



SKAGIT COUNTY PUBLIC WORKS DEPARTMENT

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TRANSPORTATION PROJECT NEEDS

Skagit County's top priority is maintaining its existing infrastructure at its current high standards while improving and replacing deficient or failing bridges, roadways, and intersections. Below is a list of a few of our priorities for the next six years:

BRIDGES

- The BNSF Overpass Replacement Project:
 - Built in 1936 and has outlived its design life.
 - The sufficiency rating out of 100 is 7.64.
 - Currently has temporary shoring to keep it open to truck traffic.
 - Services 5,700 vehicles a day which will grow to over 10,000 by 2031.
 - 15% of this traffic is comprised of trucks accessing the local pits.
 - Replacement Costs are estimated to be \$14,000,000 to \$20,000,000.

- The North Fork Bridge Replacement Project:
 - Built in 1959 and is functionally deficient due the narrow widths.
 - The sufficiency rating out of 100 is currently 30.48.
 - Bridge is vulnerable to seismic loading and liquefaction.
 - Services over 4,098 vehicles per day.
 - Used as an overweight route for vehicles traveling on 1-5 due to restrictions on the Skagit River Bridge.
 - Replacement Costs are estimated to be \$25,000,000.

- Skagit County has 42 bridges that are 50 years old or older (108 total bridges):
 - Eight of these bridges are over 70 years old.
 - Two of these bridges are over 80 years old.
 - The replacement cost of the 13 oldest bridges built in 1950 or before, including the North Fork Bridge built in 1959, would cost an estimated \$80,000,000.

Road and Intersection Improvements

- Bow Hill Road Reconstruction:
 - Bow Hill Road is a vital link between Old Hwy 99 and I-5, providing access to the Tribal Resort and the eastern portions of the County.
 - The road is built on a slope and continues to sink or slough resulting in pavement deterioration which includes cracks, resulting in further road base problems.
 - This project will stabilize the roadway and widen it to current standards and safety features.
 - The estimated cost for this project is \$2,600,000.

- Pioneer Highway/Fir Island Road Intersection:
 - This intersection is the second highest volume intersection within Skagit County jurisdiction
 - Approximately 15,000 vehicles a day pass through this intersection.
 - There have been 14 intersection related crashes from 2008 – 2011.
 - Level of Service fluctuates between “C” and “F” (Failing) after a train stops traffic.
 - Train traffic will increase in the coming years if the coal train traffic increases.
 - The estimated cost for this project is \$1,600,000.

- Cook Road / Old Hwy 99 / I-5 Interchange:
 - This intersection is the busiest within Skagit County jurisdiction.
 - Volumes through this intersection are nearing 20,000 vehicles per day.
 - This intersection provides access to the Burlington industrial area to the south, gravel pits and concrete plant to the north, business areas around the intersection, and a link to Sedro-Woolley and the eastern portion of the County.
 - Backups at this intersection are problematic.
 - The morning back up can extend several hundred feet to the east.
 - The evening rush hour regularly extends onto I-5.
 - The intersection is under-designed and provides several problems for large semi-trucks.
 - No design or fix has been planned other than signal timing.
 - This would also require buy-in from the WSDOT as it is directly linked to the interchange.
 - No cost estimate at this time.

