

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:

SR 548: Grandview/Blaine Rd Jct to I-5 Jct (Blaine)

This eight-mile long north-south corridor runs between the Grandview-Blaine Road junction and the Interstate 5 junction in Blaine. The corridor travels through the city of Blaine continuing south through the rural community of Birch Bay to the intersection of Grandview and the BP Refinery. Within the city of Blaine, the corridor's character is urban with single- and multi- family homes and commercial uses abutting the corridor. North of the corridor is the second busiest U.S.-Canada border crossing in the United States. As the corridor passes through Blaine, it hugs the coastline passing by Blaine Harbor. The southern half of the corridor is rural in character and is comprised of agriculture, undeveloped land, and some industrial uses. The corridor crosses over Dakota and California creeks, and Birch Bay State Park and Campground is located southwest of the corridor. The corridor's terrain is primarily flat with a couple of rolling hills at the southern section of the corridor. Vegetation of the corridor is comprised of farmland and a mix of conifer and deciduous trees scattered throughout.



Current Function

SR 548 is a state highway, traveling between two interchanges with I-5, one north of Ferndale and the other north of Blaine, which serves Whatcom County. The segment of SR 548 that the corridor runs along primarily supports the movement of people and goods in northern Whatcom County, connecting them with I-5, and providing access to the U.S.-Canada Border. The route is a north-south freight corridor for the BP Refinery located at the southern end of the corridor. This corridor serves the community of Birch Bay and the city of Blaine providing easy access to residential and commercial areas along the segment, as well as access to the Birch Bay State Park and marine areas. Whatcom Transit Authority provides transportation service along this corridor. One park and ride is accessible from SR 548 providing ten parking spaces for travelers. Bicycle use is permitted on the corridor within the city of Blaine.

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

SR 548 is a two-lane, undivided, unsignalized highway. However, there are multiple unsignalized stops along the route. The I-5 junction in Blaine serves as the last northbound exit prior to the U.S.-Canada border. The annual average daily traffic on this corridor is highest at the Hall Road intersection in Blaine and lowest at the Grandview intersection near Birch Bay unincorporated Urban Growth Area.

What's working well?

- Approximately 94% of surveyed pavements on the corridor are in fair or better condition.
- This corridor operates above WSDOT's adopted congestion thresholds.
- There are no chronic environmental deficiencies or habitat connectivity issues on the corridor.
- The corridor has no bridge preservation needs at this time.

What needs to change?

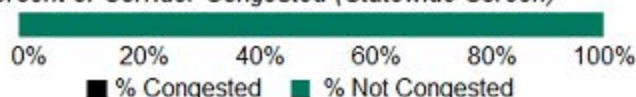
- Pedestrian and cyclist facilities are limited to the shoulder and a shared-use trail in Blaine.
- The Birch Bay-Lynden Road and Portal Way Road intersections often experiences congestion.
- Slow-moving trains undergoing customs inspection cause long back-ups on the corridor.
- There are five fish passage barriers on the corridor.

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

High	Low	
6,200	2,345	Annual Average Daily Traffic (AADT)
6.4%	4.0%	Bus/Truck Percent
16.1		Number of Lane Miles
6		# of Signalized/Stop Controlled Intersections
\$4,384,000		Corridor Investments (2005-2016)

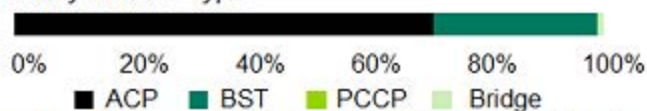
Mobility

Percent of Corridor Congested (Statewide Screen)

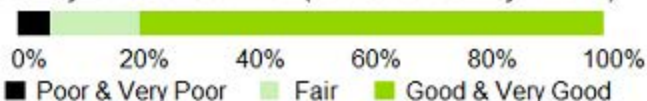


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	6 BMPs	Retrofit Prioritization in progress
Zero	% 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 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, rest areas, and pavement repair.</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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