

Many interests and values at stake

Funding

The Washington State Legislature provided a total of \$211.6 million in the 2015 Connecting Washington transportation package to continue improvements on SR 9 from SR 522 in Woodinville to SR 532 north of Arlington. This funding is in addition to the \$300 million provided by the 2003 Nickel gas tax, the 2005 Transportation Partnership Account, Pre-Existing Funds and Snohomish County sources.

Construction limitations

SR 9 is an important commuter route, and the only north-south alternative to I-5. To keep traffic moving during the day, much of the construction on SR 9 must be performed at night. Some work also requires warm, dry weather, limiting construction to spring and summer months.

Environmental concerns

SR 9 winds through wetlands, creeks and forested areas that 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 the work on SR 9 will be done adjacent to or in wetlands and streams, we will incorporate the needs of fish and wildlife into our construction plans.

More information can be found on the environmental section of our website: www.wsdot.wa.gov/environment.

More information on threatened species is available on the US Fish and Wildlife Service website: www.fws.gov.

Working with Snohomish County and cities along SR 9

WSDOT engineers are working closely with Snohomish County and cities along SR 9 to prioritize improvement projects. Projected growth, collision history and traffic volumes are some of the factors we use to prioritize SR 9 corridor improvement projects.

Tribes

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

Americans with Disabilities Act (ADA) Information: Accommodation requests for people with disabilities can be made by contacting the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public: It is the Washington State Department of Transportation's 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 or her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity. For additional information regarding Title VI complaint procedures and/or information



A busy intersection on State Route 9

FOR MORE INFORMATION:

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PROJECT INFORMATION

www.wsdot.wa.gov/projects/sr9

SR 9 Corridor Improvements



Wider, safer State Route 9 corridor under way

State Route 9 extends 98 miles, from SR 522 north of Woodinville to the Canadian border. The highway parallels Interstate 5 to the east as it skirts through Snohomish, Skagit, and Whatcom counties.

Growing population, increasing congestion

When it became a state highway in 1937, SR 9 mainly served local traffic in rural areas. As the area developed economically, the population and demand for affordable housing also grew. Once rural areas soon became suburban communities. In Snohomish County, the population increased by 111 percent between 1980 and 2010.

Improving safety and reducing congestion

Following the explosive population growth and a significant increase in collisions, WSDOT began an aggressive program to widen the highway and improve safety.

Since 2000, WSDOT has invested nearly \$300 million to transform SR 9 into a wider, safer highway. An additional \$211.6 million in Connecting Washington funds will be invested through 2026 to continue improvements. We have completed 11 major projects since the corridor improvement program began. The highway is widened to four lanes in many areas, we've added turn lanes at key intersections to reduce the risk of head-on collisions, installed divided medians at select locations to prevent crossover collisions, and upgraded pavement markings, guardrail, drainage, culverts and lighting where needed.

The improvements are already showing results. For example, in the five-year period before SR 9 was widened to four lanes between SR 522 and 212th Street S.E. there was an average of 48 collisions per year between July 2000 and June 2005. Since the new lanes opened, the average number of collisions per year has dropped to 24, a decrease of 50 percent.

