

City of Lynden  
**2023 - 2028** Six Year  
 Transportation Improvement Program  
 In Priority Order Keyed to Map

Ref No.	Project	Description	Termini	Classified	Complete Street	Phase	Funding Sources (\$ in thousands)					Local	State	TIB	Federal	Total
							2023	2024	2025	2026 - 2028						
1	<b>Main Street Bridge</b> <i>Pepin Lite Concept</i>	Bridge and approaches	Main Street over relocated Pepin Creek (Double Ditch)	Y	Yes	PE										0
						Const	X				800	DOC 1,900				2,700
2	<b>Pine Street Bridge</b> <i>Pepin Lite Concept</i>	Vehicular Bridge and approaches	Pine Street over relocated Pepin Creek (Double Ditch)  <i>Developer Mitigation - incl. in Local</i>		Yes	PE 2021-2022	X				312					312
						Const	X	X			2,864					2,864
3	<b>Pepin Creek Main Stem</b> <i>Pepin Lite Concept</i>	Upstream (Pepin Lite) Phased Relocation	Main Street to East/West Creek Corridor  <i>Department of Ecology potential funding. Developer Mitigation - incl. in Local</i>		NA	PE	X				734					734
						Const	X	X	X		8,950					8,950
4	<b>East/West Pepin Creek Corridor</b> <i>Pepin Lite Concept</i> (including culvert at Double Ditch)	Upstream (Pepin Lite) Phased Relocation	North end of Pepin Main Stem to Double Ditch Road  <i>Developer Mitigation - incl. in Local</i>		NA	PE	X				125					125
						Const	X	X	X		1,533					1,533
5	<b>Double Ditch Road</b>	Widen/Improve to City Arterial Street Standard (40') <i>Prerequisite: Construct Cross-Culvert to the North and redirect Pepin Creek into new channel</i>	Main Street to City Limits (Pepin Parkway) <i>Connect to Future Pepin Parkway Include Water &amp; Sewer Trunk Lines Developer Mitigation - incl. in Local</i>	pending	Yes	PE			X		387					387
						Const				X	5,216					5,216
6	<b>Pepin Parkway Bridge</b>	Pepin Parkway Arterial (Included in 2022 Design Standards) <i>Arterial Street - driveway access and parking restricted</i>	On Pepin Parkway over the relocated Pepin Creek  <i>Developer Mitigation - incl. in Local</i>		Yes	PE	X				248					248
						Const		X			2,475					2,475
7	<b>Pepin Parkway Arterial</b>	Pepin Parkway Arterial (Center Median Stormwater) <i>Arterial Street - driveway access and parking restricted</i>	Benson Road to Double Ditch  <i>Developer Mitigation - incl. in Local</i>	pending	Yes	PE	X				387					387
						Const		X	X	X	5,223					5,223
8	<b>Benson Road</b>	Widen to the west to avoid ditch on east. Pedestrian on west side - possible 10' separated trail <i>Arterial Street - driveway access and parking restricted Surface Transportation Block Grant (STBG)</i>	Sunrise Drive to Badger Road <i>Connect to Future Pepin Parkway Developer Mitigation - incl. in Local</i>	Y	Yes	PE	X				478					478
						Const		X			4,306			800		5,106
9a	<b>Kaemingk Trail Extension - Depot to 8th Street</b>	Trail Project Completion/Closeout (began in 2022)  <i>Trail: Park Impact Fee Funds, Sidewalk: Street Funds</i>	North 8th Street to Depot Road		NA	PE 2021-2022										0
						Const	X	X			1,000	450				1,450

