



June 21, 2017

## SR20 Corridor Freight Mobility and Revitalization Projects

### Project Overview

SR20 bisects the City of Sedro-Woolley east to west, carrying over 21,000 vehicles per day midway through the city. SR9 bisects the City south to north, and is combined with SR20 from MP64.81 to MP 66.08. SR 20 in this vicinity has a Collision Rate that is well above the State Collision Rate (5.41 MVM2 vs. 3.88 MVM2). The City's SR20 Corridor Freight Mobility and Revitalization Plan has identified several impediments to traffic and freight mobility involving these routes, including the existing signalized intersection at SR20 and Cook Road/Ferry Street, an under height and under width BNSF bridge (MP 65.47), and SR20 lane restrictions east of the bridge. Due to high traffic volumes on SR20, Cook Road and Ferry Street, and the proximity to the SR20/SR9 intersection 300' west of the Cook/Ferry intersection, this portion of the corridor experiences regular traffic congestion and delay during peak hours. Both SR20 and Cook Road carry significant freight and passenger traffic to and from Interstate 5 west of the city, and SR9 carries similar traffic in the north-south direction. Current traffic modeling indicates that the intersection LOS will drop below state route minimums (LOS D) by 2020, and to LOS F by 2029.

The Corridor Project has been broken up into four phases for funding purposes. **Phase 1, SR20, Cook Road Realignment and Extension Project** includes realignment and extension of Cook Road east to SR20 with a new roundabout intersection at SR20 MP 65.05, addition of a new city arterial to extend SR9 from SR20 MP 64.81 to Cook Road and F&S Grade Road, and revision of local connector streets, (which was funded by TIB and completed in 2014). **Phase 2A** consists of modifications to the existing undercrossing at the SR20/BNSF Railroad Bridge 020/226 located at MP 65.47 (which was funded by TIB and Skagit County and completed in 2011), and **Phase 2B** is for construction of a new BNSF railroad bridge to connect John Liner Road with Jones Road to extend and complete an alternate east-west arterial and deconstruction of an inadequate single lane BNSF crossing at Sapp Road. **Phase 3** includes addition of a center turn lane and pedestrian & bicycle facilities on SR20 from Metcalf Street to Ball Street (which was funded by TIB and was completed in 2012). **Phase 4** will complete the extension of Patrick Road from the new SR20 Roundabout at MP 65.36 to Jones Road. The addition of the proposed Cook Road improvements, along with a city arterial from Cook to F&S Grade Road will also provide a new network of streets allowing development of this area as a commercial zone, providing additional jobs for this distressed community.

### Project Features

- Realignment of Cook Road from the existing signalized intersection at MP 64.90 to a new roundabout intersection at MP 65.05. Includes new roadway with two roundabout intersections, curbs, gutters, bicycle lanes, sidewalks, signage, landscaping and illumination (Phase 1)
- **Regionally significant project**, providing improved access for east and westbound freight and passenger traffic from SR20 to Cook Road and Interstate 5 (Phase 1)
- Also provides direct access from South SR9 to Cook Road and from Cook Road to F&S Grade Road via a new city arterial (Phase 1)
- Provides significant relief to congestion at the existing SR20/Cook/Ferry intersection, resulting in reduced delay and fuel consumption and air pollution (Phase 1)
- Improves safety by reducing collision potential at the existing SR20/Cook/Ferry intersection (Phase 1)
- Provides new and improved access and roadway frontage to commercial properties abutting SR20 and existing Washington Street, including direct highway access for the Skagit Industrial Park, supporting economic development and job creation for this commercial/industrial corridor (Phase 1)
- Completes pedestrian and bicycle routes between SR20 and Cook Road (Phase 1)

- Enhances freight mobility by removing an impediment to over height and over width loads (Phase 2A)
- Provides an alternative east-west and north-south arterial for local traffic, reducing congestion on SR20 (Phases 2B and 4)
- Enhances freight mobility by reducing traffic congestion (all phases)
- Reduces lost time and fuel consumption by reducing by traffic congestion (all phases).
- Improves safety by improving intersection operations and adding center turn lanes (Phase 3)
- Provides needed pedestrian and non-motorized facilities that will fill a gap on SR20 between Patrick Street and Ball Street (Phase 3).

### Project Status

The **Phase 1** project was completed in 2014. **Phases 2A and 3** were completed as one project in 2012. **Phases 2B and 4** are subject to future funding availability. The city is pursuing various funding opportunities as they arise, including Congressional Appropriations, ARRA funding, and TIB. Additional projects to complete the **Jones/John Liner/Trail Road Corridor** are planned under that project description.

PHASE	ESTIMATE	START	COMPLETE
Phase 1 SR20/Cook Road Intersection Improvements – FINAL	7,475,191	5/1/2012	11/12/2014
Phase 2A SR20/BNSF Bridge Modifications – FINAL	555,644	4/1/2011	3/15/2012
Phase 2B Jones Road/John Liner Road BNSF Bridge ESTIMATE	7,700,000	7/1/2013	12/1/2014
Phase 3 SR20 Lane Widening PE/ENV/CN – FINAL	2,708,810	4/1/2010	5/31/2012
Phase 4 Patrick Road Extension - ESTIMATE	2,100,000	1/1/2014	12/31/2014
<b>TOTAL</b>	<b>18,101,716</b>		