

Learn about the future of SR 9

The Washington State Department of Transportation (WSDOT) has worked with local partners to develop a corridor plan for State Route 9 (SR 9) that establishes a list of recommended improvements for a 30-mile stretch of SR 9 from State Route 522 to Schloman Road, just north of State Route 530 in Arlington. A full spectrum of projects have been identified, ranging from a new signal at SR 530 to the replacement of the Snohomish River Bridge.

This work is a continuation of Snohomish County's (2006-2007) transportation assessment study. The recommendations included in the SR 9 corridor plan build upon the 2003 and 2005 gas-tax funded package improvements currently being implemented and incorporates many improvements identified in the unfunded 2007 Proposition 1 or Regional Transportation Investment District (RTID) package.

What is a corridor study?

A corridor study is an examination of the transportation needs on a particular stretch of road. They identify safety and mobility issues on state highways and propose specific improvements to be implemented over the next 20 or more years, as funding becomes available. Corridor studies are typically the first step toward obtaining funding for highway improvement projects.

Why are SR 9 improvements needed?

SR 9 is an important commuter route and the only major north-south alternative to Interstate 5 in Snohomish County. Rapid growth in recent decades has contributed to increased traffic congestion (particularly during peak commuting hours), and the projects funded through the gas tax packages will not be enough to fully address traffic conditions due to anticipated population and economic growth.

How much will these projects cost?

WSDOT estimates the planning level cost for improvements included in the draft corridor plan would total approximately \$373 million* in 2007 dollars.

**These costs are not based on detailed engineering design and do not completely account for material costs or other unforeseen expenditures that may occur during design or construction.*



Recommendations include building a wider bridge over the Snohomish River on SR 9.

Local input helps shape the plan.

The SR 9 Corridor Study has benefited from the involvement of and input from the general public and representatives from cities along the corridor, the County, and interested agencies. Input was provided through:

- SR 9 Corridor Working Group (CWG)
- Information booths at local community events (the project team talked to over 1,100 people)
- Project Web site, mail and e-mails
- Agency briefings

What is the SR 9 Corridor Working Group?

The SR 9 Corridor Working Group (CWG) was formed to advise WSDOT on the needs, priorities and potential improvements on SR 9. The group is comprised of staff and representatives from:

City of Arlington	Snohomish County
City of Lake Stevens	Community Transit
City of Marysville	Puget Sound Regional Council
City of Snohomish	WSDOT

What are the recommended improvements?

WSDOT and the SR 9 Corridor Working Group (CWG) used technical analysis, as well as ideas from local residents, users of SR 9 and other local representatives to identify improvements for the corridor. These improvements were then prioritized and endorsed by the CWG and WSDOT for inclusion in the draft SR 9 Corridor Study.

Identified projects include new traffic signals, roadway widening, intersection improvements, and bridge construction to help improve safety and mobility along the corridor (see graphic for locations of proposed improvements). If all the projects are funded, SR 9 will be widened to a four-to-five-lane highway from SR 522 to SR 92 with improved intersections. North of SR 92, proposed improvements along SR 9 will be made at key intersections. The improved highway will be able to accommodate future transit service.

WSDOT has already commenced with currently needed transportation improvements along SR 9. For the period from 2005 and 2013, the legislature has allocated nearly \$300 million to enhance safety and reduce congestion on SR 9. Learn about current construction projects on SR 9: www.wsdot.wa.gov/projects/SR9.

Recommended Improvements

A SR 530 (Burke Avenue)
Proposed Improvements:
• Addition of traffic signal
• Minor roadway shoulder widening
Estimated Cost: \$924,000*

B SR 530 (Division Street)
Proposed Improvements:
• Widen roadway for two left-turn-lanes eastbound
• Add receiving lane to Burke Avenue
Estimated Cost: \$2,886,000*

C 84th Street NE
Proposed Improvements:
• Dual left-turn lanes southbound and westbound
• Add eastbound right-turn pocket
Estimated Cost: \$2,281,000*

D Lundeen Parkway
Proposed Improvements:
• Addition of through lane northbound and southbound
Estimated Cost: \$4,890,000*

E Lundeen Parkway to SR 204
Proposed Improvements:
• Widen SR 9 to six lanes
Estimated Cost: \$7,060,000*

F SR 204
Proposed Improvements:
• Addition of through lane northbound and southbound
Estimated Cost: \$8,377,000*

G Market Place (Phase 1)
Proposed Improvements:
• Add westbound right-turn lane
• Add northbound through lane and southbound receiving lane
Estimated Cost: \$4,394,000*

H Market Place (Phase 2)
Proposed Improvements:
• Add northbound and southbound through lane
• Add eastbound right-turn pocket
Estimated Cost: \$11,854,000*

I 20th Street SE to Market Place
Proposed Improvements:
• Widen SR 9 to four lanes
Estimated Cost: \$23,490,000*

J 20th Street SE
Proposed Improvements:
• Add northbound and southbound through lane
• Dual westbound to southbound left-turn lanes
• Add eastbound right-turn pocket
Estimated Cost: \$5,757,000*

