

Section 5: Transportation Improvements & Programs

**Exhibit 5-8
Funded Projects (Fiscally Constrained)**

Cost
 \$ = up to \$1 million
 \$\$ = \$1 - \$10 million
 \$\$\$ = \$10 - \$100 million
 \$\$\$\$ = over \$100 million

Timeframe
 Short Range = 2021 - 2030
 Long Range = 2031 - 2045

ID	Agency	Project Name	Project Description	Mode Type	Cost	Time Frame
5	Sedro-Woolley	Jones/John Liner RR Undercrossing	Construct new BNSF railroad undercrossing and new major collector from East Jones Road to John Liner Road, including drainage, curbs, sidewalks, HMA, pavement markings and illumination. This project requires coordination with BNSF.	Roadway	\$\$	Short
7	Sedro-Woolley	SR 20/Cascade Trail West Extension, Phase 2A	Shared-use path. This project requires coordination with WSDOT.	Non-Motorized	\$	Short
2	Skagit County	Centennial Trail (Big Rock to Clear Lake)	Design and construct a multi-use trail that will link Mount Vernon to Clear Lake.	Non-Motorized	\$\$	Short
3	Skagit County	Guemes Ferry Boat Replacement (Electric)	Replace the current rural Guemes Island Ferry with a new electric powered ferry that will include shore side facilities to meet present and future needs of the ferry service.	Ferry	\$\$\$	Short
15	Skagit County	Guemes Ferry Electric Shore-side Facilities	Construction of electric shore side facilities that include a charging station, battery storage facility, charging hookup from shore side charging station to the ferry, and other miscellaneous components required to complete the shore side facilities.	Ferry	\$\$	Short
16	Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility: Phase 1	Phase I will complete the energy envelope infrastructure of the south and east section of the facility. Utilities will be readied (rough-in and rough-on) for Phase II construction of the south and east section of the facility.	Transit	\$\$	Short
10	WSDOT	I-5 Operations and Demand Management Study	Washington's transportation system is evolving and growing; and to meet that need WSDOT will initiate a study assessment on I-5 through Mount Vernon and the Burlington area to identify what is working well and what actions are needed to address the growing demands on the transportation system. The project will first determine if there is a problem on the corridor and second develop strategies and solutions that may be necessary to improve and enhance the operating capacity of the system through the deployment of intelligent transportation systems and demand management options to meet near and long-term needs.	Planning & Corridor Studies	\$	Short
9	WSDOT	SR 20/Burlington to Sedro-Woolley - Corridor Improvements	State Route 20 has been identified as a Crash Analysis Corridor. Northwest Region Traffic will developed a strategy with alternatives to improve safety. This project requires coordination with Skagit County, Sedro-Woolley and Burlington.	Roadway	\$\$	Short

