

Many interests and values at stake

Funding

The Washington State Legislature has provided a total of \$300 million to improve SR 9 from SR 522 in Maltby to SR 532 north of Arlington. This funding comes from the state gas tax, and Snohomish County sources.

Construction limitations

SR 9 is an important commuter route, and the only continuous 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 work 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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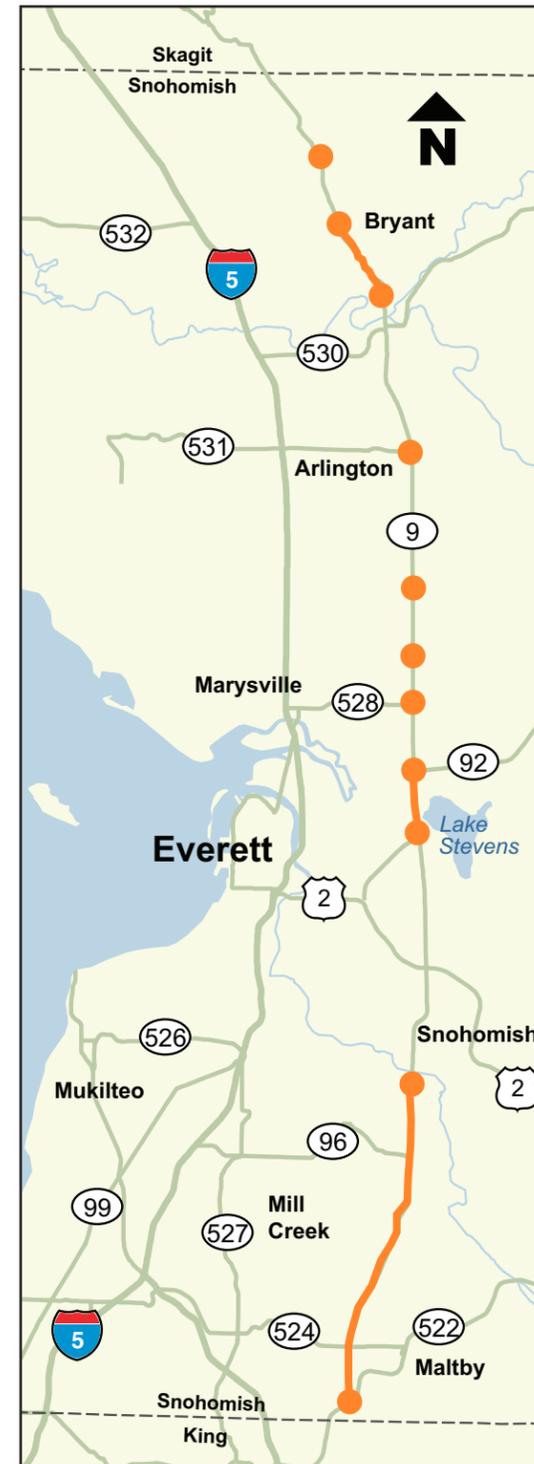
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SR 9 Corridor Improvements

January 2013



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 2000 to 2003, there were an average of 395 collisions per year on SR 9 in Snohomish County. Between 2004 and 2007, that average had increased to almost 480 collisions per year.

Since 2008, the annual number of collisions has dropped to 370 per year. In that timeframe, WSDOT completed several major projects along SR 9, including widening and intersection improvements between SR 522 and 212th Street SE, 176th Street SE to Marsh Road, and Schloman Road to 268th Street SE.

Improving safety and reducing congestion

Between 2000 and 2017, WSDOT will invest \$300 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 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: We opened a new roundabout at SR 9/ SR 531 intersection in October 2012.



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.

