

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: I-5 Jct (Ferndale) to Blaine Rd (BP Refinery)

This six-mile long east-west corridor is located near Blaine in Whatcom County and is also known as Grandview Road. The corridor runs between the Interstate 5 junction in Ferndale and Blaine Road, by the BP Refinery. The corridor is mainly rural in character with land uses dominated by agricultural activities, with some medium-density residential housing clusters occurring at intersections. At the eastern terminus, there are some commercial uses, industrial businesses, and residences present. At the western terminus, the corridor is surrounded by farmland and the BP refinery. This corridor crosses the BNSF Railway at two different points, near the BP refinery and near I-5. West of the corridor, along the coastline, is Birch Bay and Birch Bay State Park. The corridor terrain is a mix of flat and rolling hills. Vegetation is comprised of farmland, a mix of conifer and deciduous trees, and shrubbery.



Current Function

State Route 548 is a state highway that travels between Ferndale and Blaine. This portion of the corridor comprises the southern portion of SR 548. This corridor primarily functions as a freight corridor, supporting the movement of goods in northern Whatcom County, notably the BP Refinery. The corridor supports frequent and heavy industrial traffic going to and from the nearby refineries and industrial parks. This corridor also provides access to commercial, residential, and agricultural opportunities within Blaine. The corridor functions as a recreational corridor, providing access to Birch Bay State Park, Semiahmoo Resort, and the Cherry Point Aquatic Reserve. Near I-5, this corridor connects to a commercial complex providing both local and regional shopping opportunities. Whatcom Transit Authority provides service between Blaine and Drayton Road. Cycling is permitted on the shoulder, and this route is a popular recreational cycling 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 of SR 548 is a two-lane, undivided, unsignalized highway, with an interchange at I-5. The annual average daily traffic on this corridor is highest at the I-5 junction in Ferndale and lowest at the Blaine Road intersection near the BP refinery.

What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- All surveyed pavements on the corridor are in fair or better condition.
- The Blaine Road roundabout has improved the mobility of motorized traffic on the corridor.

What needs to change?

- There is one bridge below seismic standards on the corridor.
- There are currently no pedestrian or shared-use facilities 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	
10,296	2,345	Annual Average Daily Traffic (AADT)
10.3%	6.4%	Bus/Truck Percent
13.88		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$4,021,000		Corridor Investments (2005-2016)

Mobility

Percent of Corridor Congested (Statewide Screen)

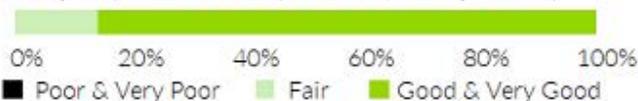


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	58.3% Passable	41.7% 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	1 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

- Concerns about addressing motorized traffic during peak hours since it influences the local street system, particularly Main Street, Portal Way, and Slater Road.
- A desire to explore ways in which to decrease the effects of increased railroad freight traffic related to Gateway Pacific Project.
- The impact of planned commercial developments by the Lummi Nation and major independent retailers on the corridor's mobility.
- One partner would like to see gradual improvements made to pedestrian and cyclist facilities as motorized capacity expands.
- Freight interests would like to see changes to geometry at the I-5 interchange to improve freight mobility.

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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</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, rest areas, and pavement repair.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 3% 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.

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