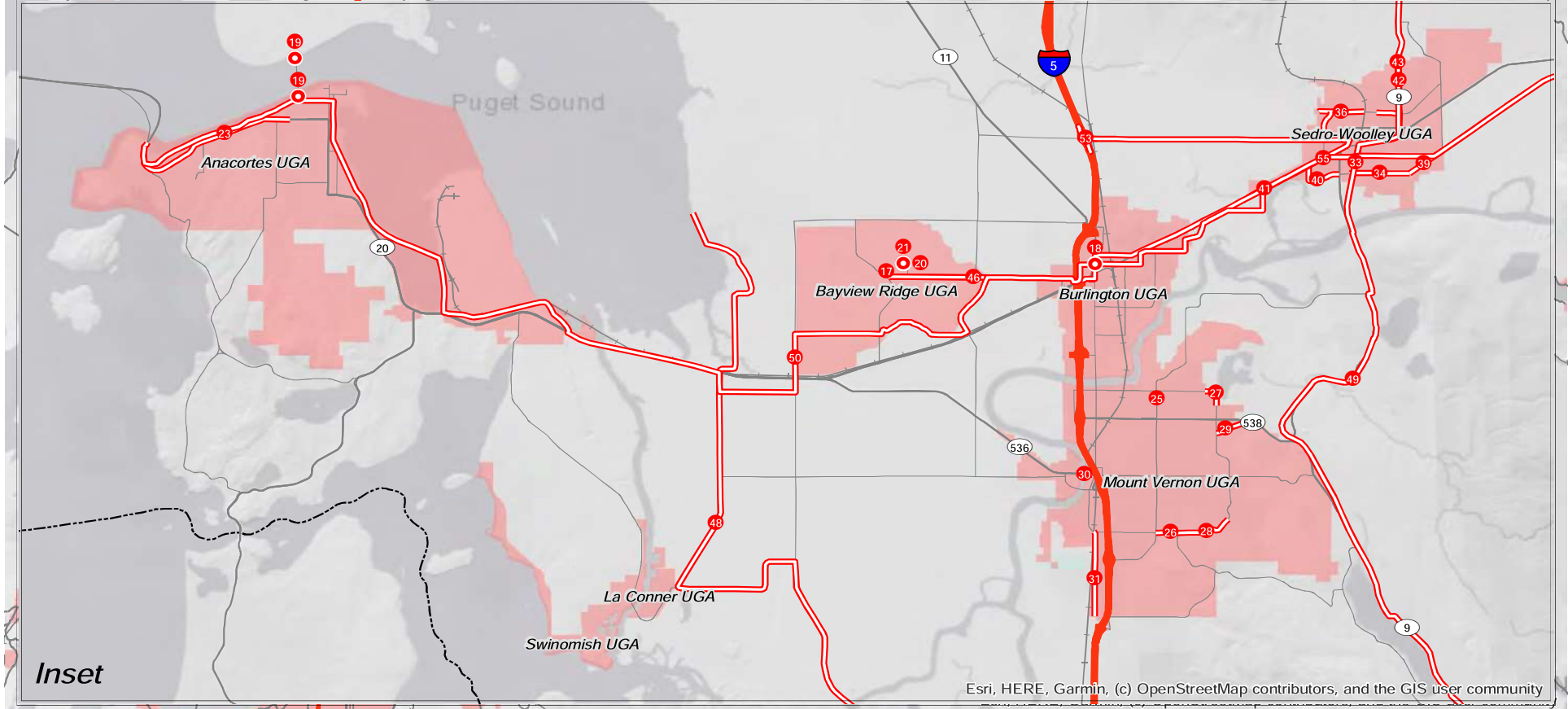
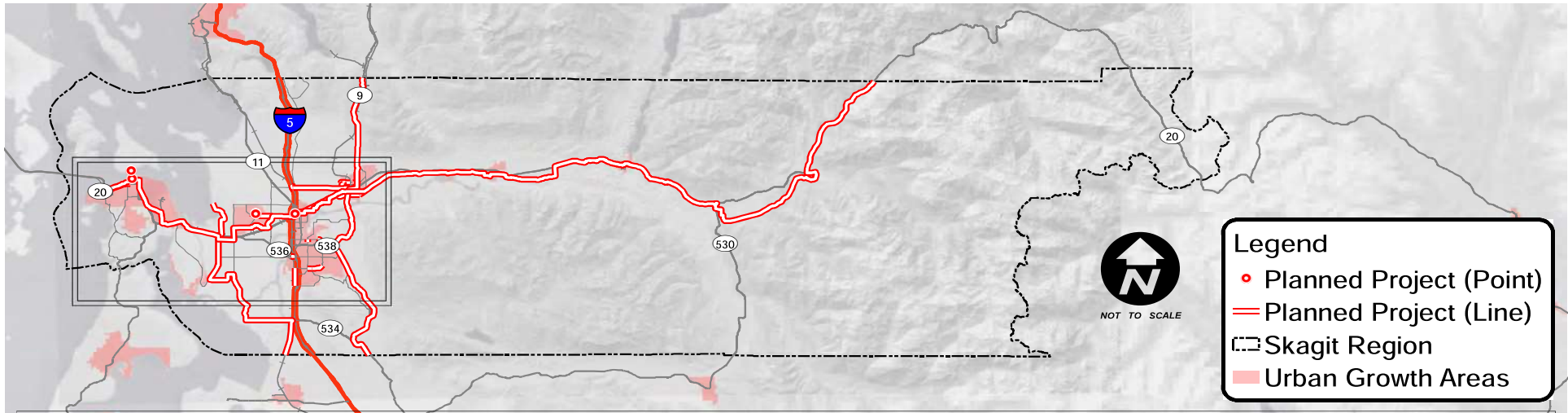