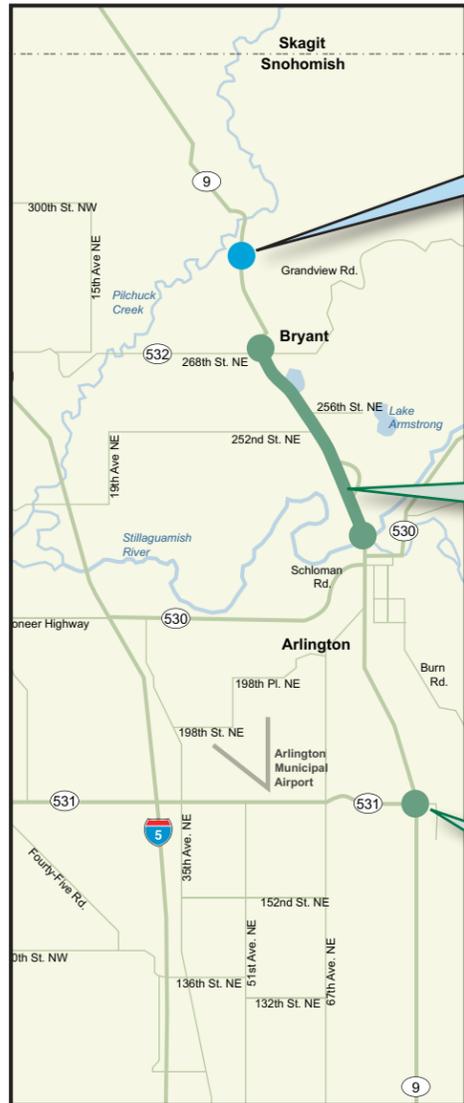


SR 9/Marsh Road to 2nd Street
 ■ Widen SR 9 to four lanes.
 ■ Build new southbound bridge over Snohomish River.

Currently, no funding is available for construction. Environmental study of proposed improvements is complete.

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

Map 1



■ Replace the single-lane Pilchuck Creek Bridge with a wider bridge.
 ■ Realign section of SR 9 to improve sight distance and safety.
Total estimated cost: \$17.8 million
Construction: Fall 2012
Complete: Summer 2014

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.

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.

continued - see map 2

Corridor Planning Study:

WSDOT working with its partners and local jurisdictions developed a corridor plan for SR 9. The plan established a list of recommended "short and long term" improvements for a 30-mile stretch of the highway, from SR 522 to Schloman Road in Arlington. Suggested improvements include widening SR 9 from 176th Street SE to SR 96 and SR 9/SR 204 intersection improvement.

Learn more on our website: www.wsdot.wa.gov/projects/sr9/routeplan/

Map 2



Completed: Winter 2007
 ■ Added left- and right-turn lanes at the Lauck Road intersection.
 ■ Installed updated signs and lighting.

■ Build a roundabout at SR 9/ 84th St NE (Getchell Rd.).
 ■ Install a new traffic signal at 32nd Street SE intersection.
 ■ Upgrade street lighting.
Cost Estimate: \$19.6 million
Construction: Spring 2014
Complete: Fall 2014

■ 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
Complete: Fall 2028

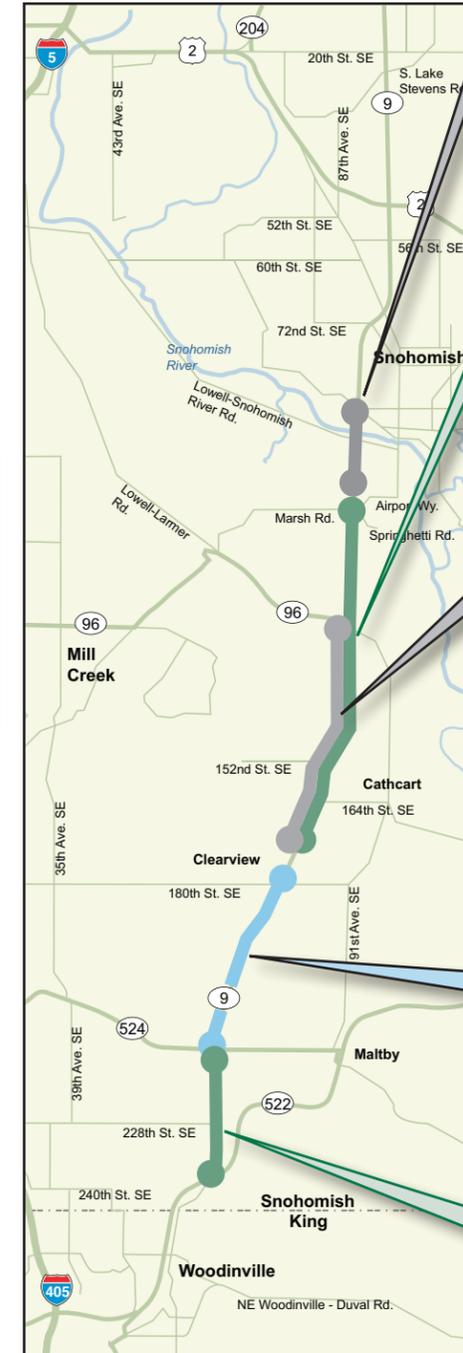
Completed: Summer 2012
 ■ Widened SR 9 to four lanes from Lundeen Parkway to SR 92.
 ■ Added new turn lanes at Lundeen Parkway and Soper Hill Rd intersections.
 ■ Improved drainage and illumination.

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.

continued - see map 3

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

Map 3



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.

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.
 Currently, no funding is available for construction.

■ 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: \$65.9 million
Construction: Summer 2011
Complete: Summer 2013

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