Executive Summary

Introduction

This Interchange Justification Report (IJR) documents responses to the Federal Highway Administration's (FHWA) eight policies on interchange justification to support the completion of full access at Exit 274 on Interstate 5 (I-5), which currently provides only partial access in the vicinity of the city of Blaine, Washington. Figure ES-1 shows the I-5 study area for this report, which runs from just north of Exit 275 (SR 543) to Exit 270 (Birch Bay-Lynden Road). WSDOT's current Design Manual, has divided their policy for added access (set forth in WSDOT Design Manual 1425) into eight requirements that address the eight policy points noted in Section 111 of Title 23 United States Code for Access to Interstates.

This report describes how proposed improvements to complete the interchange at Exit 274, hereafter referred to as the Proposal, respond to each of the eight requirements, which are referred to as policy points in the following sections. The responses address the manner in which the Proposal adheres to WSDOT and FWHA requirements on new or revised access to the interstate system.

This IJR demonstrates that modified access to Blaine meets the FHWA policy points, specifically:

- The current Peace Portal interchange allows only partial access to and from the south on Interstate 5. The interchange modifications would allow full access to the city of Blaine, allowing all movements to be made between I-5 and a re-aligned north-south arterial (Bell-Odell Road) which connects the communities of Blaine and Birch Bay. Full access is provided with a full diamond interchange—the simplest design with ideal function.
- The current access to and from I-5 south results in long out-of-direction travel for southbound drivers wishing to access Blaine and who miss the D Street (I-5 Exit 276) interchange. If drivers miss the D Street exit, the next opportunity to return to Blaine is almost 6 miles south at Birch Bay Lynden Road (I-5 Exit 270), resulting in a 12-mile round trip. Accident data indicate drivers will illegally use a median opening on I-5 between Birch Bay Lynden Road and Peace Portal Drive to return to Blaine. Some of these illegal u-turns have resulted in accidents for drivers attempting to accelerate to freeway speeds from the median. The interchange modifications provide a full-access interchange, eliminating the need for most u-turns, creating a legal u-turn opportunity, and also providing access from the north to southern Blaine, Birch Point, and locations to the east.
- The current Peace Portal interchange is focused only to the west of I-5, promoting circuitous travel on the surface streets, specifically between I-5 and east of the freeway. The arterial streets adjacent to the current interchange are at acute angles with offset intersections (e.g., Peace Portal at Blaine Road and Peace Portal at I-5). While some

intersections have been designed to provide 90-degree angles the intersection of Bell Road and Hughes Avenue has limited sight distance due to the bridge, and the intersections of Bell Road and Peace Portal are at acute angles impacting sight distance. The improvements would simplify routing, allowing access to both sides of Interstate 5 without having to cross over or under it. Intersections would be designed with 90-degree angles for optimal sight distance. Drivers would intuitively know to return to the interchange to access I-5 in both directions.

- The existing arterial surface street network includes east-west, north-south, and diagonal roadways. The result of this grid network is offset intersections at acute (non-90-degree) intersections. The interchange modifications align a north-south arterial (Blaine Road, Bell Road, and Odell Road) creating a continuous link between the Blaine and Birch Bay communities. The interchange modifications also provide interchange access to Interstate 5 in this one location and eliminate closely spaced offset intersections (e.g., Bell Road/Hughes Sweet Road and Odell Road/Hughes Sweet Road).
- Currently, regional travel may use Peace Portal Drive for long distances rather than use Interstate 5. These long-distance regional trips should be assigned to the Interstate. The regional travelers will experience a safer trip where expected accident rates are dramatically lower than facilities like Peace Portal Drive. (Accident rates can be nearly three times higher on a collector arterial than an interstate in rural areas.) The interchange modifications will help accommodate regional trips on potentially safer regional facilities by allowing access to Interstate 5 in all directions.

Project Background

Interstate 5 runs from the U.S.-Canada border to the U.S.-Mexico border as a major route for freight and trade. Within the city of Blaine, near the U.S.-Canada border, Interstate 5 is dominated by regional cross-border (international) passenger and freight travel and subject to peak periods indicative of recreational rather than commuter travel.

Three interchanges along Interstate 5 provide access to the study area, exits 270, 274, and 275. the first interchange, Exit 270 Birch Bay-Lynden Road, is a full-access interchange and is 4 miles from the next exit to the north, Exit 274. Exit 274 at Peace Portal Drive is a non-standard directional interchange providing access to and from the south only and only on the west side of the interstate. The third interchange, Exit 275 at SR 543, is a non-standard directional interchange providing access to and from the north to the truck/freight border crossing (Pacific Highway).

