

Many Interests and Values at Stake

Balancing the interests of commuters, residents and businesses along SR 9 is a big challenge.

Funding

The Washington State Legislature has provided a total of \$287 million to improve SR 9 from SR 522 in Maltby to SR 532 north of Arlington. This funding comes from the 2003 Nickel Gas Tax, the 2005 Transportation Partnership Account gas tax and Snohomish County sources.

Construction Limitations

Some sections of SR 9 carry up to 33,000 vehicles per day. To keep traffic moving, much of the construction must be performed at night. The need for warm and dry weather limits some work to the spring and summer months.

Environmental Concerns

SR 9 was built near wetlands, creeks and forested areas, which serve as habitat for many fish and animals. Some species, such as the Chinook salmon population, have been designated as threatened under the Federal Endangered Species Act. Because much of this work will be done adjacent to or in wetlands and streams, SR 9 improvements are being planned with attention to fish and wildlife needs. WSDOT will continue to meet the high standards for water quality set on other SR 9 projects. See the environmental section of our Web site for further information:

www.wsdot.wa.gov/environment

More info on threatened species is available via the US Fish and Wildlife Service Web site: www.fws.gov

Working with Snohomish County and Cities Along SR 9

WSDOT engineers are working closely with Snohomish County and other cities to improve SR 9 and prioritize projects. Projected growth, number of collisions, and traffic volumes were some of the factors used to determine which areas along SR 9 would be improved first.

Tribes

Tribes have cultural and economic interests that are tied to locations along SR 9. WSDOT is working with Samish, Snoqualmie, Tulalip and Yakama Tribes as we develop and build SR 9 improvements.

American with Disabilities Act (ADA): Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Dawn McIntosh at WSDOT, 206.440.4957, usually two weeks before the meeting date. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 800.833.6388, Tele-Braille at 800.833.6385, or Voice at 800.833.6384, and ask to be connected to 206.440.4528.

Title VI Notice 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 or 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.



A busy intersection on State Route 9

Contact Information

We would like to hear from you. Your thoughts and ideas guide us as we develop solutions along the SR 9 corridor.

www.wsdot.wa.gov/projects/sr9

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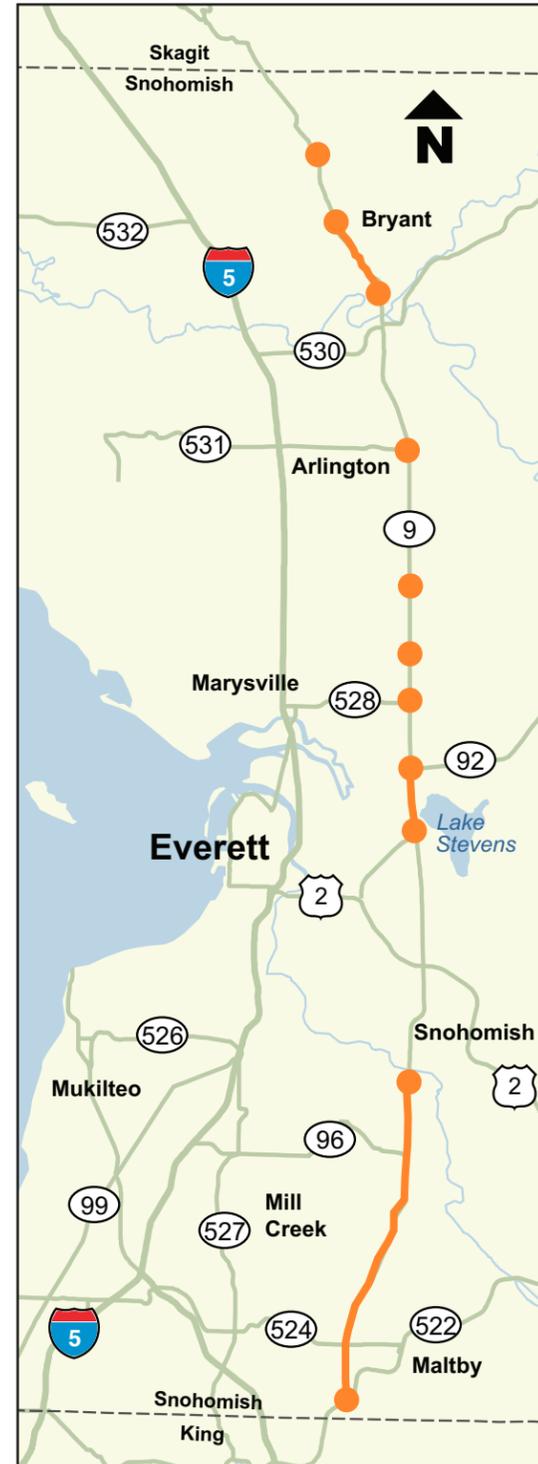
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SR 9 Corridor Improvements

July 2007



Drivers to See a Wider and Safer State Route 9

State Route 9 extends from just north of Woodinville at SR 522 to the United States-Canada border at Sumas, a distance of about 98 miles through Snohomish, Skagit and Whatcom counties. SR 9 parallels to the east of Interstate 5, crossing the Nooksack, Skagit, Snohomish and Stillaguamish river valleys as it skirts along the Cascade foothills.

