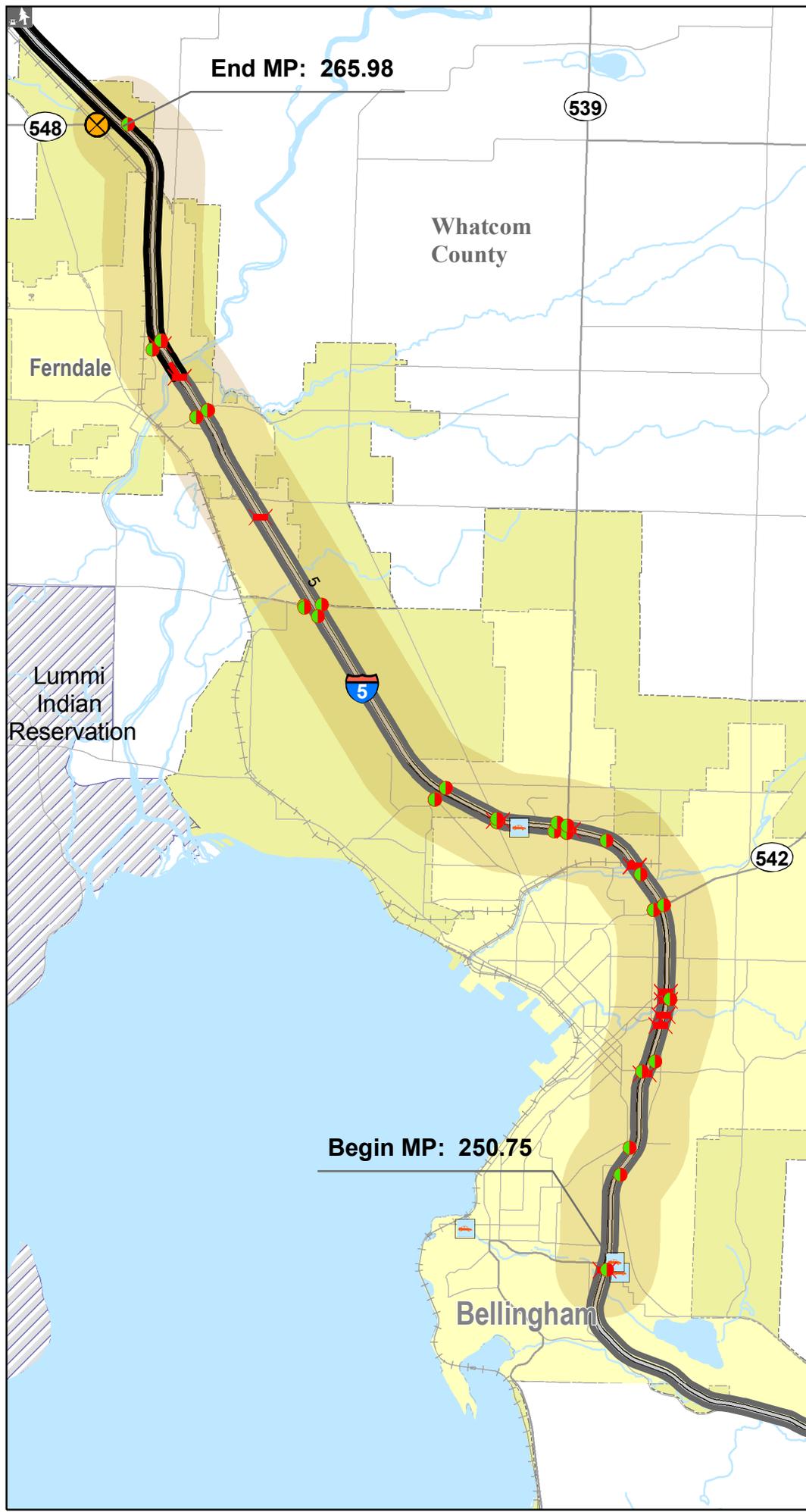
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HSP Congested Corridor Analysis