K US 2 Ramps to 20th Street SE
Proposed Improvements:
• Widen SR 9 to four lanes
Estimated Cost: \$30,870,000*

L US 2 Ramp Interchange (Phase 1)
Proposed Improvements:
• Restripe bridge to create four lanes
• Add through lanes north and south of interchange
• Right turn improvements at ramp intersections
Estimated Cost: \$6,960,000*

M US 2 Ramp Interchange (Phase 2)
Proposed Improvements:
• Remove northbound and eastbound left-turn lanes
• Construct roundabout at New Bunk Foss Road
• Construct southbound to eastbound loop ramp
• Upgrade traffic signals
Estimated Cost: \$25,124,000*

N Bickford Avenue to US 2 Ramps
Proposed Improvements:
• Widen SR 9 to four lanes
Estimated Cost: \$17,240,000*

O Bickford Avenue
Proposed Improvements:
• Close existing Bickford Avenue intersection
• Add new signal at 20th Street SE
• Build connector roads
Estimated Cost: \$6,742,000*

P Snohomish River Bridge to Bickford Avenue
Proposed Improvements:
• Widen SR 9 to four lanes
• Reconstruct Bickford Avenue Bridge Structure
Estimated Cost: \$40,440,000*

Q Snohomish River Bridge Replacement
Proposed Improvements:
• New 4-lane bridge across Snohomish River
• New 4-lane overflow bridge south of Snohomish River Bridge
• Ramp and interchange improvements near Riverview Road
Estimated Cost: \$109,219,000*

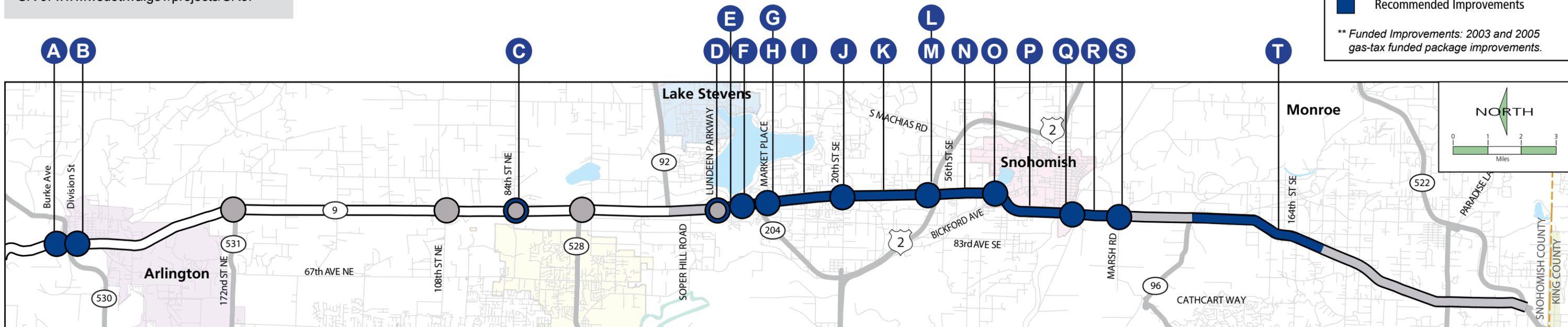
R Marsh Road to Snohomish River Bridge
Proposed Improvements:
• Widen SR 9 to four lanes
Estimated Cost: \$8,660,000*

S Marsh Road
Proposed Improvements:
• Add through lane northbound and southbound
• Add two left-turn lanes eastbound
Estimated Cost: \$5,686,000*

T 176th Street SE to SR 96
Proposed Improvements:
• Widen SR 9 to five lanes
Estimated Cost: \$50,440,000*

Learn more about funded construction projects on SR 9: www.wsdot.wa.gov/projects/SR9

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Project Benefits

Regional Transportation & Statewide Planning: The corridor planning study (CPS) considers the long-term transportation needs of Snohomish County's population and businesses along the SR 9 corridor, and the increasing importance of SR 9 as an alternative route to I-5. The CPS identifies the anticipated travel trends of communities surrounding SR 9 and how these trends may affect the way the road will be used in the future.

Safety: The corridor study also identifies projects that will help reduce the number and severity of collisions along the corridor.

Congestion Relief: From 2001 to 2006, traffic on SR 9 in Snohomish County increased by 25 percent. Drivers experience severe congestion at a number of intersections during peak traffic conditions. The CPS builds upon improvements done through the 2003 and 2005 gas-tax packages to further reduce or eliminate traffic bottlenecks and chokepoints and improve the flow of people and goods through the corridor.

Environment: SR 9 crosses a major river, creeks, wetlands and forested areas that serve as habitat for many fish and wildlife. The CPS includes a preliminary look at impacts to environmental resources. Proposed projects will be designed to meet environmental standards.

Population Growth: Between 2000 and 2008, Snohomish County's population increased by approximately 13 percent to approximately 684,000 residents. The CPS reviewed the estimated future growth to determine the best approach for safety and congestion improvements along this corridor.



The CPS includes opportunities to reduce congestion along the corridor.

Learn more:

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**Washington State
Department of Transportation**

www.wsdot.wa.gov/projects/SR9/RoutePlan

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