



City of Sedro-Woolley SR20 Corridor Freight Mobility and Revitalization Projects

Project Description SR20 bisects the City of Sedro-Woolley east to west, carrying over 17,000 vehicles per day. SR9 bisects the City north to south, and is combined with SR20 from MP64.81 to MP 66.08. 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 at 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 just west of the Cook/Ferry intersection, this portion of the corridor experiences frequent traffic congestion and delay. Both SR20 and Cook Road carry significant traffic to and from Interstate 5 west of the city. Current traffic modeling indicates that the intersection LOS will drop below minimums for a state route (LOS D) by 2020, and to LOS F by 2029. The presence of the substandard bridge leads to regular routing of super wide loads originating at the Janicki Industries facilities east of Sedro-Woolley to use of local access city streets and private facilities.

The Corridor Project has been broken up into four phases for funding purposes. **Phase 1** includes 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. **Phase 2A** consists of replacement of the existing SR20/BNSF Railroad Bridge 020/226 located at MP 65.47, 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 and bicycle facilities on SR20 from MP65.50 Metcalf Street to MP 65.96 Ball Street. **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. When completed, these improvements will provide significant relief to congestion by providing alternative routes within the city, deal with freight mobility restrictions due to the inadequate bridge, lower VMT and air pollution, and complete pedestrian and non-motorized facilities throughout the corridor.

Project Status The project is in the preliminary planning stage. Right of way has been acquired or committed for the proposed SR20/Cook Road intersection, the Murrow Street extension and the Patrick Street extension ROW is committed. The city is pursuing various funding opportunities as they arise, including Congressional Appropriations, ARRA funding, and TIB.

PHASE	ESTIMATE	START	COMPLETE
Phase 1A Cook Road Realignment PE/Environmental	819,000	7/1/2011	12/31/2011
Phase 1B Edward R Murrow, SR20 to Cook PE	inc		
Phase 1C Edward R Murrow, Cook to F&S	Inc		
Phase 1A Cook Road Realignment CN	3,433,000	7/1/2012	12/31/2012
Phase 1B Edward R Murrow, SR20 to Cook CN	Inc		
Phase 1C Edward R Murrow, Cook to F&S CN	Inc		
Phase 2A SR20/BNSF Bridget Replacement PE/Environ	1,000,000	7/1/2011	12/31/2011
Phase 2A SR20/BNSF Bridget Replacement CN	5,700,000	1/1/2012	12/31/2012
Phase 2B Jones Road/John Liner Road BNSF Bridge PE/Env/CN	6,100,000	7/1/2011	12/1/2012
Phase 3 SR20 Lane Widening PE/Env/CN	2,160,000	4/1/2010	12/31/2010
Phase 4 Patrick Road Extension PE/Env/CN	1,440,000	1/1/2012	12/31/2012
TOTAL	20,652,000		

Summary of Benefits

- Supports Economic Development and job creation opportunity by providing new arterial access for commercial development for this recently re-zoned commercial corridor.
- Enhances freight mobility by removing an impediment to over height and over width loads.
- Provides an alternative east-west arterial for local traffic, reducing congestion on SR20.
- Enhances freight mobility by reducing traffic congestion.
- Reduces lost time and fuel consumption reducing by traffic congestion.
- Improves safety by improving intersection operations.
- Provides needed pedestrian and non-motorized facilities that will fill a gap on SR20 between Harrison Street and Ball Street.

Funding Status The City has committed \$100,000 each in Transportation Impact Fee funding for preliminary design of Phases 1 and 2. Right of Way has been secured or committed for this project. Construction funding has not been identified at this point.