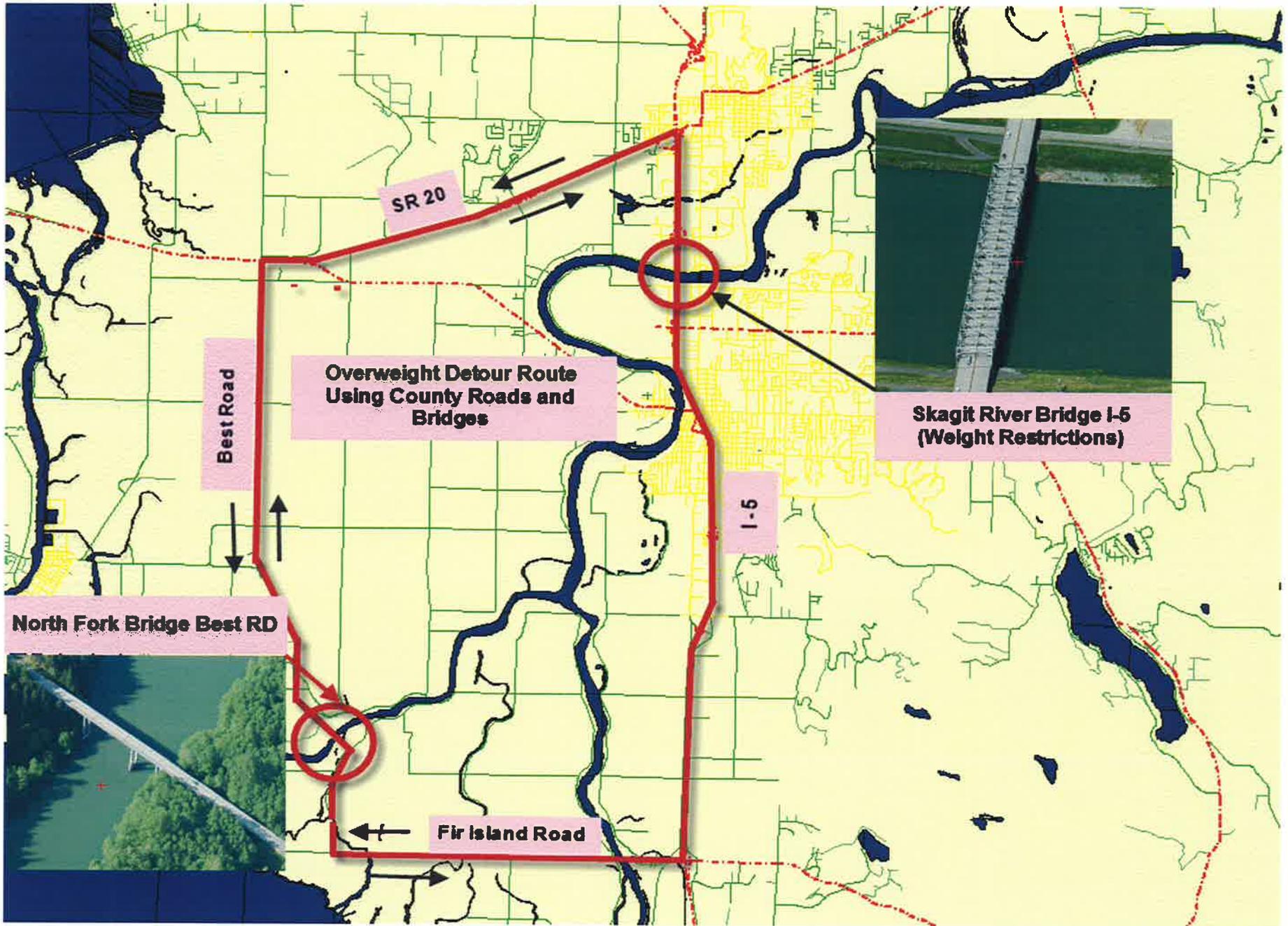
- Francis Road – Mount Vernon City Limits to SR 9:
 - With the near completion of the Anderson/La Venture link, volumes on Francis Road are anticipated to increase by 5% to 10%, potentially adding close to 400 more trips per day. It is also anticipated the current 3% truck volumes will double adding an additional 100 more truck trips a day.
 - Approx. length of 4¼ miles, majority substandard width and curve radii.
 - Recent 1½ mile improvements driven by safety grants.
 - The intersection with SR 9 is extremely busy.
 - This intersection is controlled by the WSDOT; any work or planned improvements would need to be coordinated with the State.
 - From 2004 to 2011, there have been 29 intersection-related collisions which included 16 multi-vehicle crashes.
 - Peak hour delays result in motorists making risky maneuvers.
 - The estimated cost for the entire project is \$6,000,000.

