

Many interests and values at stake

Funding

The Washington State Legislature has provided a total of \$350 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

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.



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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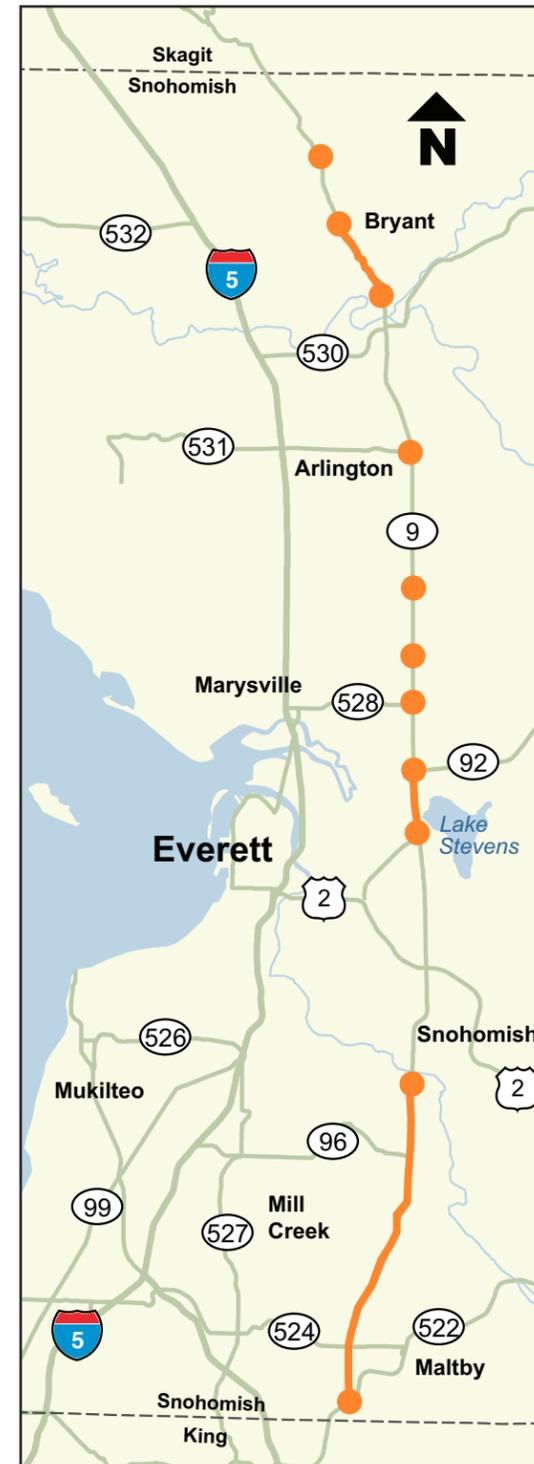
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SR 9 Corridor Improvements

Summer 2010



Wider, safer State Route 9 corridor under way

State Route 9 extends 98 miles, from SR 522 north of Bothell 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 nearly 80 percent between 1980 and 2000.

As the population increased, so did traffic on SR 9. The highway is now an important transportation corridor for both commercial vehicles and commuters. Current traffic volumes have exceeded the capacity of the two-lane highway, leading to congestion and delay during peak commute times.

Congestion-related collisions - like rear-end and sideswipe collisions - have also increased along SR 9. From 1993 to 2000, there were an average of 325 collisions per year on SR 9 in Snohomish County. By 2007, that average had increased to almost 450 collisions, for a total of nearly 4,000 collisions between 2000 and 2007.

Improving safety and reducing congestion

Between 2000 and 2017, WSDOT will invest \$350 million to transform SR 9 into a wider, safer highway. We will widen the highway to four lanes in some areas, add turn lanes at key intersections to reduce the risk of head-on and sideswipe collisions, install divided medians at select locations to prevent crossover collisions, and upgrade pavement markings, guardrail, drainage, culverts and lighting where needed.

When we wrap up work in 2017 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 help reduce congestion, improve traffic flow, and enhance safety throughout the SR 9 corridor.



Photo left: Aerial view of the existing SR 9 / SR 531 intersection. (South is towards the top left corner of the picture. SR 9 runs from top left to bottom right. SR 531 runs from bottom left to top right.)

Photo right: We opened two new lanes on SR 9 south of Snohomish to traffic in November 2009.



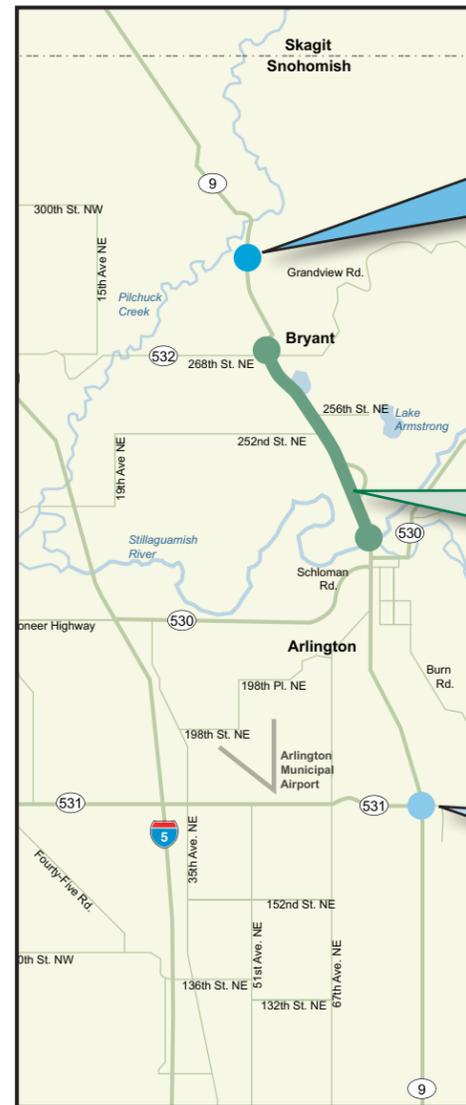
Completed: Winter 2007

- Added left- and right-turn lanes at the Lauck Road intersection
- Installed updated signs and lighting

Photo right: A crew member placing matting to control erosion and hillside stability on the roadside as part of the improvements along SR 9 from 176th Street SE to Marsh Road.