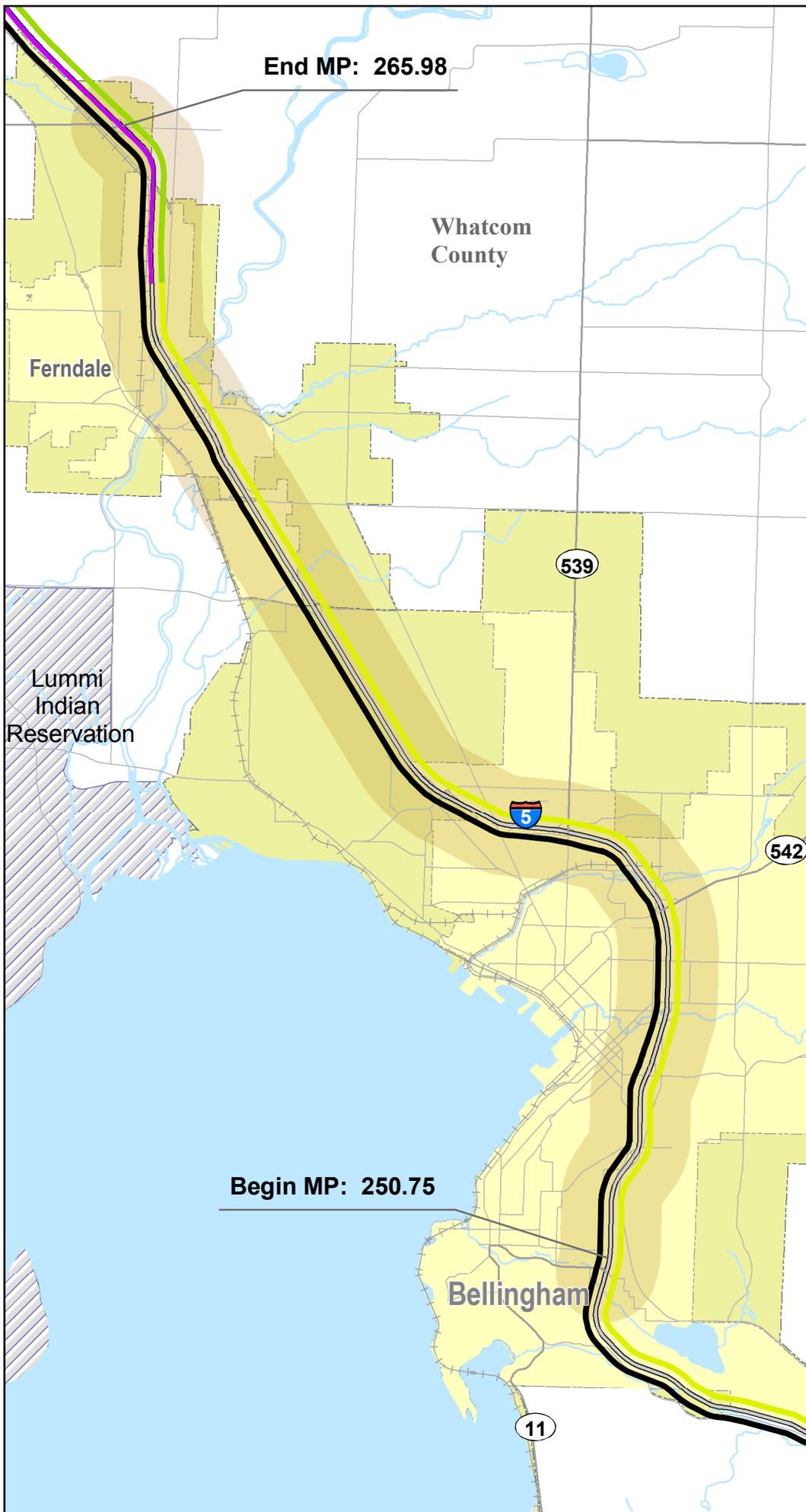
Assets

-  HSP Corridor Location
- Assets**
-  Signalized Intersection
-  At Grade Railroad Crossings
-  Bridge
-  Ferry Terminals
-  Ferry Route
-  Park and Ride
-  Weigh Stations
-  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