The partial access at both Exit 274 and Exit 275 (no access north onto I-5 or southbound access off) makes circulation confusing. This is further complicated by the long distance between Exit 276 and Exit 270 for southbound travelers. The City of Blaine, using funds provided by FHWA through WSDOT, commissioned this Interchange Justification Report to address potential access issues on Interstate 5 within the city limits.

Project Alternative

The Core and Extended Team comprised of Federal Highways Administration (FHWA), Washington State Department of Transportation (WSDOT), Whatcom Council of Governments (WCOG) serving as the Regional Transportation Planning Organization (RTPO), and City of Blaine, developed, screened and identified a preferred alternative for meeting the project need. That alternative, shown in Figure ES-2, provides full access at a realigned Bell-Odell Road (Exit 274) and links the interchange to Exit 275 with an auxiliary lane intended to preserve operations on Interstate 5.

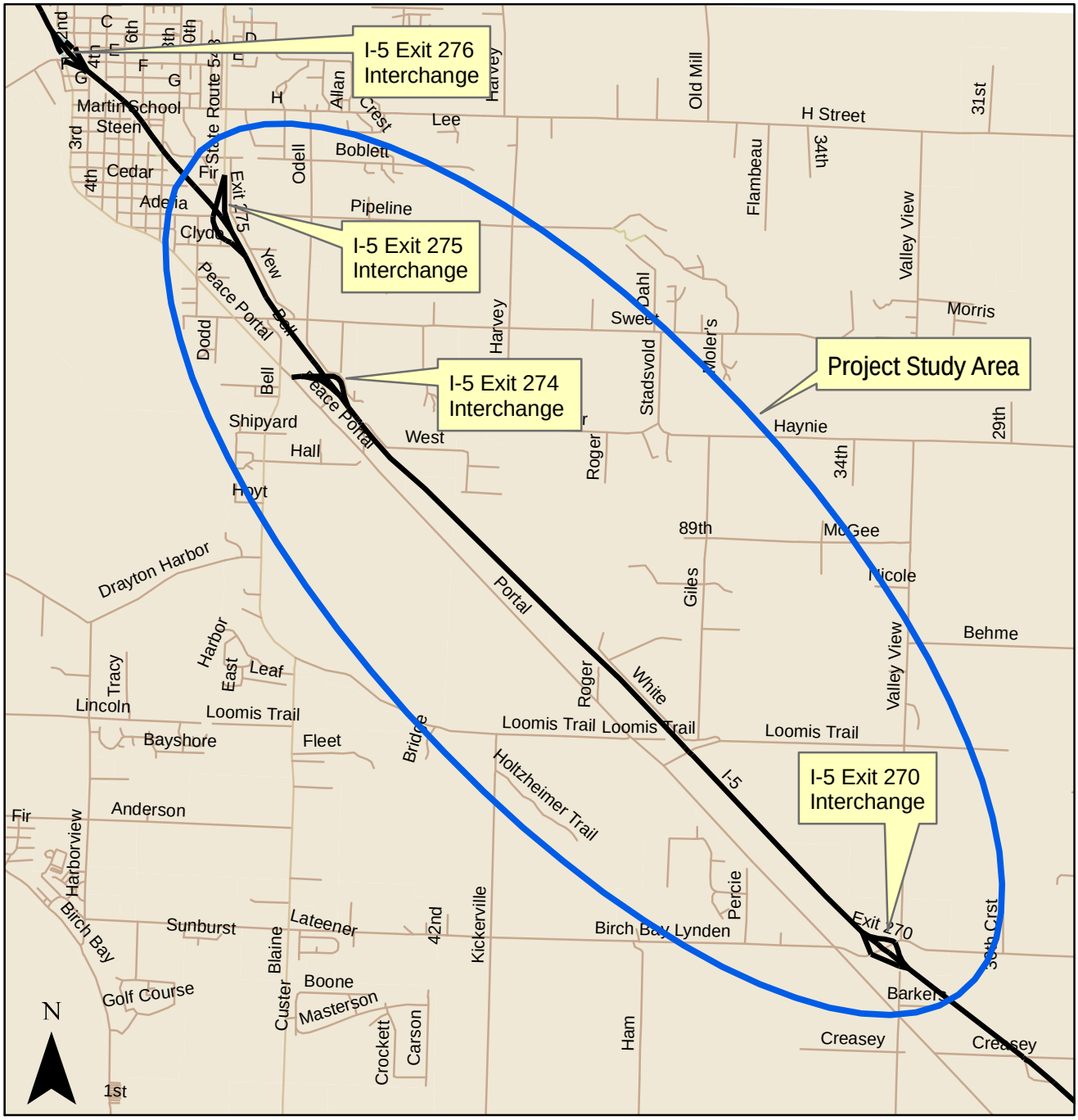
Project Purposes and Objectives

This request for revised access along I-5 is based on the current and future need to preserve interchange operations while accommodating U.S. border needs and improving access to the City of Blaine. U.S. Border crossing needs include improving regional system linkages between the two land crossings in Blaine and the two crossings to the east at Lynden-Aldergrove and Sumas-Huntington. The analysis documented in this report clearly indicates that the project will improve access and mobility without having a "significant adverse impact on the safety and operation" of I-5.

Table ES-1 summarizes how the Proposal will address the WSDOT IJRrequirements. The Proposal would accommodate interchange function while meeting expansion needs at the border and completing and preserving access to the City of Blaine. Improvements at Exit 274 may be followed by expanding the auxiliary lanes to complete collector-distributor (C-D) lanes on I-5 between exits 274 and 275, as funding becomes available.

Implementation

The Proposal is currently unfunded. This IJR addresses each of FHWA's policy points, but approval of the Proposal is contingent on adding the project to regional plan documents, obtaining full funding, and obtaining environmental clearances. Since project implementation could take several years, WSDOT will continue to monitor and assess the analysis of I-5 access in the Blaine area. While this Proposal assumes that an auxiliary lane would be adequate to facilitate weaving between exits 274 and 275, the analysis should be expanded to assess the need for C-D lanes. If the auxiliary lane reaches level of service D, WSDOT would initiate development of a C-D system.



