Regional Priority Projects (revision 1)

A  I-5 (164th Street SW Texas T) - Mill Creek $405 M
This project provides both new eastbound/westbound transit and HOV access across I-5, and direct access from I-5 to Ash Way Park & Ride from the north, 164th St SW, and a future light rail station. Additionally, it will offer Bus Rapid Transit and pedestrians/bicyclists with an alternative crossing to the congested interchange and provides a southbound direct access ramps to Ash Way Park & Ride.

B  I-5 (Poplar Way Bridge) - Lynnwood $339 M
The new Poplar Way Bridge is the most significant solution for congestion relief in Lynnwood’s City Center along 189th Street S and around Alderwood Mall and Alderwood Mall Parkway.

C  I-5 @ SR 96/128th St SW Interchange Improvements - Everett $142 M
This will replace the existing I-5/128th Street SW bridge and ramps with a single-point urban interchange. The new interchange will reduce congestion on 128th St SW, improve access to and from I-5 and reduces backups onto I-5. The interchange will also improve safety for drivers and pedestrians.

D  SR 9 (Corridor Widening) - Clearview $570 M
This project completes the missing link between two previous SR 9 widening projects. It involves widening nearly three miles of SR 9 from a three-lane road to a four-lane divided highway from 178th Street SE in Clearview north to SR 96/Broadway Avenue. WSDOT data shows there are fewer collisions in the areas of SR 9 that have been widened. Anticipate construction to begin Fall 2021

E  US 2 (US 2 SR 9 Interchange Interim Improvements) - Snohomish $19 M
SR 9 is a critical transportation link in Snohomish County that serves as the only major north-south alternative to I-5 for motorists moving between King County and areas north of Arlington. This project will improve operational safety, add capacity, and relieve congestion through realignment of existing pavement to create new lanes.

F  US 2 (Trestle Replacement) - Everett $118 M
Proposal is to replace the aging US 2 westbound trestle. First phase of this project provides SR 204, 20th Street SE, and US 2 with their own lanes onto the trestle, which relieves congestion by extending the merge over Eby Slough with an estimate of $1350M.

G  US 2 Corridor Capacity Study - Sultan $2 M
Conduct a study to improve safety and relief congestion on US 2 between Everett and Leavenworth. The study will include alternatives for road widening and intersection improvements along the corridor.

H  US 2 Design - Corridor Widening - Monroe to Sultan $10 M
Complete design report and begin environmental work for the widening of US 2 from 2 to 4 lanes including appropriate median separation per the US 2 safety study.

I  US 2 Monroe Bypass – Phase 1 $410 M
This project will relieve congestion, decrease travel times and reduce collision on US 2 from the City of Snohomish through the City of Monroe by constructing a bypass route.

J  SR 522 (Interchange & Widening) - Maltby $157 M
The interchange will improve flow and decrease rear-end collisions during stop and go conditions, making the roadway safer for drivers. This interchange will have $10M in design funding available from WSDOT beginning in 2022. The widening will double the number of lanes on SR 522 between Paradise Lake Road and the Snohomish River bridge from a two-lane highway to a four-lane, divided highway. The wider, separated highway will provide congestion relief as well as help reduce collisions that occur along this segment. This completes the gap between I-405 and Monroe.

K  I-405 (Second Express Toll Lane) - Bothell $100 M
Widening I-405 to create a dual-lane express toll lane system will support WSDOT’s goal to maintain an average speed of 45 mph or greater at least 90% of the time during the morning and afternoon rush hour. WSDOT data indicates there has been a 40% increase in HOV use during the peak hour in the northbound toll lanes near SR 522.

L  SR 524 (Corridor Widening) - Lynnwood $100 M
This project would complete the missing link between the Bothell city limits and 24th Avenue W in Lynnwood. This project connects one of the fastest growing areas of the southwestern urban growth area of the county to the Lynnwood Light Rail Station opening in 2024.

M  SR 527 (Improvements Supporting BRT) - Bothell $55 M
The SR 527 corridor is both a local and regional connection carrying more than 45,000 vehicles per day as it connects the three regional state highways (SR-405, SR-522, and SR 524). A Swift Bus Rapid Transit route along SR 527 from Paine Field to Canyon Park is in operation, but widening on SR 527/Bothell-Everett Hwy/Bothell Way NE from Redway Way to 240th Street SE are needed to extend the Swift Green Line to downtown Bothell and the UW Bothell/Cascadia college campuses.