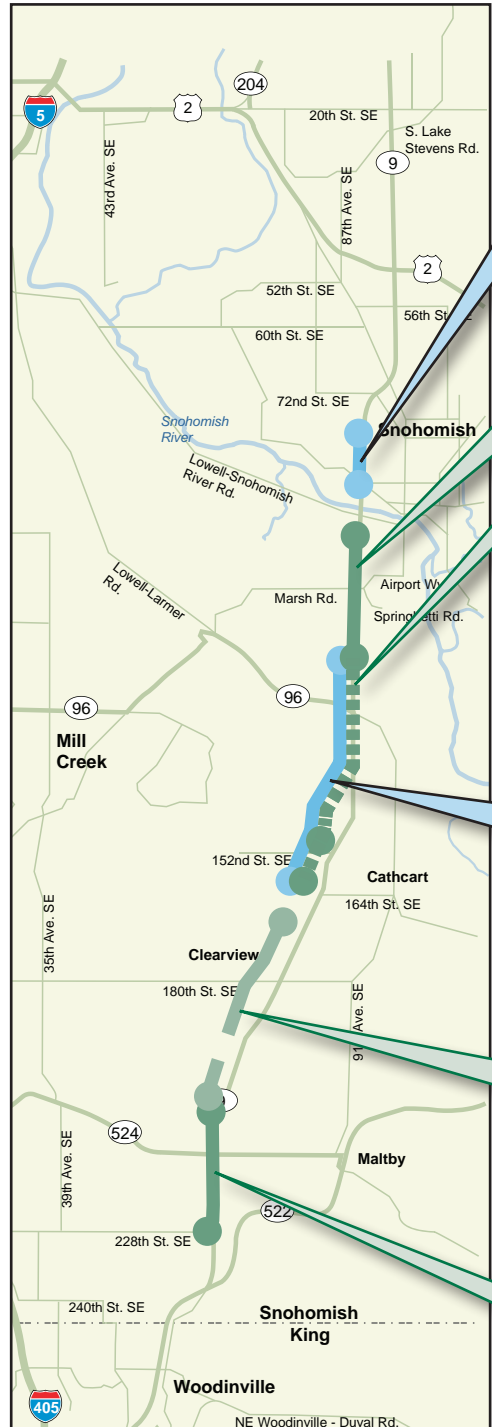
When we wrap up work on multiple projects along the corridor, drivers will benefit from new signals, wider bridges, new turn lanes and a wider roadway. These targeted improvements will continue help reduce congestion, improve traffic flow, and enhance safety throughout the SR 9 corridor.





We opened a new roundabout at SR 9/SR 531 intersection in October 2012.

Map 1



continued - see map 2

SR 9 Snohomish River Bridge Replacement

- Widen SR 9 to four lanes from Marsh Road to 2nd Street.
 - Construct a second bridge over the Snohomish River.
- Cost estimate:** \$142.1 million (Connecting Washington funds)
Construction: spring 2022
Estimated completion: fall 2026

Completed: Fall 2009

- Widened SR 9 to four lanes from SR 96 to Marsh Road, added turn lanes and installed a new traffic signal.
- Total Cost:** \$40.1 million

SR 9/176th St SE to SR 96

- Widen SR 9 to four lanes.
 - Add turn lanes at several intersections.
 - Improve drainage, lighting and traffic signals.
- Project is funded for Preliminary Engineering and Right of Way acquisitions only. (\$13 million)
 No funding is available for construction phase of the project.*

Completed: Fall 2013

- Widened SR 9 to four lanes, added turn lanes, and installed a raised center median.
- Total Cost:** \$54.1 million

Completed: Fall 2007

- Widened SR 9 to four lanes, added turn lanes, and installed a raised center median.
- Total Cost:** \$45.6 million



We opened two new lanes on SR 9 south of Snohomish in November 2009.

Map 2



continued - see map 3

SR 9/SR 204 Interchange

- Construct improvements at SR 9/SR 204 intersection
- Cost estimate:** \$69.5 million (Connecting Washington funds)
Construction: spring 2019
Estimated completion: fall 2020



The new roundabout at 84th Street NE under construction in August 2014.