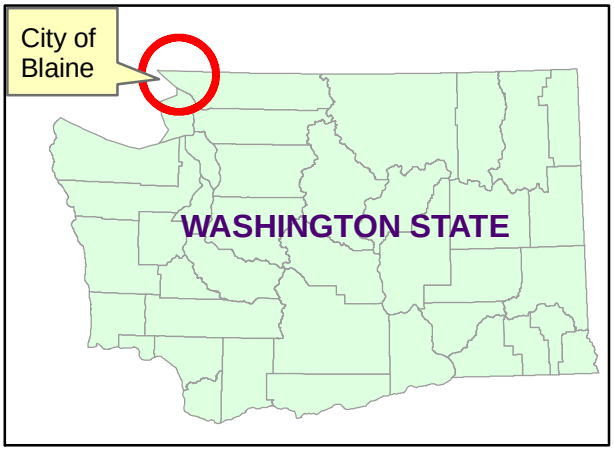


Figure ES-1
Vicinity Map
City of Blaine Access Project

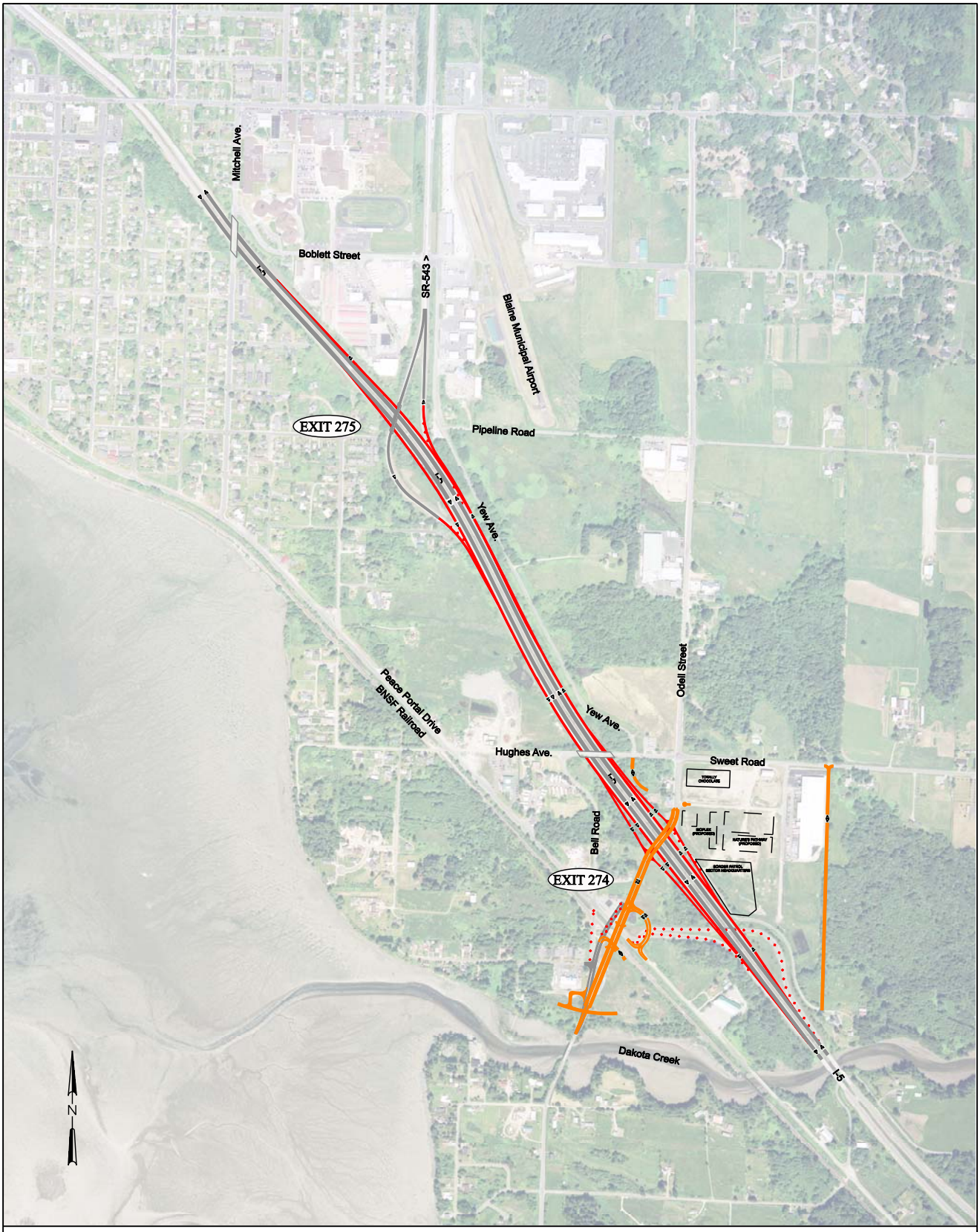


Figure ES-2

Blaine Proposal

City of Blaine Access Project

TABLE ES-1
Compliance with WSDOT Design Manual 1425*

WSDOT DM 1425 Requirements	Summary of Proposal Compliance
(1) Need for the Access Point Revision ***What are the current and projected needs and why won't the existing access points and existing or improved local system meet the needs? Is the anticipated demand short or long trip?***	
Provide a narrative section that describes the need for an access point revision and explains why existing access points do not address the need and how the proposal does meet the anticipated travel demand. Provide the analysis and data to support the access request.	A purpose and need statement was developed early in the process and is discussed in section 1.2. Deficiencies with the baseline conditions related to access at Exit 274 Peace Portal Drive are described in section 4.3. At Exit 274 the deficiency is related to partial access and circuitous travel.
Narrative. Describe the needs being addressed and describe the proposal in detail. Include all reasonable alternatives for design options, location, and travel demand management and transportation system management type improvements that are proposed to address the needs. Show that any alternative that might affect the need for the proposal has been considered in the needs analyses. Show that the existing interchanges/intersections and the local surface system can neither provide the necessary access nor be improved to satisfactorily accommodate the design-year travel demands. Describe traffic mitigation measures considered at locations where the level of service is or will be below service standards. Show that the access point revision portion of the proposal is primarily to meet regional (not local) travel demands. Distinguish between local and regional traffic (trip link and/or route choice).	