Map 1



- Replace the single-lane Pilchuck Creek Bridge with a wider bridge
 - Realign section of SR 9 to improve sight distance and safety
- Project funding secured: \$6.2 million**
Total estimated cost: \$19.46 million
Construction: Spring 2012
Complete: Spring 2013

- Completed: Fall 2008**
- Removed a curve and flattened slopes to increase visibility
 - Constructed a new bridge over Harvey Creek
 - Added left-turn lanes at 252nd St NE and 268th St NE
 - Installed a box culvert to improve fish passage
 - Improved guardrails, drainage, and other safety features

- Build a roundabout at the SR 9/SR 531 intersection to improve safety and relieve congestion
- Cost Estimate: \$15.6 million**
Construction: Spring 2011
Complete: Fall 2012

continued - see map 2

SR 9 Route Development Plan

WSDOT is working with its partners and local jurisdictions to develop a corridor plan for SR 9. The plan will establish a list of recommended improvements for a 30-mile stretch of the highway, from SR 522 to Schloman Road in Arlington. Suggested improvements include a new signal at the SR 530 intersection and the replacement of the Snohomish River Bridge. Learn more on our website: www.wsdot.wa.gov/projects/sr9/routeplan/

Map 2



- Construct new turn lanes
 - Upgrade street lighting and traffic signals
- Cost Estimate: \$14.5 million**
Construction: Spring 2011
Complete: Fall 2012

- Add a new lane for through traffic traveling on 64th Street NE
 - Restripe to provide through, left- and right-turn lanes for all traffic
 - Improve lighting and traffic signals
- Cost Estimate: \$17.1 million**
Construction: Spring 2011
Complete: Fall 2012

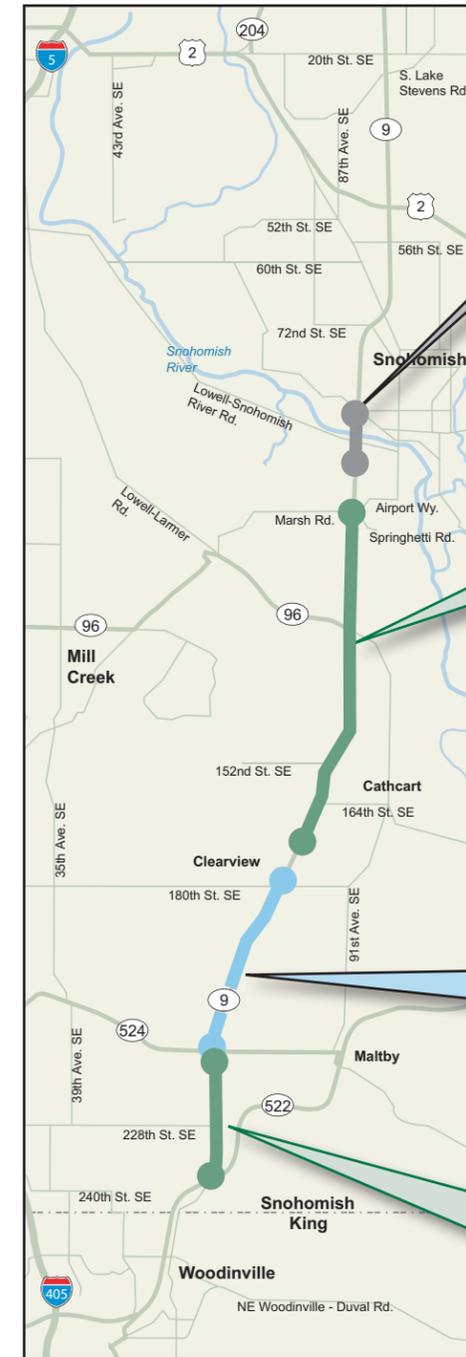
- Widen SR 9 to four lanes from Lundeen Parkway to SR 92
 - Add new turn lanes at two major intersections
 - Upgrade traffic signals at major intersections
- Cost Estimate: \$9.2 million**
Construction: Spring 2010
Complete: Fall 2012

continued - see map 3

- SR 9 / SR 204**
 Preliminary engineering for intersection improvements
- Currently, no funding is available for construction.*

- Completed: Summer 2010**
- Snohomish County Public Works:
- Widened SR 9 from S. Lake Stevens Rd. to 20th Street SE
 - Provided through lanes and turn lanes
 - Upgraded street lights and traffic signals

Map 3



- Complete environmental study of proposed new bridge over Snohomish River
 - Create preliminary design for new bridge
- Currently, no funding is available for construction.*

- Completed: June 2010**
- Widened SR 9 to four lanes from SR 96 to Marsh Road
 - Added turn lanes at four major intersections
 - Installed a new traffic signal at 164th St SE
 - Interconnected traffic signals and installed seven new traffic cameras

- Widen SR 9 to four lanes
 - Add turn lanes at the 180th SE intersection
 - Install a raised median to separate oncoming traffic and reduce sideswipe collisions
 - Upgrade guardrails, pavement markings and shoulders to increase safety
- Cost Estimate: \$87.2 million**
Construction: Spring 2011
Complete: Fall 2013

- Completed: Summer 2008**
- Widened SR 9 from two to four lanes with raised center median
 - Added right and left turn lanes at intersections