Growing Economy, Growing Traffic

SR 9 was added to the highway system in 1937. In the last 30 years SR 9 has become a critical corridor for both commercial vehicles and commuters, while remaining largely unimproved. After I-5, SR 9 is the only other north-south corridor serving Snohomish County.

As a result of regional economic growth and demand for affordable housing, Snohomish County's population has grown by more than 37 percent in the last 15 years. With many sections of SR 9 offering only one lane in each direction, the surge in population has transformed this once free-flowing rural road into a gridlocked highway filled with commuters and commercial vehicles. This has resulted in an increase in rear-end, sideswipe and head-on collisions.

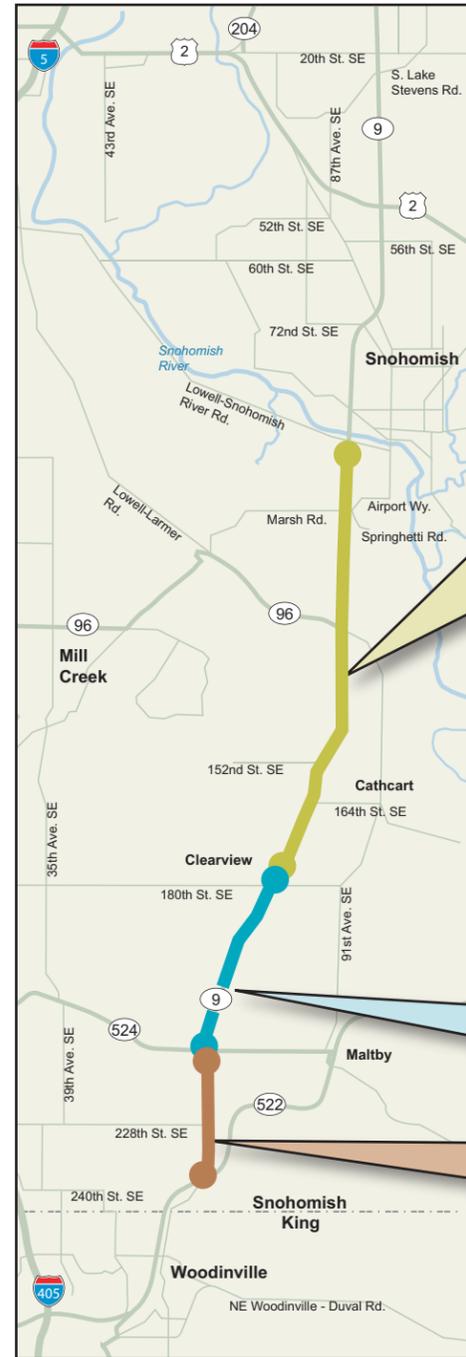
In the five years through 2005, traffic on SR 9 in Snohomish County increased by 27 percent. More than 2,000 collisions occurred, with more than 1,500 resulting injuries — nearly one per day on SR 9. Twelve of those collisions were fatal.

Solving These Problems

Between 2005 and 2013 WSDOT will spend \$287 million to transform SR 9 from a rural road into a wider and safer modern urban highway. WSDOT will improve key intersections along SR 9 by adding turn lanes and synchronized traffic signals to keep through traffic moving and reduce the risk of rear-end collisions. To help keep drivers safe WSDOT will also add 14.5 miles of new lanes. Divided medians will prevent cross over collisions at select locations.

The end result: SR 9 will be able to handle traffic more efficiently. Turning vehicles will no longer block traffic traveling through intersections. Drivers will also be able to travel between Arlington and Woodinville with increased ease on a wider and safer SR 9.