The needs are listed in Policy Point 1 and the Proposal is described in Policy Point 2. An inclusive list of alternatives was developed to address the need, and potential mitigation such as future signal installation was considered where appropriate. While the desired level of service (LOS) C may not be achieved in the long-term design horizon, additional improvements (a C-D lane along I-5) may improve operations. However, as the Blaine area urbanizes, a LOS D may become acceptable. The Proposal is designed to meet regional travel needs – to reduce circuitous travel and improve driver expectations.
Analysis and Data. The data analysis procedures and study areas used must be acceptable to the support team. Show that a preliminary (planning level) analysis, comparing build to no-build data, was conducted and included the following steps:	Methods and assumptions used to develop and analyze traffic were reviewed and endorsed by the core team in a technical memorandum (TM5 - see Appendix 1B). The team included representatives from WSDOT, the WCOG, and City.
• Define the study areas. The proposed access point revision will affect adjacent land use and, conversely, land use will affect travel demand generated. For a possible new interchange, there might be more than one study area depending on build/no-build options and the associated land use development levels.	The study area was described and agreed to in TM5 (Appendix 1A) and updated to include Exit 270 (Birch Bay-Lynden Road) and to exclude Exit 276 (D Street).
• Develop current and design year (20 years from start of construction) peak hour traffic estimates for the regional and local systems in the subarea of the proposal. Use regional transportation planning organization based forecasts refined, as necessary, by accepted travel demand estimating procedures. Forecasts for specific ramp traffic can require other methods of estimation procedures and must be consistent with the projections of the travel demand models.	The forecast methods and analysis years and time frames were agreed to in TM 5. WCOG was a participant in developing forecasts.