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HSP Congested
Corridor Analysis
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

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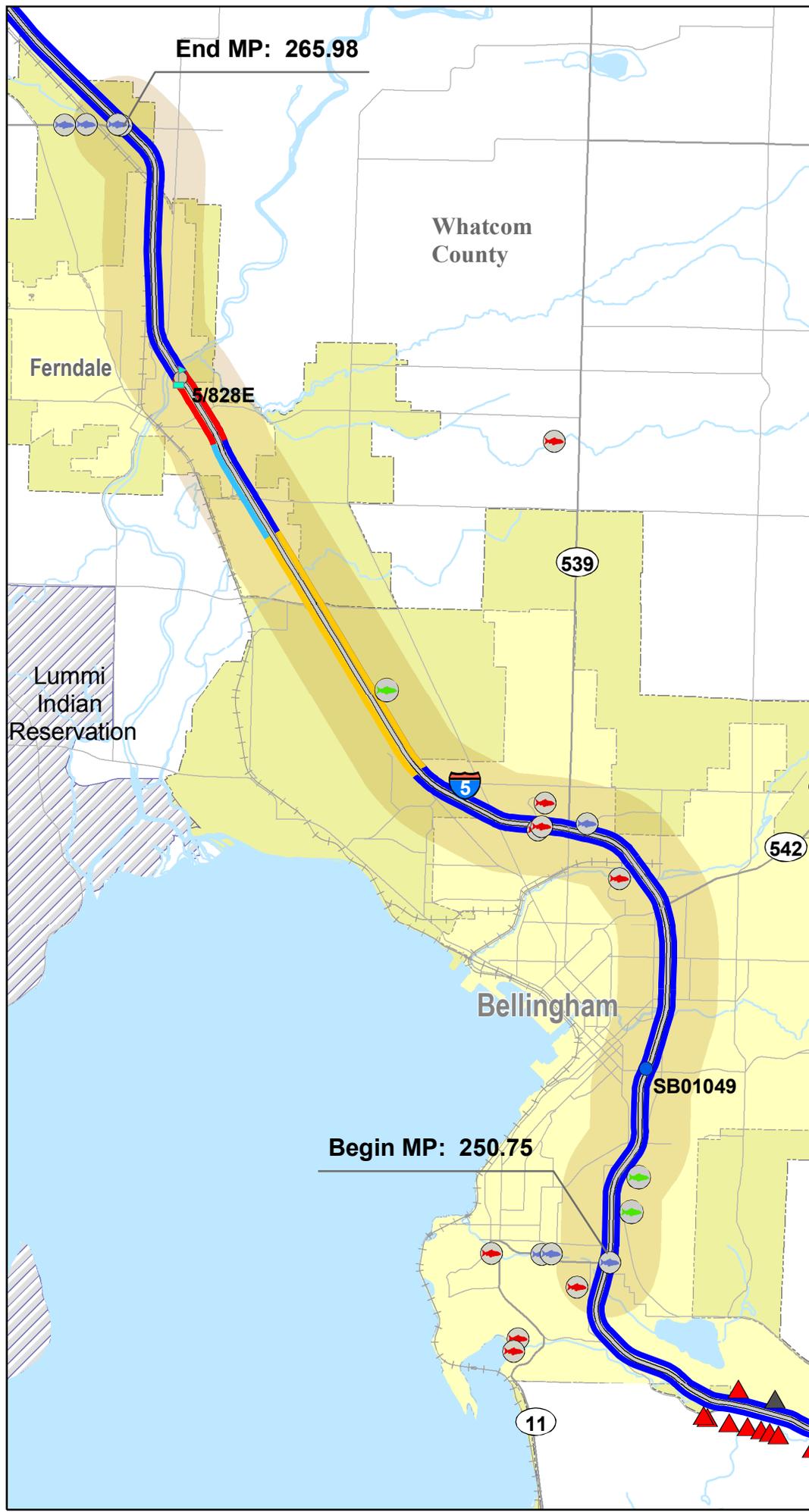