- Concrete Roads:
 - There are three remaining 1920's era, concrete slab roadways which are substandard in width and deteriorating structurally.
 - Calhoun Road
 - Bradshaw Road
 - Green Road
 - The estimated cost for the entire project is \$2,500,000.



Burlington Northern Santa-Fe Overpass / Old Hwy 99

Skagit County



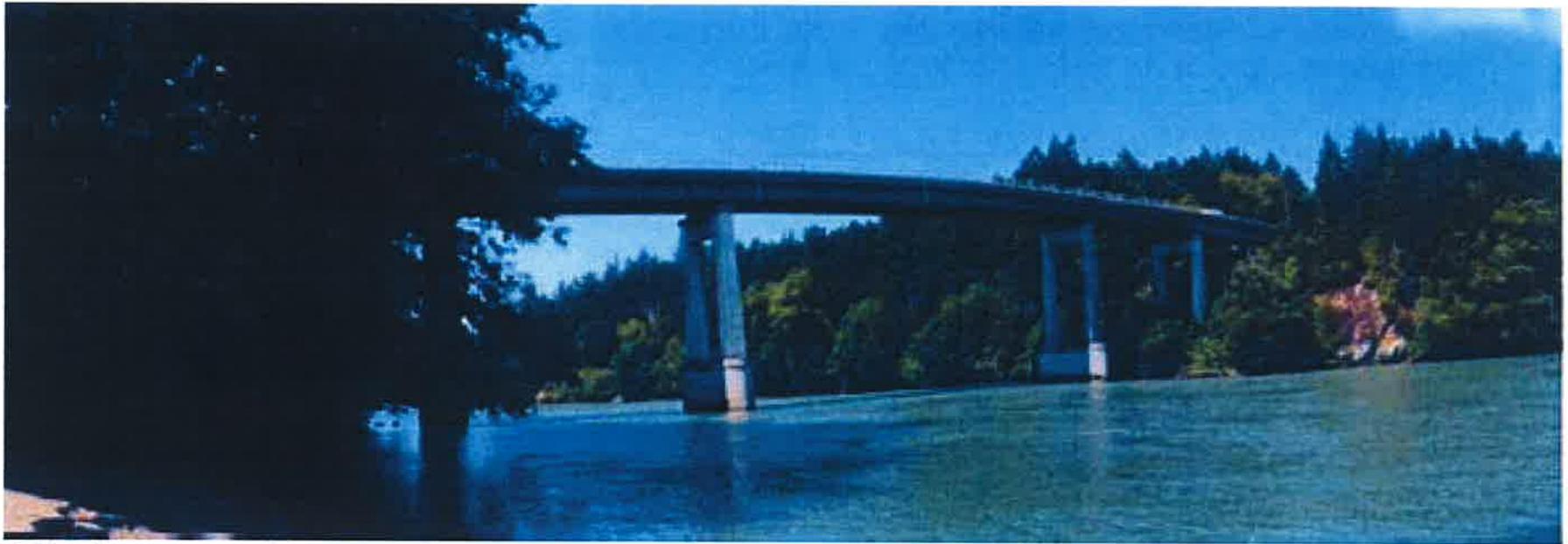
North Fork Bridge / I-5 Overweight Detour Route



Marblemount Bridge (Built 1930)



Government Bridge (Built 1930)



North Fork Bridge (Built 1959)