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WSDOT DM 1425 Requirements	Summary of Proposal Compliance
• Identify the origins and destinations of trips on the local systems, the existing interchange/intersections, and the proposed access.	The travel demand is dominated by regional growth. Growth in local travel is anticipated to be small as suggested by WCOG and noted in TM 5.
• Assign the appropriate travel demand to improvements that might be made to:	Travel demand was assigned to the network (primarily the freeway) based on anticipated growth in cross-border travel.
• The surface system such as: widen, add new surface routes, coordinate the signal system, control access, improve local circulation, or improve parallel roads or streets.	
• The existing interchanges such as lengthen or widen ramps, add park and ride lots, or add frontage roads.	
• The freeway lanes such as add collector/distributor roads or auxiliary lanes.	Collector-distributor lanes have been included in the ultimate design for Exit 274 modifications. Auxiliary lanes will be implemented initially, and C-D lanes will be constructed when deemed necessary.
• Transportation system management and travel demand management measures.	
• Describe the current and design year level of service at all affected locations within the study area; including local systems, existing ramps, and freeway lanes.	All operations are noted in Table 1-2 and Figures 1-1 and 1-2
(2) Reasonable Alternatives ***Have all reasonable alternatives been assessed and provided for?***	
Explain how the preferred proposal provides for all reasonable alternatives that are currently justified and includes provisions to accommodate alternatives that meet the identified future (design year) needs. (For example, if ramp metering and an HOV bypass meet future needs, they are provided for by constructing adequate storage or by acquiring adequate right of way for future construction.) Future projects must be coordinated as described in policy point 7 below.	The alternative development and screening process covered a broad range of solutions including TSM solutions and compared them to criteria consistent with the draft project purpose and need and environmental regulations. The Proposal includes design features to accommodate future interstate widening and collector-distributor lanes.
Describe all reasonable alternatives that have been considered — the design options, locations, and transportation system management type improvements (such as ramp metering, mass transit, and HOV facilities) that have been assessed.	Table 2-1 lists the alternatives considered to provide access. Appendices 2B through 2F provide a summary of the screening along with sketches of the alternatives.
Describe alternatives that were proposed and then rejected as being unreasonable. Explain why omitted reasonable alternatives were dismissed.	Alternative descriptions including why they were rejected are provided in Policy Point 2.
(3) Operational and Accident Analyses ***How will the proposal affect safety and traffic operations now and for the next 20 years?***	
The support team plays a critical role in operational	Methods and Assumptions TM5 (see Appendix 1B)