HSP Congested Corridor Analysis

Needs

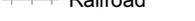
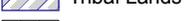
-  HSP Corridor Location
- Bridge Replacement Priority**
 -  Replacement
 -  Seismic
 -  Special
 -  Scour
 -  Painting
 -  Miscellaneous
 -  Bridge Deck
- Other Bridge Issues**
 -  2 Lane BW Narrow Bridge
 -  Restricted Bridge
 -  Posted Bridge
 -  Vert. Clearance 15.5' Or Less
- Fish Barriers**
 -  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

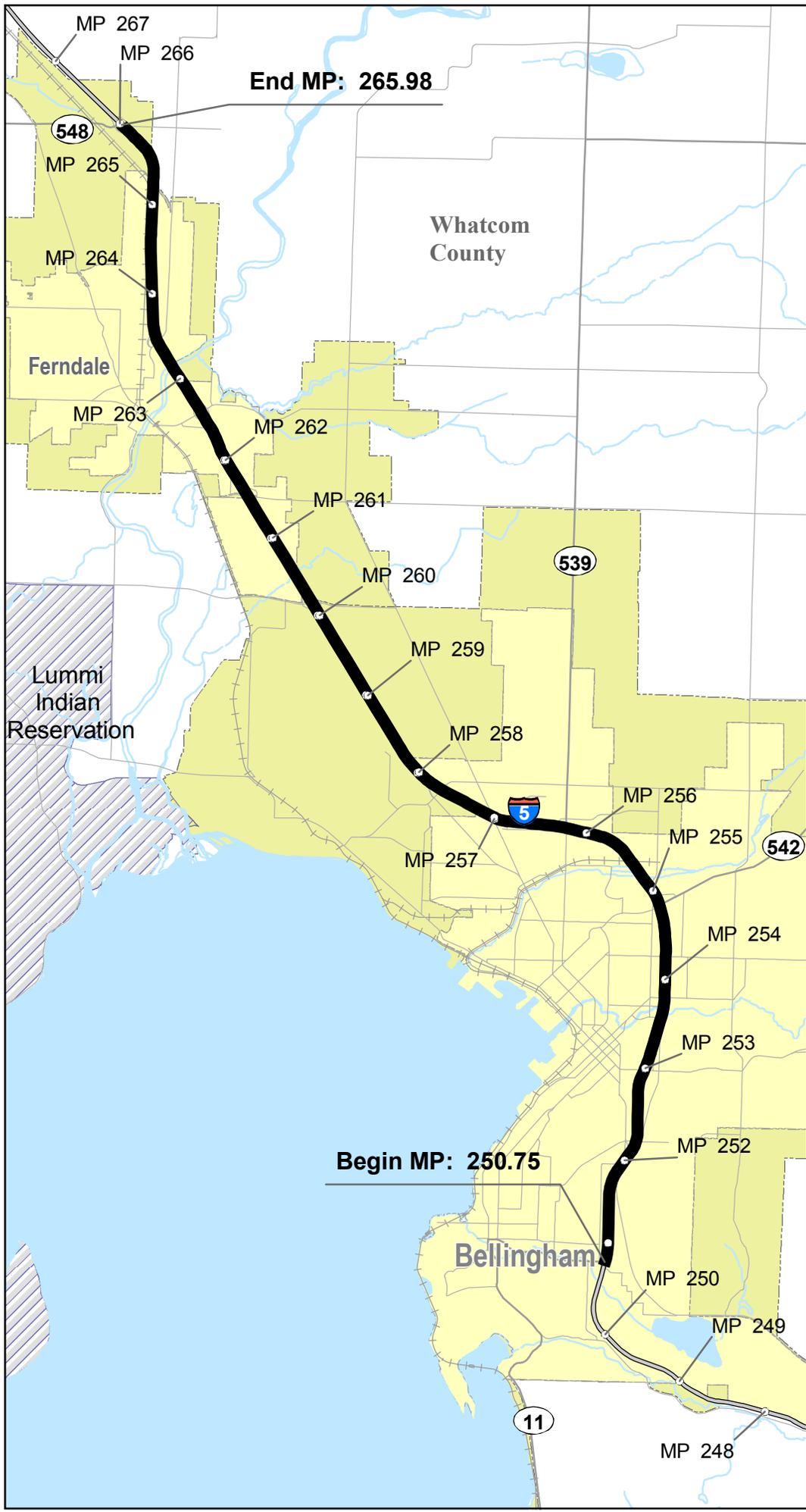
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Solutions