Completed: Summer 2007

- Added left- and right-turn lanes at the Lauck Road intersection, installed upgraded signs and lighting.
- Total Cost:** \$1.7 million

SR 9/SR 528 intersection improvements

- Add new lanes on SR 9 and SR 528 intersection as needed.
 - Improve lighting, drainage and traffic signal.
- Cost estimate:** \$7.8 million
Construction: fall 2027
Estimated completion: fall 2028

Completed: Fall 2014

- Built a new roundabout at the SR 9/84th St SE (Getchell Road) intersection, added a traffic signal at the 32nd St. SE intersection, upgraded the street lighting.
- Total Cost:** \$8.9 million

Completed: Fall 2014

- Widened SR 9 to four lanes between Lundeen Parkway and SR 92, added new turn lanes at Lundeen Parkway and Soper Hill Road.
- Total Cost:** \$25.6 million

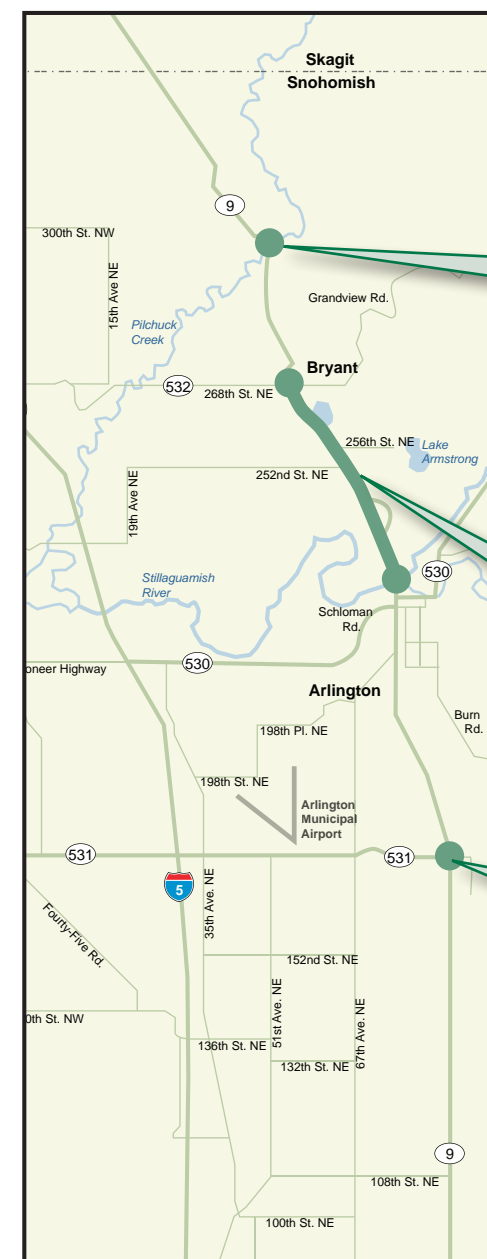
Completed: Summer 2010

- Improved SR 9 from S. Lake Stevens Road to 20th St SE by providing two through lanes, dedicated turn lanes and upgraded traffic signals and street lighting.
- Total Cost:** \$12.1 million



The new Pilchuck River Bridge opened to traffic in May 2014.

Map 3



Completed: Low cost traffic enhancements

- SR 9/SR 522: Modified SR 522 eastbound off-ramp to improve safety; completed summer 2013.
Total Cost: \$13,000
- SR 9/204th St N.E.: Modify signal head displays and controller for protected left turn operation to improve safety; completed spring 2013.
Total Cost: \$19,000
- SR 9/4th St. S.E.: Eliminated left turns on SR 9 to reduce risk of collisions; completed fall 2009.
Total Cost: \$14,000
- SR 9/Bunk Foss Road/US 2: Revised lane configuration; completed winter 2013.
Total Cost: \$10,000

Completed: Spring 2014

- Replaced the single lane Pilchuck Creek Bridge with a wider bridge and realigned a section of SR 9 to improve sight distance and safety.
Total Cost: \$17.7 million

Completed: Fall 2008

- Removed a curve and flattened slopes to increase visibility, constructed a new bridge over Harvey Creek, added left turns, installed a culvert, and improved safety features.
Total Cost: \$20.8 million

Completed: Fall 2012

- Built a roundabout at the SR 9/SR 531 intersection to improve safety and relieve congestion.
- Improved drainage, illumination and other safety features.
Total Cost: \$8 million