N  SR99 Revitalization Project - Edmonds $1184 M
The project improves traffic flow and provides congestion relief along this regional corridor through capacity improvements at the key signalized intersections. In addition, the economic viability of the corridor will be enhanced through the installation of wider sidewalks, planter strips, street and pedestrian lights, bike facilities on cross streets, stormwater facilities, and modernization of utilities.

O  SR 99 BAT lanes: 148th St SW to Airport Rd - Everett $25 M
Construct 2.3 miles of 14 foot business access and transit (BAT) lanes in both directions on SR 99 from 148th St SW to Airport Rd. The completion of this project will fill in a missing section of BAT lanes that when completed will result in continuous BAT lanes on SR 99/Aurora Avenue/Evergreen Way from the Seattle/Shoreline city line to the city of Everett. Completion of the BAT lanes will accommodate Community Transit’s Swift Bus Rapid Transit Blue Line, which is the highest ridership route in Snohomish County.

P  SR 530 (Island Crossing Improvement) - Arlington $15.5 M
SR 530 is one of two primary state highways for vehicles and freight heading to Arlington, Darrington, and other communities in NW Snohomish County. The level of service and safety issues at the SR 530 and Smokey Point Blvd intersection have become so severe that WSDOT has permitted the City of Arlington to install a temporary span-wire signal until a permanent solution (roundabout) can be installed. The City of Arlington, the Stillaguamish Tribe, Snohomish County and WSDOT have been jointly working on the roundabout design to be completed in mid-2021. This request is seeking construction and right-of-way funding.

Q  SR 531 Widening: 67th Ave. NE to SR 9 – Arlington $150 M
The Cascade Manufacturing Industrial Center (CMIC) has seen extreme growth over the past several years. SR 531 is a primary link through the heart of the CMIC that connects Interstate 5 (I-5) to State Route 9 (SR 9). The 2015 Connecting Washington transportation fund package funded the widening of SR 531 from a two lane roadway to a four lane roadway between 63rd Ave. NE and 67th Ave. NE. This project would continue the widening of SR 531 all the way to SR 9 providing congestion relief, improve access and increase freight mobility to the CMIC.

R  Grove St. Railroad Overcrossing - Marysville $24 M
This project proposes an overcrossing for the BNSF at-grade railway on Grove Street to improve safety, reduce congestion and improve emergency response time. The railway parallels I-5 and rail traffic significantly impedes east-west traffic mobility and the ability to access Interstate 5.

S  84th Street NE (Getchell Rd) Corridor Improvements: SR 9 to SR 92 $2 M
84th Street NE (Getchell Rd) is an important east-west connection between SR 9 and SR 92 leading into Granite Falls. In a 5-year period (2013-2017), the 4.7 mile corridor had over 160 collisions and over 100 injuries. The $2 M would provide operation and safety improvements to 2 or 3 intersections along the corridor and may include adding left turn pockets, widening shoulders, adding traffic signals and illumination.

T  Paine Field Access (100th St. SW) - Everett $6.9 M
This project improves traffic flow and provides congestion relief along this regional corridor through capacity improvements at the key signalized intersections. In addition, the economic viability of the corridor will be enhanced through the installation of wider sidewalks, planter strips, street and pedestrian lights, bike facilities on cross streets, stormwater facilities, and modernization of utilities.

U  Alderwood Mall Parkway: SR 525 to 168th St SW $1 M
Alderwood Mall Parkway connects two rapidly growing areas of Snohomish County, linking the County’s Urban Center with Lynnwood’s Regional Growth Center. This project will widen the corridor to a continuous five lanes with bicycle and pedestrian facilities. These improvements will reduce congestion, improve transit efficiency, enhance non-motorized use of the corridor, and support regional transit by improving access to the West Alderwood Mall Sound Transit light rail station.

V  38th Ave W/I-55th Ave W: 164th St SW to SR 99 $6.3 M
This project improves traffic flow and provides congestion relief along this regional corridor through capacity improvements at the key signalized intersections. In addition, the economic viability of the corridor will be enhanced through the installation of wider sidewalks, planter strips, street and pedestrian lights, bike facilities on cross streets, stormwater facilities, and modernization of utilities.

W  Community Transit Swift BRT Network $235 M

X  Snohomish County (Local PW Assistance Fund) $1 M
This fund provides low-interest loans to local agencies to assist in funding Public Works projects located wholly or partially within Snohomish County. Since 2018, the county has awarded over $2 M to 5 local cities.

Total $3.8 B
* Funded through toll revenues and Connecting WA savings