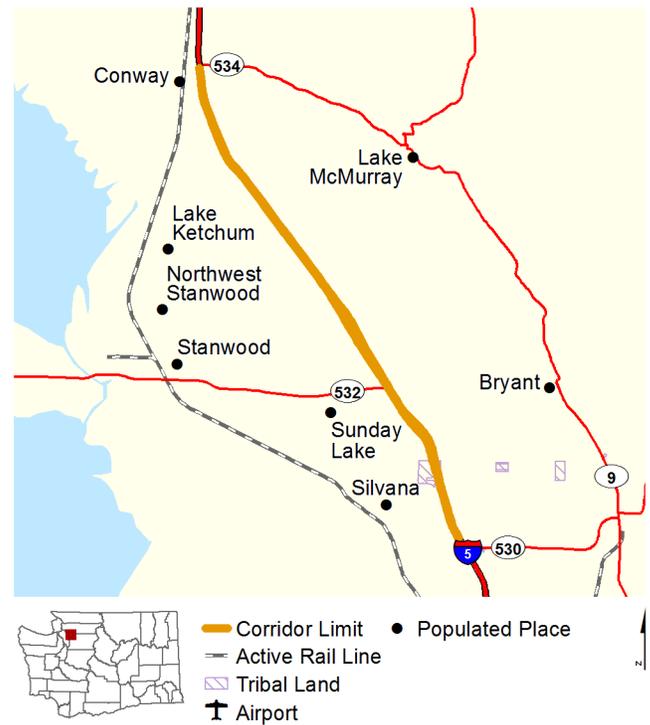


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

I-5: SR 530 Jct (Arlington) to SR 534 Jct (Conway)

This 12-mile long north-south corridor is located parallel to Skagit Bay and Port Susan. The corridor travels between the State Route junction in city of Arlington and the SR 534 junction in the census-designated place of Conway. The corridor's character is primarily rural with predominantly agricultural and rural residential land uses. Concentrations of farmland are mostly found at each end of the corridor. This segment crosses over the Stillaguamish River which empties out into nearby Port Susan. The route either crosses over or runs near several small creeks while a portion of the north end parallels the Skagit River. Other notable landmarks are Camano Island and the North Cascades National Park. While not adjacent with the railway, this corridor does parallel BNSF. The Arlington Municipal Airport is located at the southern end of the route. The corridor's terrain is rolling as the route passes through undeveloped land with many trees located throughout.



Current Function

Interstate 5 is the major north-south route along the U.S. west coast connecting most major cities between Canada and Mexico. This corridor primarily functions as a freight corridor. The corridor also carries freight, commuters, recreational trips and tourists, as well as cross border traffic between British Columbia and Washington. The corridor is a Highway of Statewide Significant and provides regional and local access to communities at three interchanges. Two wo interchanges are located in Snohomish County at SR 530 and SR 532, and one in Skagit County at SR 534. A portion of this route is designated as an Agricultural Scenic Byway, which is located between the Snohomish County Border to the Conway and beyond to the Mount Vernon Urban Area. Other trip attractors on the corridor includes the Mt Baker-Snoqualmie National Forest and North Cascades National Park. This route serves both Skagit and Island transit connections to major metropolitan areas. There are 13 park and ride lots with over 1,135 spaces along the route.

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 I-5 is a six- to seven-lane, divided, unsignalized highway. The corridor has both acceleration and deceleration lanes present throughout. The annual average daily traffic on this corridor is highest just south of SR 530 in Arlington and lowest midway between SR 532 and SR 534.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 94% of surveyed pavements on the corridor are in fair or better condition.
- There are no chronic environmental deficiency sites on the corridor.

What needs to change?

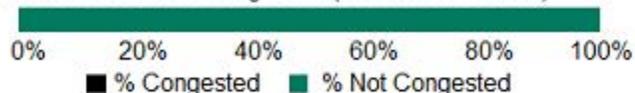
- The corridor has 14 bridge preservation needs, 11 of which are for seismic retrofits.
- Nine fish passage barriers are present on the corridor.
- This corridor has a medium habitat connectivity ranking.

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

High	Low	
82,362	60,190	Annual Average Daily Traffic (AADT)
10.7%	9.5%	Bus/Truck Percent
97.1		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$55,656,000		Corridor Investments (2005-2016)

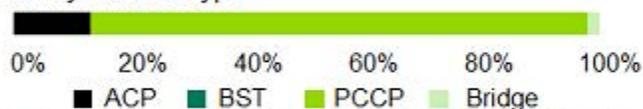
Mobility

Percent of Corridor Congested (Statewide Screen)

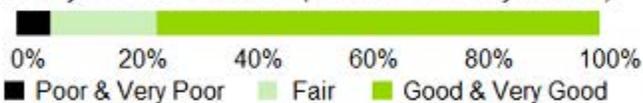


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	22.7% Passable	77.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	5 High Priority Miles
Stormwater Treatment	15 BMPs	Retrofit Prioritization in progress
	33.7	% of Corridor with high potential for increased Climate Impacts
	4	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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

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>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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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>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 74% 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:

Todd Carlson

NW Mt. Baker Area Planning Office
Planning & Engineering Services Manager
360-757-5980
carlsot@wsdot.wa.gov

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.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

Notificación de Título VI al Público

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.