Bridges in Need of Replacement

Skagit County



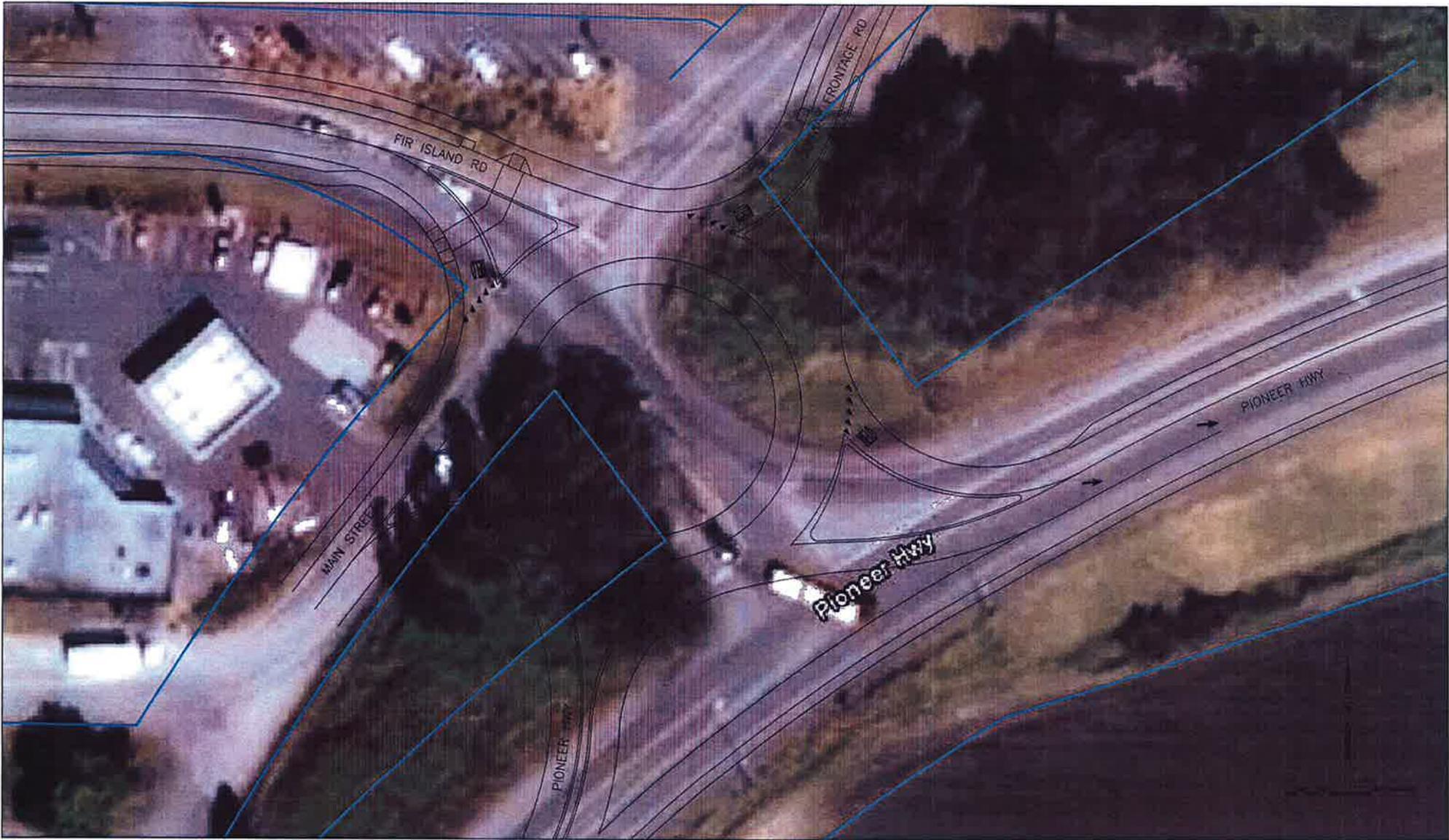
Roadway Sloughing

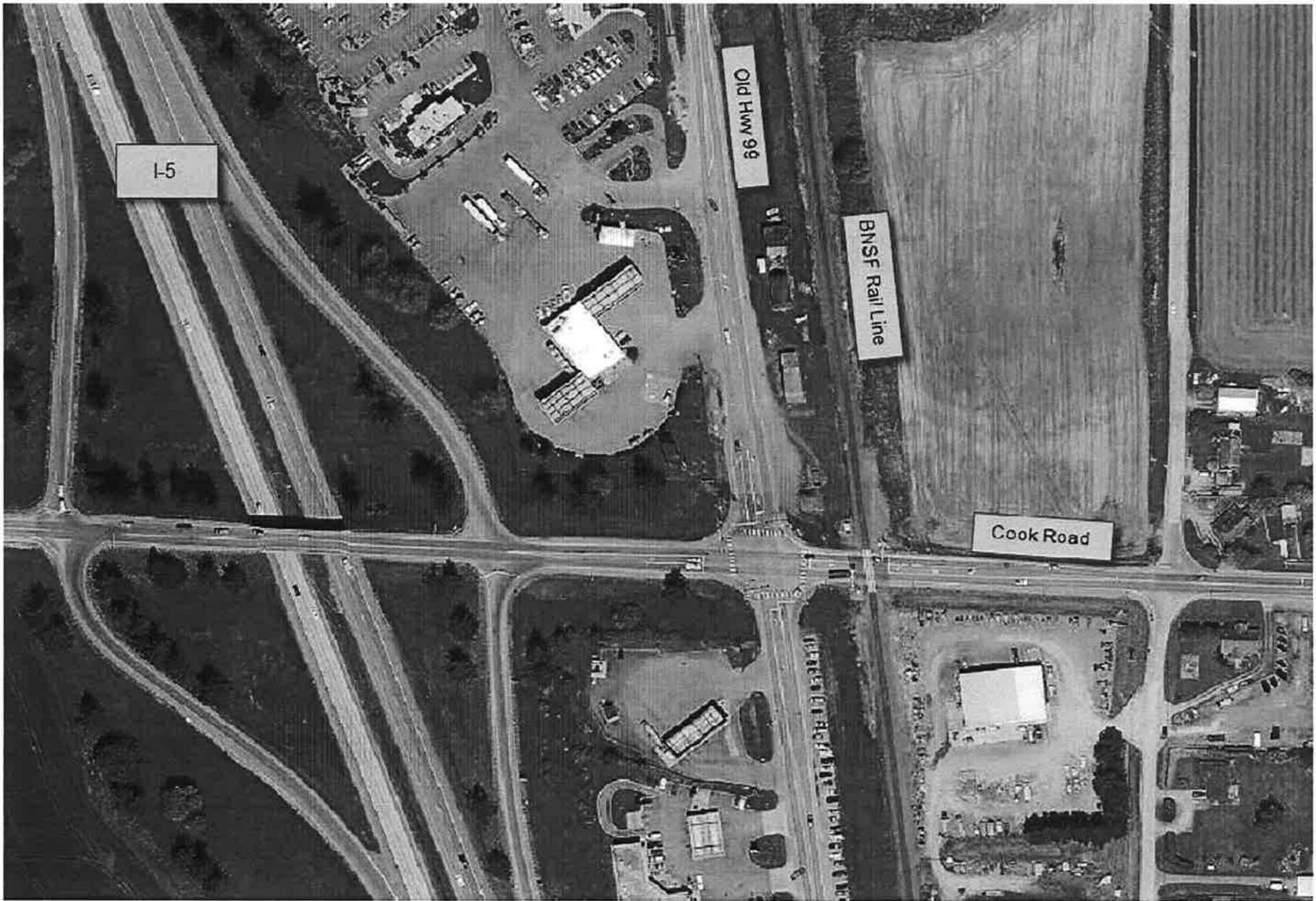


Narrow Shoulders



Bow Hill Road Reconstruction





Cook Road / Old Hwy 99 / I-5 Interchange

Skagit County



Francis Road Rehabilitation

Skagit County



Francis Road & SR 9 Roundabout

Skagit County



Green Road



Bradshaw Road



Calhoun Road

Concrete Roads Rehabilitation

Skagit County