TABLE ES-1
Compliance with WSDOT Design Manual 1425*

WSDOT DM 1425 Requirements	Summary of Proposal Compliance
and accident analysis decisions such as selecting appropriate procedures, defining affected areas, selecting appropriate data, and defining "significant adverse impact." These are project-specific decisions. The reporting for policy point six is documentation of the procedures used to do the operational and accident analyses and the results that support and justify the proposal.	were established and endorsed by the core project team identifying operational analysis parameters, travel demand forecasting assumptions, acceptable level of service thresholds, and safety analysis. Results are provided in Tables 3-1, 3-2, 3-3 and 3-4 and Figures 3-1, 3-2, 3-3, and 3-4. Safety is addressed in section 3.4
Once the (preferred) proposed access revision has been selected, show that it will not have a significant adverse impact on the (a) operation and (b) safety of the freeway and the affected surface system, or that the impacts will be mitigated. If this cannot be shown, the needs and alternatives are revisited, using more detailed information, to develop a different proposal.	Results are shown indicating no impacts.
Show that the analysis procedures and study areas used are acceptable to the support team. Document the results of the following analyses in the decision report as appropriate:	The support team endorsed the methods and assumptions.
• An operational analysis for both the opening and design years of the existing freeway and the affected surface system.	Both 2015 year of opening and 2035 design year analyses are included for freeway system.
• An operational analysis for both the opening and design years of the proposed future freeway and the affected surface system for the preferred proposal.	Both 2015 year of opening and 2035 design year analyses are included for arterial street intersections.
• An accident analysis for both opening and design years of the existing freeway and the affected surface system, and for the proposed future freeway and affected surface system.	Accident analysis is provided in section 3.4.
The data used must be consistent with the data used in the environmental documentation. If not, provide justification for the discrepancies.	Future environmental documentation will be based on data from this document and will be updated if environmental documentation begins later than 2 years after receiving finding of engineering and operational acceptability.
(a) Operational Analyses. Demonstrate that the proposal does not have a significant adverse impact on the operation of the freeway or the adjacent affected surface system or that the impacts will be mitigated. Use appropriate operational analysis procedures. For complex urban projects, a refined model might be necessary. As a minimum, the latest accepted *Highway Capacity Manual* (HCM) might be appropriate. Any procedure used must provide a measure of effectiveness compatible with the HCM. Include data sufficient to allow independent verification of the results by using the HCM.	Freeway mainline operations will remain at level of service D or better using methods in the most recent Highway Capacity Manual and utilizing Highway Capacity Software.
All (design level) operational analyses shall be of sufficient detail and include sufficient data and procedure documentation to allow independent analysis and concurrence during FHWA or OSC	Analysis results are presented to show all assumptions. Parameters were agreed to in TM 5 (Appendix 1A).

TABLE ES-1
Compliance with WSDOT Design Manual 1425*

WSDOT DM 1425 Requirements	Summary of Proposal Compliance
evaluation of the proposal.	
Prepare a sketch or layout displaying adjacent affected facilities and the following data. Include this sketch or layout in the body of the decision report where it is readily available to the reviewers. Show:	Figures 3-1 through 3-4 provide such schematics.
• Distances between intersections or ramps of a proposed interchange and that of adjacent interchanges.	
• Design speeds.	
• Grades.	
• Truck volume percentages on the freeway,	
ramps, and affected roadways.	
• Adjustment factors (peak hour factors, etc.).	
• Freeway, ramp, and affected surface system traffic volumes (including turning volumes) forecasts for each option, including a "no build" scenario, in the AM and PM peaks (also, noon peaks, if applicable) and average daily traffic (ADT), for the opening and design year.	
• Current year (report year) traffic volumes based on traffic counts.	See Figures 1-1 and 1-2.
• Main line, ramp, and affected surface system lane configurations.	
The required minimum limits of the analysis on the freeway are through the adjacent and proposed interchanges/intersections on both sides of the access point revision unless it is documented that the proposal has no impacts on the adjacent interchanges/intersections. If the interchanges/intersections are closely spaced, it might be necessary to go beyond adjacent interchanges/intersections. In urban areas, extend the analyses far enough to include the extent of the traffic impacts. The required limits of the capacity analysis on the surface system are the extent necessary to show that the system can safely and adequately collect and distribute any new traffic loads resulting from the access point revision. Expand the limits of the study area, if necessary, to analyze the coordination required with an in-place or proposed traffic signal system. Document the limits of the analysis as well as how the limits were established. Document the results of analyzing the existing access and the proposed access point revision at all affected locations within the limits of the study area (such as, weave, merge, diverge, ramp terminals, accident sites, and HOV lanes) along the affected section of freeway (main line and ramps) and on the affected	Analysis study area limits were agreed to in TM 5 (Appendix 1A). These were modified to exclude D Street and include Birch Bay-Lynden Road.

