Many interests and values at stake

Funding
The Washington State Legislature has provided a total of $325 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, 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 the work on SR 9 will be done adjacent to or in wetlands and streams, we plan our improvements 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 information on threatened species is available on 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 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 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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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 Ben Brown, 206.440.4982, 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.

Washington State Department of Transportation

SR 9 Corridor Improvements

September 2008

Drivers to see a wider and safer State Route 9

State Route 9 extends from SR 522 north of Bothell to the United States-Canada border at Sumas, spanning a distance of 98 miles. The highway parallels Interstate 5 to the east as it skirts through Snohomish, Skagit, and Whatcom counties.

Growing population, increasing congestion
When SR 9 became a state highway in 1937, it served rural populations and local traffic. In recent years, regional economic development and demand for affordable housing have led to widespread population growth throughout the Pacific Northwest, transforming once-rural communities into burgeoning urban areas. Snohomish County has been especially affected by this growth, experiencing an 80 percent increase in population between 1980 and 2000.

Population growth in Snohomish County has caused an influx of traffic on SR 9. The once rural road is now a critical corridor for both commercial vehicles and commuters. Current traffic volumes have exceeded the capacity of the two-lane roadway, making the once free-flowing, rural SR 9 a congested highway during peak travel times.

Increased congestion is not the only concern for SR 9: heavy traffic has also resulted in an increase in the number of rear-end, sideswipe, and head-on collisions throughout the corridor. From 1993 to 2000, there were an average of 325 collisions per year on the SR 9 corridor through Snohomish County. By 2007, that average had increased to almost 450 collisions per year, totaling nearly 4,000 collisions between 2000 and 2007.

Improving safety and reducing congestion
Between 2005 and 2013 WSDOT will invest $325 million to transform SR 9 from a rural road into a wider, safer highway. To improve safety and reduce congestion on SR 9, 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.

We began construction on SR 9 in summer 2005 and will wrap up in 2013. These improvements will help relieve congestion, improve traffic flow, and enhance safety throughout the SR 9 corridor.

Map 1 - continued - see map 2

- Widen SR 9 to four lanes from SR 96 to Marsh Road
- Add turn lanes at four major intersections
- Install a new traffic signal at 164th St SE
- Interconnect traffic signals and install seven new traffic cameras

Cost Estimate: $53.4 million
Construction: Spring 2008
Complete: Spring 2010

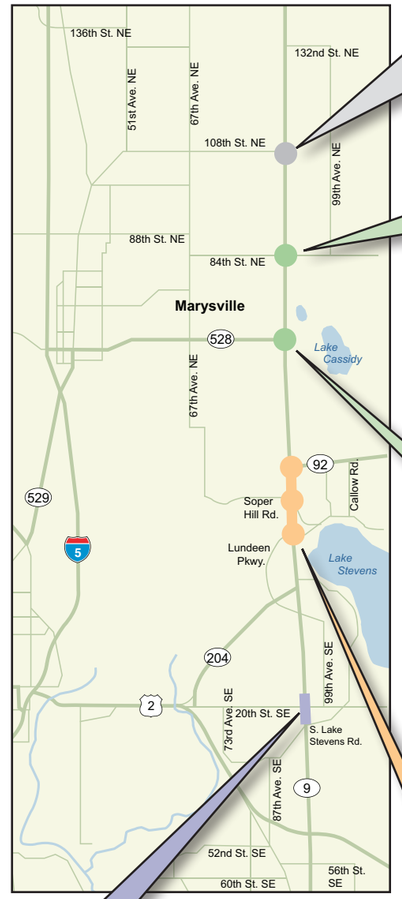
- Widen SR 9 to four lanes
- Add turn lanes at major intersections
- Install a raised median to separate oncoming traffic and reduce sideswipe collisions
- Upgrade guardrails, pavement markings and shoulders to increase safety

Cost Estimate: $75 million
Construction: Spring 2011
Complete: Fall 2013

Completed: Summer 2008

- Widen SR 9 from two to four lanes with raised center median
- Add right and left turn lanes at intersections

Map 2 - continued - see map 1



Completed: Winter 2007

- Add left and right turn lanes at the Lauck Road intersection
- Install updated signs and lighting

- 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 lanes for all traffic
- Improve lighting and traffic signals

Cost Estimate: $17.1 million
Construction: Spring 2011
Complete: Fall 2012

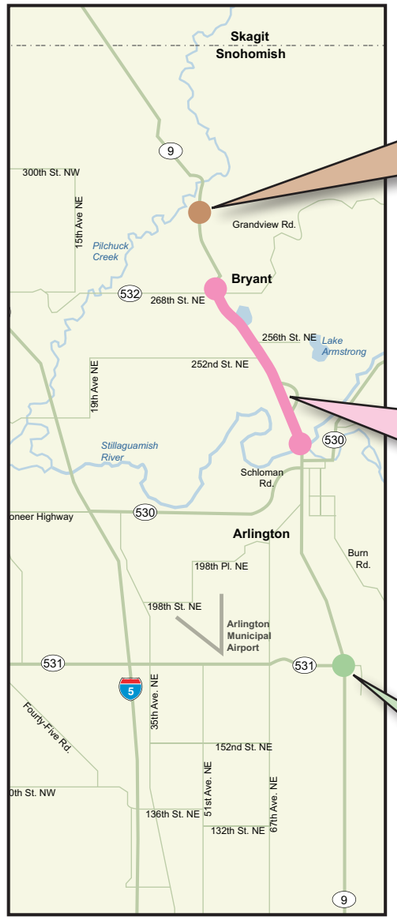
- Widen SR 9 to four lanes from Lundeen Parkway to SR 92
- Add new turn lanes at two major intersections
- Upgrade traffic signals at three major intersections
- Improve lighting

Cost Estimate: $32.8 million
Construction: Spring 2010
Complete: Fall 2012

Snohomish County Public Works will:

- Widen SR 9 from S. Lake Stevens Rd. to 20th Street SE
- Provide through lanes and turn lanes
- Upgrade street lights and traffic signals

Total Cost Estimate: $12 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: Spring 2012
Complete: Spring 2013

- Remove a curve and flatten slopes to increase visibility
- Construct a new bridge over Harvey Creek
- Add left-turn lanes at 252nd St NE and 268th St NE
- Install a box culvert to improve fish passage
- Improve guardrails, drainage, and other safety features

Cost Estimate: $20.7 million
Construction: Spring 2007
Complete: Fall 2008

- Add turn lanes to separate traffic from through lanes, decreasing wait times and the risk of collisions

Cost Estimate: $14.6 million
Construction: Spring 2011
Complete: Fall 2012

" Washington's Future Just Got Better"

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Washington State Department of Transportation