Map 1 - continued - see map 2



- Widen SR 9 from SR 96 to Marsh Road to provide new through lanes
 - Add turn lanes at intersections with SR 96 and Marsh Road / Airport Way
 - Install new street lights and traffic signals
 - Improve shoulders on Springhetti Road
 - Install traffic signal at 164th Street SE, interconnect it with signals at other intersections
 - Add turn lanes at 164th Street SE and at 152nd Street SE to allow traffic to keep moving
 - Rebuild intersection at Marsh Road / Airport Way / Springhetti Road
- Cost Estimate:** \$51.8 million
Construction: Spring 2008
Complete: Spring 2010

- Widen SR 9 to four lanes
 - Add turn lanes at major intersections
 - Upgrade guardrails, pavement markings and shoulders to increase safety
- Cost Estimate:** \$75 million
Construction: Spring 2010
Complete: Fall 2012

- Widen SR 9 from two to four lanes with raised center median
 - Add right and left turn lanes at intersections
- Cost Estimate:** \$40.5 million
Construction: Summer 2005
Complete: Spring 2008

Map 2 - continued - see map 3



Map 2 - continued - see map 1

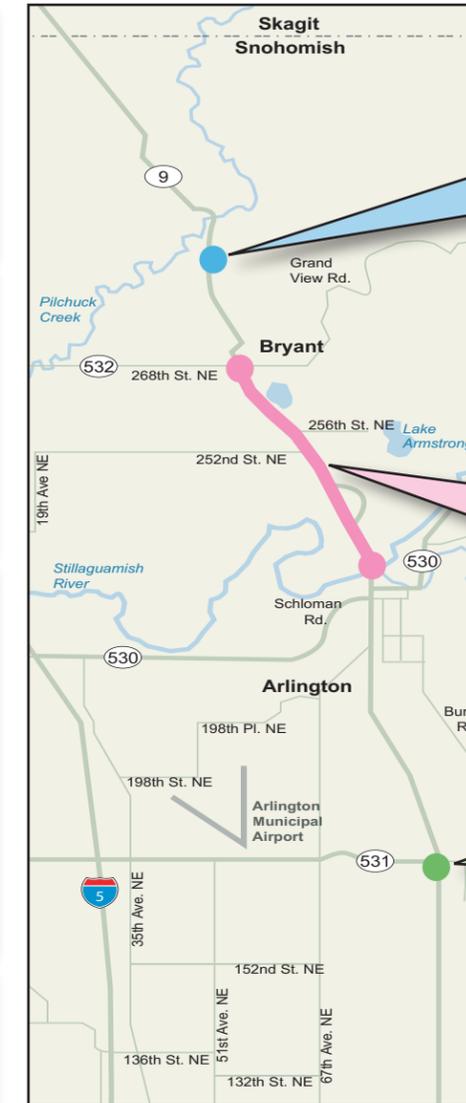
- Add left and right turn lanes at the Lauck Road intersection
 - Improve lighting to enhance safety
- Cost Estimate:** \$1.8 million
Construction: Spring 2007
Complete: Winter 2007

- Improve intersection by adding turn lanes
 - Upgrade street lighting and traffic signals
- Cost Estimate:** \$14.1 million
Construction: Spring 2011
Complete: Fall 2012

- Add fourth leg at intersection to allow east / west through traffic on 64th Street NE
 - Restripe to provide left and right turn lanes and through lanes for all traffic
 - Improve lighting and traffic signals for added safety
- Cost Estimate:** \$16.6 million
Construction: Spring 2011
Complete: Fall 2012

- Widen this section of SR 9 from two to four lanes
 - Build turn lanes at Lundeen Parkway
 - Add left turn lane southbound and right turn lane northbound at SR 92 intersection
 - Improve turn lanes at Soper Hill Road
 - Upgrade lighting and traffic signals
- Cost Estimate:** \$32.8 million
Construction: Spring 2010
Complete: Fall 2012

- Snohomish County Public Works will:
- Widen SR 9 from S. Lake Stevens Road to 20th Street SE
 - Provide through lanes and turn lanes
 - Upgrade street lights and traffic signals
- Snohomish County:** \$16.3 million
Total Cost Estimate: \$30.5 million
Construction: Summer 2008
Complete: Spring 2010



Map 3 - continued - see map 2

- Replace the Pilchuck Creek Bridge with a wider bridge
 - Realign section of SR 9 to improve sight distance and safety
- Cost Estimate:** \$6.2 million
Construction: 2011
Complete: 2013

- Remove a curve and flatten slopes to increase visibility for drivers
 - Add turn lanes at 252nd Street NE and 268th Street NE
 - Improve guardrails and drainage at these intersections to enhance safety
- Cost Estimate:** \$19.9 million
Construction: Spring 2007
Complete: Fall 2009

- Add turn lanes to separate traffic from through lanes, decreasing wait times and the risk of collisions
- Cost Estimate:** \$14.3 million
Construction: Spring 2011
Complete: Fall 2012

“Washington’s Future Just Got Better”

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