TABLE ES-1
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WSDOT DM 1425 Requirements	Summary of Proposal Compliance
surface system. In the decision report, highlight the following:	
• Any location for which there is a significant adverse impact on the operation or safety of the freeway facility (such as causing a reduction of the operational efficiency of a merge condition at an existing ramp, introducing a weave, or significantly reducing the level of service on the main line due to additional travel demand) as well as what will be done to mitigate this adverse impact.	
• Any location where a congestion point will be improved or eliminated by the proposal (such as proposed auxiliary lanes or collector- distributor roads for weave sections).	An auxiliary lane is proposed between Exit 275 and 274 to mitigate impacts of closely spaced interchanges. Ultimately a C-D lane could be constructed when volumes increase.
• Any surface system conditions that will affect traffic entering or exiting the freeway. If entering traffic is to be metered, explain the effect on the connecting surface system (for example, vehicle storage).	Queue analysis was conducted and results are shown in Table 3-5.
• When the existing facility does not meet the desired level of service, show how the proposal will improve the level of service or keep it from becoming worse than the future level with no change in access.	Level of service with the Proposal is similar to the no-build condition.
(b) Accident analyses. Demonstrate that the proposal does not have a significant adverse impact on the safety of the freeway or the adjacent affected surface system or that the impacts will be mitigated.	Safety is discussed in section 3.4.
The required minimum limits of study are the same as for the operational analyses.	
Identify all safety program (I2) locations. Where appropriate, identify accident histories, rates, and types for the freeway section and the adjacent affected surface system. Project the rates that will result from traffic flow and geometric conditions imposed by the proposed access point revision. Document the basis for all assumptions.	Accident statistics are noted in section 3.4
(4) Access Connections and Design ***Will the proposal provide fully directional interchanges connected to public roads, spaced appropriately, and designed to full design level geometric control criteria?***	
Wherever possible, provide for all directions of traffic movements. The intent is to try to provide full movement at all interchanges. Less than fully directional interchanges for special-purpose access for transit vehicles, for HOVs, or to or from park and ride lots will be considered on a case-by-case basis. A proposed interchange access must connect to a public highway, road, or street. Discuss interchange spacing and how the proposed access point relates to present and future proposed configurations and the spacing recommendations. Show that the proposed	Policy Point 4 includes a drawing (Figure 4-1) and text supporting the design features of the Proposal. The Proposal will complete a non-standard interchange (Peace Portal Drive Exit 274), providing full access. All design criteria can be met for operations.

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access point revision will be designed to meet or exceed current full design level (Chapters 325, 440, 640, 940, and 1050, for example). Present the information in sufficient detail to be used for an operational analysis. For example, include the number of lanes, horizontal and vertical curvature, lateral clearance, lane width, shoulder width, weave distance, ramp taper, and all traffic movements, if appropriate.	
This information is presented as a simple sketch or a more complex layout depending on the complexity of the proposal. Construction plans, specifications, and estimates of quantities are not necessary.	See Figure 4-1.
When existing nonstandard features are to be retained, explain why they are nonstandard and justify the decision not to improve them to standard. The support team helps determine the extent of reconstruction to be proposed and rules on any suggestions regarding deviations for new work that are being considered to become part of the proposal.	The Proposal eliminates non-standard features (a partial-access interchange at Exit 274). No non-standard elements remain.
Show that all new ramp terminals will be designed to meet or exceed current state and local full design level geometric control criteria.	Figure 4-1 shows design features including access control
(5) Land Use and Transportation Plans ***Is the proposed access point revision compatible with all land use and transportation plans for the area?***	
Show that the proposal is based on consideration of and is consistent with local and regional land use and transportation plans. Before final approval, all requests for access point revisions must be consistent with the metropolitan and/or statewide transportation plan, as appropriate. (See Chapter 120.) Reference the existing and proposed land use plan and the regional and local transportation plans and studies that apply to the area. Explain the consistency of the proposed access point revision with those plans and studies, the applicable provisions of 23 CFR Part 450, and the applicable transportation conformity requirements of 40 CFR Parts 51 and 93.	The Blaine Access Study included members of the local jurisdictions (Whatcom County and Blaine), including the Whatcom County Council of Governments and planning, traffic, and design staff from WSDOT. State plans (The Highway System Plan), WCOG, and Blaine Comprehensive Land Use and Transportation Plans were reviewed. Plans by the federal government related to changing border operations were also referred to. The Proposal is consistent with and advances plans by the WCOG to provide full access at the partial-access interchange at Peace Portal Drive.
If the proposed access is not specifically referenced in the transportation plans, define its consistency with the plans and indicate the process for the responsible planning agency to incorporate the project. In urban areas, the plan refinement must be adopted by the metropolitan planning organization (MPO) before the project is designed.	The effort to consider access revisions was coordinated with support and assistance from the WSDOT and MPO (WCOG)
The proposed access point revision will affect adjacent land use and, conversely, land use will affect travel demand generated. Therefore, reference and show compatibility with the land use plans, zoning	Land use issues were considered in the development and screening of alternatives. The Proposal assumes that there are no land use changes due to the access revisions however access control changes may affect