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



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

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

Segment Number: 6
7.52

Route: I-5 BARM: 266.04 EARM: 273.92 Length:
Region: Northwest County: Whatcom

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	10	40	76	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 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	

None

Current/Underway: Study Name	Expected Completion Date
None	

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)

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	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, Grandview Road to Blaine (Dakota Creek)

Segment Number: 6

New Solutions:

<i>BARM</i>	<i>EARM</i>	<i>Near-term (Minimum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
		<i>None</i>			
<i>BARM</i>	<i>EARM</i>	<i>Mid-term (10-years) (Moderate Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>270.30</i>	<i>270.30</i>	<i>A re-constructed interchange at Birch Bay-Lynden Road.</i>	<i>10%</i>	<i>20%</i>	<i>\$30 million</i>
<i>BARM</i>	<i>EARM</i>	<i>Long-term (15-20 years) (Maximum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>266.04</i>	<i>273.92</i>	<i>Increase the freeway mainline from 4 to 6 lanes, from SR 548 (Grandview Road) to Dakota Creek.</i>	<i>30%</i>	<i>10%</i>	<i>\$20 million</i>

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, Blaine (Dakota Creek) to International Boundary

Segment Number: 7
2.70

Route: I-5 BARM: 273.92 EARM: 276.62 Length:
Region: Northwest County: Whatcom

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	10	40	100	35	70

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	

None

Current/Underway: Study Name	Expected Completion Date
None	

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
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: 7

New Solutions:

<i>BARM</i>	<i>EARM</i>	<i>Near-term (Minimum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
		<i>None</i>			
<i>BARM</i>	<i>EARM</i>	<i>Mid-term (10-years) (Moderate Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
		<i>None</i>			
<i>BARM</i>	<i>EARM</i>	<i>Long-term (15-20 years) (Maximum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>273.92</i>	<i>276.62</i>	<i>Increase the freeway mainline from 4 to 6 lanes, from Dakota Creek to the International Boundary.</i>	<i>30%</i>	<i>10%</i>	<i>\$10 million</i>
<i>274.23</i>	<i>274.23</i>	<i>A re-constructed interchange at Exit 274.</i>	<i>10%</i>	<i>20%</i>	<i>\$30 million</i>

Future Corridor Vision:

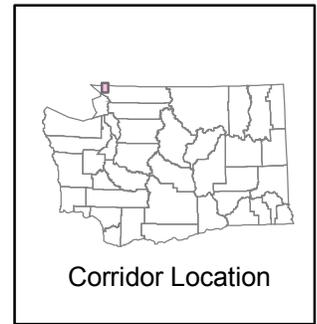
This corridor will have a 6-lane cross-section.

