

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

*I-5: SR 534 Jct (Conway) to Cook Rd Jct (Burlington)*

This 12-mile segment of Interstate 5 is located in Skagit County between the interchange with State Route 534, to the south near the community of Conway, and the junction with Cook Road to the north in Burlington. Approximately two-thirds of this corridor is in an urban/suburban area. Land use adjacent to this section of the corridor varies between large commercial centers and residential neighborhoods. There are also several school campuses in close proximity to the highway. The remaining third, divided at either end of the corridor, is distinctly rural with primarily agricultural use. Vistas along this corridor prompted the designation of this segment of I-5 as an Agricultural Scenic corridor. The corridor crosses the Skagit River and its southern end is near the river's delta and Skagit Bay. In agricultural areas, the vegetation is primarily cultivated crops and the terrain is generally flat with foothills in the distance. Plant life in the urban and suburban portions of this corridor is dominantly grasses with pockets and thin strips of deciduous and coniferous trees and shrubs.



**Current Function**

I-5 is the major north-south route along the United States' west coast connecting most major cities between Canada and Mexico. This portion of I-5 provides local access to Mount Vernon, Burlington and nearby communities, and intersects State Routes 534, 536, 538, 20, and 11. The Skagit River Bridge is also on the corridor which provides a critical, high-capacity link across the river. This corridor supports significant freight, recreational, commuter, and transit traffic. In addition to population centers, major traffic contributors include a large shopping center, manufacturing and agricultural operations, hospitals, schools, and transportation hubs such as ferry terminals, Skagit Station, and Skagit Regional Airport. Recreational travelers use the corridor, to access natural areas such as Mount Baker-Snoqualmie National Forest, North Cascades National Park, San Juan Islands, Island County and many popular state parks in the area. Skagit Transit provides service to the surrounding communities, including two routes connecting with Whatcom and Snohomish counties, park and ride centers, and an Amtrak Station in downtown Mount Vernon.

**Future Function**

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

## Highlights and Performance

This section of I-5 is largely a four-lane, divided highway except for the southern portion between Mount Vernon and Conway, which is six lanes. The corridor is divided by a median for its entire length. The annual average daily traffic on this corridor is highest in Burlington at SR 20 and lowest north of Burlington.

### What's working well?

- Approximately 96% of surveyed pavement on the corridor is in fair or better condition.
- All of the corridor operates above WSDOT's congestion thresholds.
- WSDOT improved clearance on the Skagit River for over height vehicles.
- Investments on parallel routes have improved mainline performance such as the compact roundabout at the Anderson Road/Cedardale Road intersection.
- Interchange enhancements at SR 11 and SR 20 have improved access and reduced mainline queues.
- Park and rides at SR 11/Chuckanut Drive and E Hickox Road are well used.
- Cable barriers along the corridor have improved safety.
- Noise walls in Burlington reduced impacts to schools.

### What needs to change?

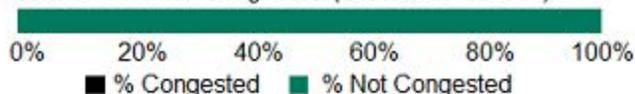
- High traffic flow onto the corridor from interchanges during peak periods is resulting in slowdowns on I-5.
- Tight spacing between the George Hopper and College Way interchanges and Skagit River Bridge and lack of east-west capacity on these local roads reduces the effective capacity of I-5.
- Roughly, half of the traffic volume is from local trips due to lack of local street connectivity and capacity.
- There are seven bridge preservation needs on the corridor including six seismic retrofits.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
71,070	47,416	Annual Average Daily Traffic (AADT)
9.5%	6.5%	Bus/Truck Percent
65.79		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$59,181,000		Corridor Investments (2005-2016)

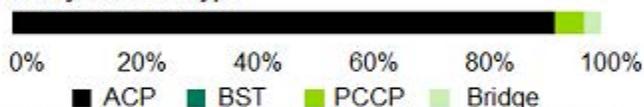
### Mobility

Percent of Corridor Congested (Statewide Screen)



### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/Enhance/Assess
Fish Barriers	57.1% Passable	42.9% to Do
Noise Walls	50% Built	50% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	23 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Partners expressed a concern about the corridor not meeting current modeled levels of service.
- A desire to investigate capacity expansion projects for on-ramps, off-ramps, and arterial streets in order to decrease their impact on I-5.
- At-grade rail crossings on the local roads contribute to congestion at interchange ramps.
- A desire to encourage walking and bicycle use through additional local network connections across I-5, like the Tammi Wilson Memorial Trail under I-5 in Burlington.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>

#### Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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#### Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and vegetation control.</i>
Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 100% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>

#### Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 55% of the corridor.</i>
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#### Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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## For more information

To find out more information about this corridor or how to get involved, please contact:

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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