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WSDOT DM 1425 Requirements	Summary of Proposal Compliance
controls, and transportation ordinances in the affected area.	land use. The relevant land use and transportation plans are noted for WCOG and the City of Blaine in Table 5-1
(6) Future Interchanges ***Is the proposed access point revision compatible with a comprehensive network plan?***	
In areas where the potential exists for future multiple interchange additions, support all requests for revised access points by a comprehensive freeway network study with recommendations that address all proposed, reasonable, and desired access points within the context of a long-term plan for that area. In larger urban areas, regional plans might be too generalized to specify individual interchanges. To plan the relative priority of new access points, a plan refinement study or traffic circulation study must be completed. The study must demonstrate that the proposed revised access point is compatible with other feasible new access points that have already been proposed.	No other interchange modifications are currently proposed or programmed for adjacent interchanges. Modifications at the partial interchange of I-5 at Peace Portal Drive (Exit 274) have long been identified in City and County transportation plans to complete full access.
Reference and summarize any comprehensive freeway network study, plan refinement study, or traffic circulation study. Explain the consistency of the proposed access point revision with those studies.	Studies of SR 543 have been completed to address truck route access; however, that study did not extend onto I-5.
(7) Coordination ***Are all coordinating projects and actions programmed and funded?***	
When the request for an access point revision is generated by new or expanded development (such as private developer or new park and ride lot), demonstrate appropriate coordination between the development and the changes to the transportation system. Show that the proposal includes a commitment to complete the other noninterchange/nonintersection improvements that are necessary for the interchange/intersection to function as proposed. For example, the local circulation system must be in place before new ramps are opened to traffic and there must be commitment to the travel demand management and transportation system management concepts included in the proposal. If future reconstruction is part of the mitigation for design year level of service, the reconstruction projects must be in the State Highway System Plan. All elements for improvements must be shown to include a fiscal commitment and a definite time for completion. If the access point is to be designed as a left-side connection for HOV use only, include a commitment to close the access, rather than to open it to general use, if the HOV demand is moved to another access point or it declines to a level that no longer justifies the access.	A listing of project coordination agencies is provided in Table 7-1. Improvements identified as not part of the Proposal but required for the project success are noted in section 7.3

TABLE ES-1
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WSDOT DM 1425 Requirements	Summary of Proposal Compliance
(8) Environmental Processes ***What is the status of the proposal's planning and environmental processes?***	
All requests for access point revisions on Interstate freeways must contain information on the status of the planning process. Show that the following federal objectives have been considered and report the proposed project's relationship to meeting them. Federal law (23 USC 111) requires that *"each state carry out a transportation planning process that provides for consideration of projects and strategies that will:*	Policy Point 8 describes the status of the environmental process for the Proposal. Environmental documentation for the proposed Exit 274 interchange modifications has not been initiated and is pending funding.
(a) Support the economic vitality of the United States, the states, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.	
(b) Increase the safety and security of the transportation system for motorized and nonmotorized users.	
(c) Increase the accessibility and mobility options available to people and for freight.	
(d) Protect and enhance the environment, promote energy conservation, and improve quality of life.	
(e) Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.	
(f) Promote efficient system management and operation.	
(g) Emphasize the preservation of the existing transportation system."	
All requests for access point revisions on freeways must contain information on the status of the environmental process. The following are just a few examples of status information that might apply.	Environmental documents for the Proposal are not currently developed. Improvements at Exit 274 are not currently programmed to be included in an environmental document.
• Are the environmental documents presently or soon-to-be submitted for approval?	
• What applicable permits and approvals have been obtained and are pending?	Permits have not been obtained.
• Are there hearings still to be held?	None are scheduled
• Is the environmental process waiting for an engineering and operational acceptability decision?	No.

*Note: Design Manual chapter has changed from 1425 to 505.