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



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Assets



HSP Corridor Location

Assets

- Signalized Intersection
- At Grade Railroad Crossings
- Bridge
- Ferry Terminals
- Ferry Route
- Park and Ride
- Weigh Stations
- Rest Area Sites

Corridor Pavement Type

- HMA
- BST
- PCCP

Other Features

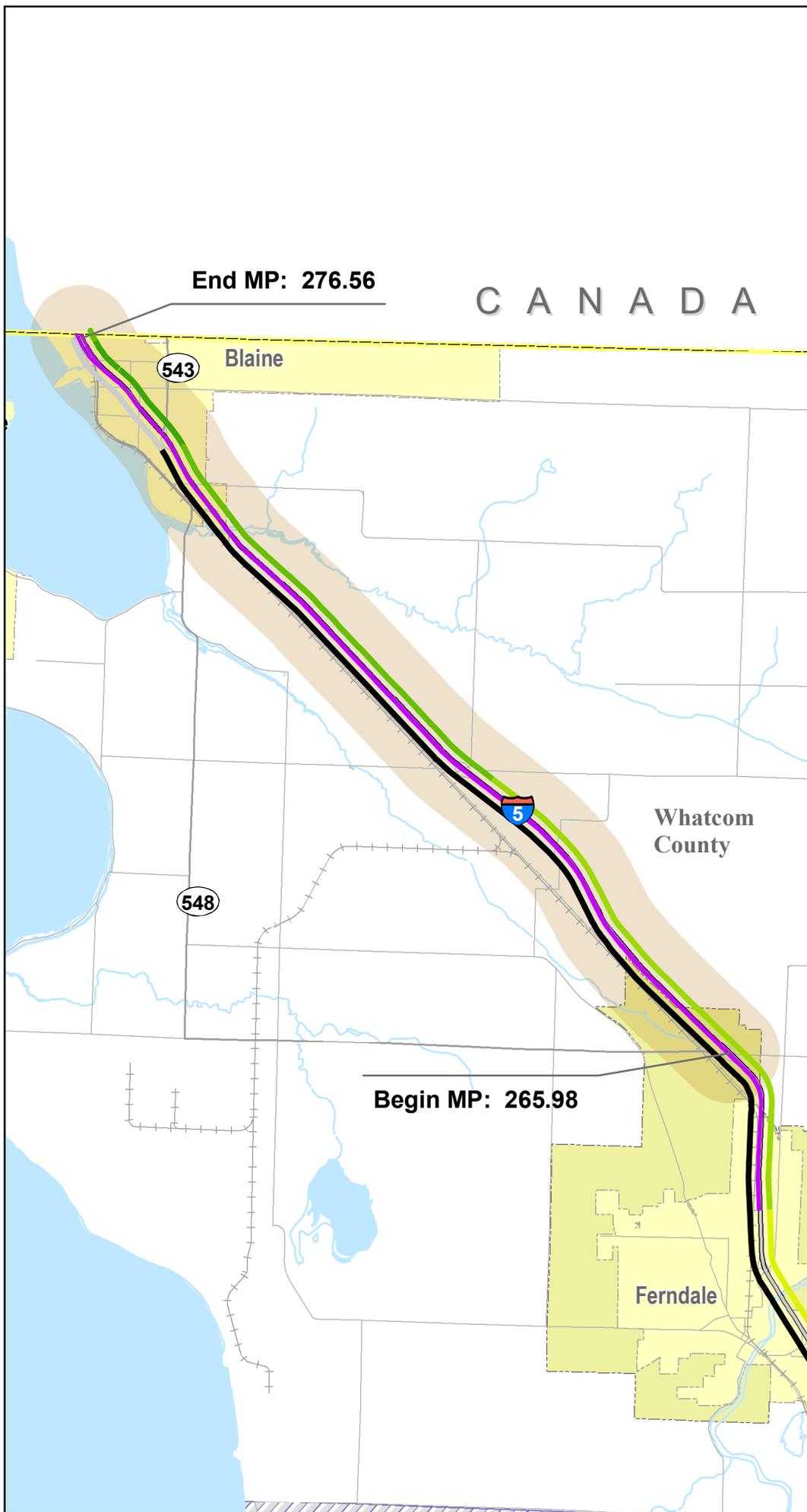
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- Airport
- County Line

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HSP Congested
Corridor Analysis

