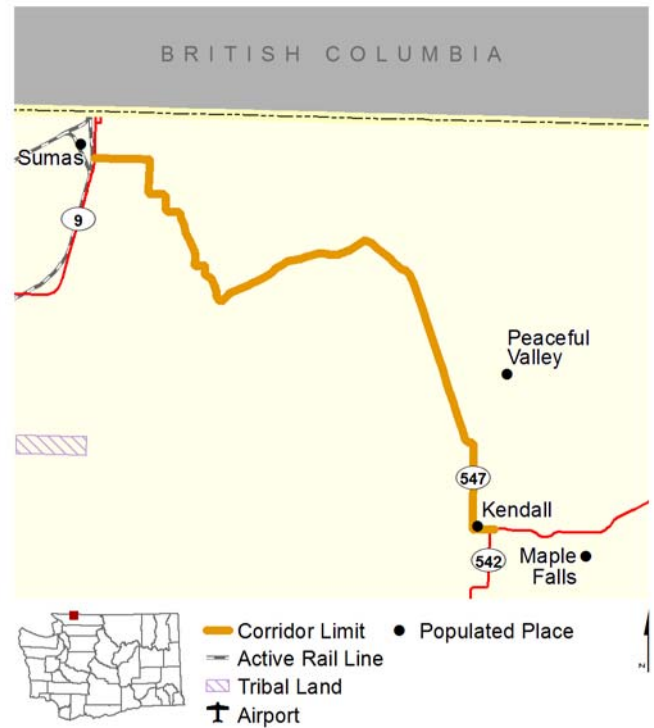


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 547: SR 542 Jct (Kendall) to SR 9 Jct (Sumas)

This 11-mile long northwest corridor is located in the northwest corner Washington, near the U.S.-Canada border. The corridor travels between the State Route 542 junction in the census-designated place of Kendall and the SR 9 junction in the town of Sumas. The corridor is mostly rural in character as it travels through a valley. The primary land uses on the corridor include residential, commercial, and light industrial within both Sumas and Kendall, as well as in between the two population centers. Concentrations of farmland are located near Sumas and Kendall. Most of the route consists of rolling terrain. Notable water features include the North Fork Nooksack River, Kendall and Sprague lakes, and Saar Creek. BNSF Railway is located perpendicularly to the corridor at the north end in Sumas. Natural vegetation on the corridor includes landscaped yards, a mix of conifer and deciduous trees, shrubbery, wild grasses, irrigated farmland.



Current Function

State Route 547 is a state highway that serves Whatcom County, extending from Kendall to Sumas. This corridor's primary role is to support the movement of people and goods in northern Whatcom County, function as a major rural connector route. The corridor is a major freight route, carrying as many as 140 trucks per day. The route is used by local residents, as well as nearby Canadians, as a commuter and recreational corridor. The corridor is identified as a scenic byway and is used by recreational users in order to access the Mt Baker Ski Area in the winter and Mt Baker-Snoqualmie National Forest activities year round. A portion of the corridor runs along the Glacier to Bay trail, which is part of the Bay to Baker trail system. The route provides connections to the Bellingham Amtrak station. There are no park and rides located along this corridor. Shoulder use is present for bicycling and walking.

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 547 is primarily a two-lane, unsignalized, undivided highway. The annual average daily traffic on this corridor is highest at the junction with SR 542 and lowest three miles north of the intersection with SR 542.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 92% of surveyed pavements on the corridor is in fair or better condition
- The new roundabout at the SR 547 and SR 542 junction is working well.
- There are no chronic environmental deficiency sites.

What needs to change?

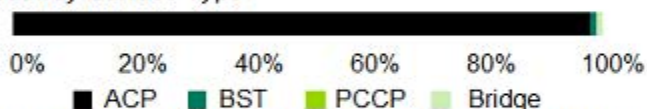
- There are no park and ride options in this area.
- Fish passage barriers are present on the corridor.

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

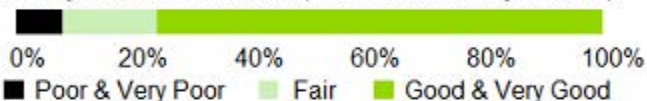
| High | Low | |
|-----------|-------|---|
| 4,074 | 1,402 | Annual Average Daily Traffic (AADT) |
| 6.9% | 3.4% | Bus/Truck Percent |
| 21.44 | | Number of Lane Miles |
| 3 | | # of Signalized/Stop Controlled Intersections |
| \$915,000 | | Corridor Investments (2005-2016) |

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

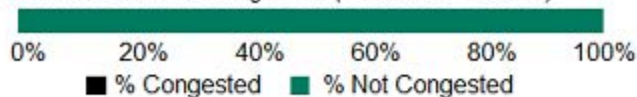


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

| | Protect | Restore/ Enhance/ Assess |
|------------------------------------|---|-------------------------------------|
| Fish Barriers | 33.3% Passable | 66.7% to Do |
| Noise Walls | 0% Built | 0% Proposed |
| Chronic Environmental Deficiencies | 0% Resolved | 0% Unresolved |
| Wildlife Connectivity | 0 Structures in Place | 0 High Priority Miles |
| Stormwater Treatment | 0 BMPs | Retrofit Prioritization in progress |
| Zero | % of Corridor with high potential for increased Climate Impacts | |
| 2 | 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> |
|-------------------|---|

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> |
|------------|--|

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> |
| Pavement | <i>WSDOT has identified one Pavement action in the next six years encompassing 65% of the corridor.</i> |

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> |
|----------|---|

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.