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9b	<b>Kaemingk Trail Extension - Drayton to Main Street</b>	Widened Sidewalk/Trail Connector on 8th Street <i>Trail: Park Impact Fee Funds, Sidewalk: Street Funds</i>	Drayton St. to Main St		NA	PE 2021-2022										0
						Const	X	X				220				
10	<b>Judson Area Low Impact Development - 8th Street &amp; Alleys</b>	Stormwater Low Impact Development <i>Ecology Stormwater Grant funded design in 2020 DOE Constr. Grant with TBD &amp; Utility Fund Match</i>	Front St. to Judson Street E/W Alley - 7th Street to 9th Street		Yes	PE 2021										0
						Const	X					202	859			
11a	<b>Judson Area Low Impact Development - 9th Street &amp; Alley</b>	Stormwater Low Impact Development <i>Ecology Stormwater Grant funded design in 2020 Pending DOE Const. Grant. TBD &amp; Utility Matching Funds</i>	Front St. to Judson and E/W Alley to 10th		Yes	PE	X				50	120				170
						Const	X				650	1,950				2,600
11b	<b>Judson Area Low Impact Development - 10th Street &amp; Judson Street</b>	Stormwater Low Impact Development <i>Ecology Stormwater Grant funded design in 2020 Future DOE Const. Grant. TBD &amp; Utility Matching Funds</i>	Front Street to 7th Street		Yes	PE	X				50	120				170
						Const		X			650	1,950				2,600
12	<b>Cedar Drive - Street &amp; Sewer Utility Improvements</b>	Replace Sewer and Repair Road <i>Sewer Utility Fund Project</i>	Depot Road to 124 E Cedar		No*	PE/ROW	X				110					110
						Const	X				1,100					1,100
13	<b>Main Street Corridor Completion</b>	Reconstruct Street & Roundabout at Berthusen <i>Surface Transportation Block Grant (STBG) through Whatcom Council of Governments (WCOG)</i>	Intersection at Berthusen Road east 0.5 miles	Y	Yes	PE 2021					125					125
						Const	X	X			1,000			800		1,800
14	<b>Tromp Road</b>	Upgrade to Full City Standard <i>Planning Purposes Only Community Economic Development (CEDs) listed</i>	Front Street north to Alderwood right-of-way, then west to Curt Maberry	Y	Yes	PE				X	100					100
						Const				X	1,000					1,000
15a	<b>Bradley Road Arterial Improvements</b>	Upgrade to Complete Street with intersection improvements at both termini. <i>Anticipating State Commerce Funding and pursuing additional State/Federal funding</i>	Vinup Road to Line Road	Y	Yes	PE	X				250					250
						Const	X	X			1,540	2,950				4,490
15b	<b>Bradley-Vinup Roundabout</b>	New Roundabout replaces stop sign on Bradley <i>Pursuing State/Federal funding</i>	Eastwood (east) Ridgeway (north) Grover (south)	Y	Yes	PE	X				250					250
						Const	X	X			1,590					1,590

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16	Line Road	Upgrade to Full City Standard	Aaron Drive to Badger Road (SR-546)	Y	Yes	PE				X	50					50
		<i>Planning Purposes Only</i>				Const				X	1,500					1,500
17	3rd Street	Street Reconstruction <i>Planning Purposes</i>	Grover Street to Front St <i>Historic Business District</i>	Y	Yes	PE				X	20					20
18	4th Street	Street Reconstruction/Centennial Park Integration <i>Planning Purposes Only</i> <i>Community Economic Development (CEDS) listed</i>	Grover Street to Judson Street Alley <i>Historic Business District</i>		Yes	PE				X	20					20
19	6th Street	Street Reconstruction <i>Planning Purposes</i>	Grover Street to Front St <i>Historic Business District</i>		Yes	PE				X	20					20
20	Northwood Road	Upgrade to Full City Std <i>Planning Purposes Only</i>	Brome to Badger	Y	Yes	PE				X	70					70
21	E. Badger (SR-546) Intersections w/ City Arterials	Channelization/Roundabout & Lighting <i>Planning Purposes Only</i>	Roundabouts or Intersection Improvement at Line, Vinup , & Benson Roads	Y		PE				X	500	WSDOT 500				1,000
22	Judson Street Alley	Widen and Reconstruct Relocate Utility Poles <i>Community Economic Development (CEDS) listed</i>	3rd Street to 7th Street <i>Possible Directional Restrictions</i>		?	ROW/PE				X	50					50
23	Front Street (West) Arterial	Upgrade to Full Arterial City Standard <i>Street: \$2,600,000</i> <i>Utilities: \$700,000</i>	Duffner Ditch to Tromp Road west of Guide Meridian	Y	No	CM					245					245
						Const	X	U			1,800				1,800	
24	Front St Culvert Repair/Replace <i>Culvert at Duffner Ditch</i>	Replace Flood Damaged Culvert	Duffner Ditch to Duffner Drive west of Guide Meridian	Y	No	PE 2022					50					50
						Const	X				189	1,211			1,400	
25	Kaemingk Trail Extension to Dickinson Park	Paved Trail w/ 2 Bridges <i>2019 Parks &amp; Trails Bond</i>	17th Street to existing Ridgescreek Trail		NA	PE	X				200					200
						Const		X			2,500			2,500		
26	Arterial Maintenance Overlays Classified Routes	Grind and Overlay w/ ADA Upgrades	Birch Bay Lynden Rd, Vinup Rd, Front St		NA	Const				X	4,500					4,500
27	Intersection Repairs and ADA Classified Routes	Replace Asphalt w/ Concrete, ADA Upgrades	Intersections: Main & 3rd, Main & 1st,		?	Const	X	X	X	X	4,500					4,500

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28	<b>Bay Lyn Drive Duffner Ditch Culvert</b>	Duffner Ditch Culvert Replacement	Duffner Ditch		NA	PE		X			150				150	
						Const			X			1,000			1,000	
29	<b>Miscellaneous Chip Seal/Maintenance</b>	Miscellaneous Streets Chip/Fog seals	Various Locations		?	Const	X	X	X	X	200				200	
30	<b>Non-Motorized Facilities</b>	Non-Motorized Facilities/ADA Sidewalks	Various Locations		NA	Const	X	X	X	X	50				50	
							<b>TOTAL:</b>					<b>\$60,540</b>	<b>\$13,010</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$75,150</b>