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

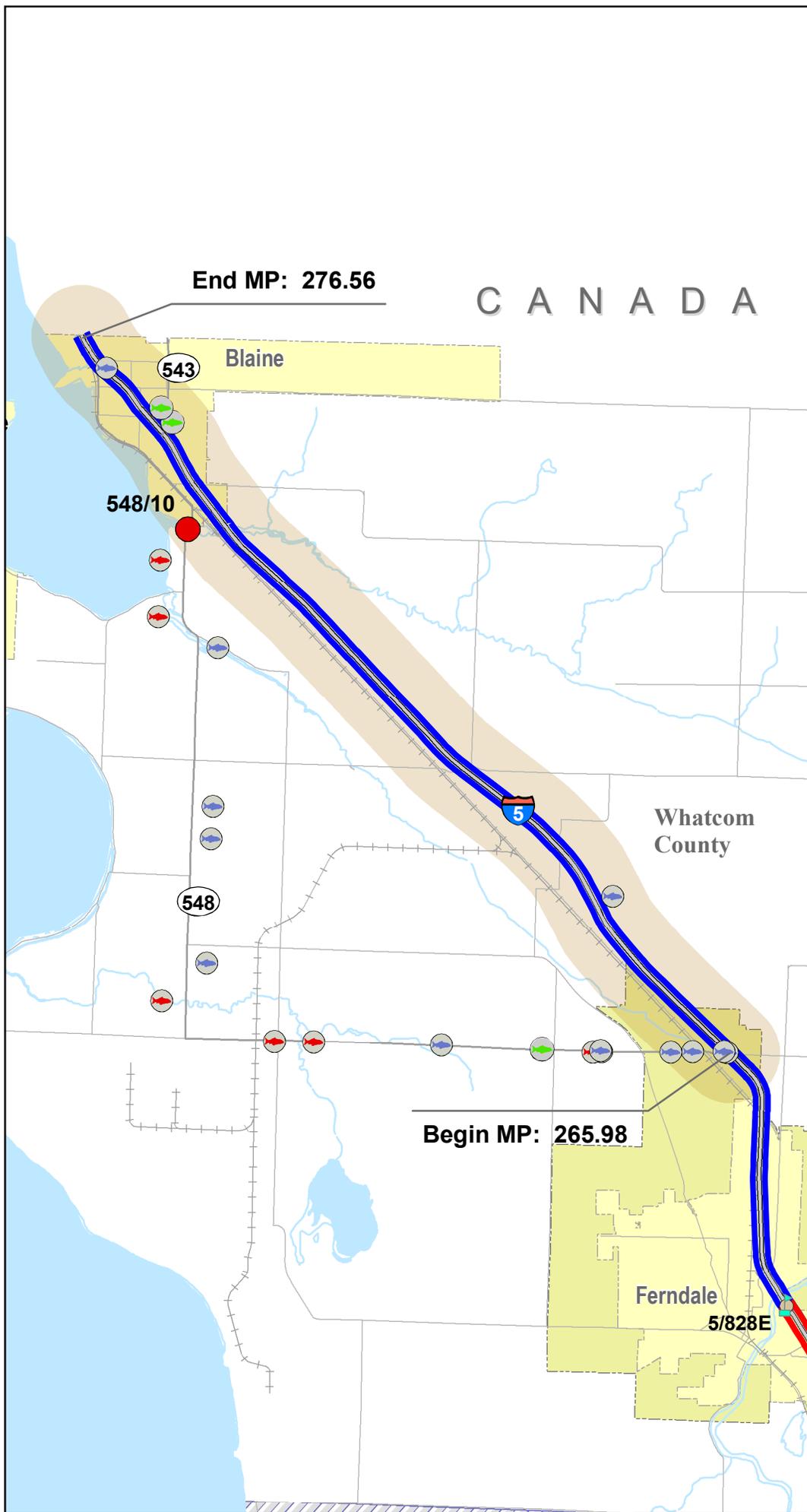
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HSP Congested Corridor Analysis

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



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Solutions



Other Features

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

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