Exhibit 5-9 Planned Regionally Significant Transportation Projects (Fiscally Constrained)

Section 5: Transportation Improvements & Programs

Exhibit 5-10

Planned Projects #1 (Fiscally Constrained)

Addresses Priority

- = None
- ◐ = Partial
- = Full

Cost

- \$ = up to \$1 million
- \$\$ = \$1 - \$10 million
- \$\$\$ = \$10 - \$100 million
- \$\$\$\$ = over \$100 million

Timeframe

- Short Range = 2021 - 2030
- Long Range = 2031 - 2045

ID	Agency	Project Name	Project Description	Mode Type	Cost	Time Frame	Relative Priority						
								Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
23	Anacortes	SR 20 Spur (Ferry Terminal to G Ave) Sidewalk Improvements	Full widening, bike lanes and sidewalks. This project requires coordination with WSDOT.	Non-Motorized	\$\$	Long	High	◐	●	●	●	◐	●
18	Burlington	Fairhaven SR20 Entrance Roundabout	Construct a roundabout at the intersection of Burlington Boulevard (SR 20) and Fairhaven Avenue to create a well defined entry point to downtown Burlington and improve traffic flow on SR 20. This project requires coordination with WSDOT.	Roadway	\$\$	Short	Medium	●	○	●	◐	◐	●
24	Burlington	SR-20 Widening between Haggen Drive and Burlington Blvd	Provide additional westbound lane. This project requires the coordinated development of Practical Solutions with WSDOT.	Roadway	\$\$	Short	High	●	●	●	◐	◐	●
31	Mount Vernon	Bike Lane on Old Highway 99 South	New bike lane added/stripped.	Non-Motorized	\$	Long	Medium	●	○	●	●	◐	○
28	Mount Vernon	Blackburn Road Extension	Blackburn Road transitions to a 22-foot wide road with no striping east of Little Mountain Road. Part of the conditions of approval for the Eaglemont development is to improve and extend this road (new construction) to Eaglemont Drive and establish a southerly connection to the southerly street network.	Roadway	\$\$	Short	Low	○	○	○	●	◐	○
26	Mount Vernon	Blackburn Road Widening - 1	Improvements will upgrade this section of Blackburn Road to Complete Streets standard to include sidewalks and bike lanes. This segment will provide a connection to Little Mountain Park, a major non-motorized recreation area.	Non-Motorized	\$\$	Short	Medium	◐	○	●	●	●	○
30	Mount Vernon	Division Street Bridge Replacement Study	Study to evaluate the feasibility/cost of replacing the Division Street Bridge and mitigation required to the bridge approaches to improve the level of service. Projects on state highways require the coordinated development of Practical Solutions with WSDOT.	Planning & Corridor Studies	\$	Long	Medium	●	●	◐	○	○	●
29	Mount Vernon	Kulshan Trail Extension	Extend Kulshan Trail along abandoned railroad grade.	Non-Motorized	\$	Long	Medium	◐	○	●	●	●	◐
25	Mount Vernon	Laventure Road Widening	This section links Skagit College and student housing to Hoag Road (and YMCA). These improvements will establish a new sidewalk on the east side, upgrade ADA facilities to modern standards, improve stormwater facilities, add bike lanes, and rehabilitate the pavement to provide greater connectivity and safer pedestrian access.	Non-Motorized	\$\$	Short	High	●	◐	●	●	●	●
27	Mount Vernon	Martin Road Improvements	This section of Martin Road is a very narrow, 20 foot-wide, remnant of the original county road. Several years ago a 5 foot wide asphalt path was installed on the west side of the road for pedestrians. Improvements will include widening the road to include a 3 foot paved shoulder on the east side, 11 foot lanes, and converting the existing path to a 10 foot wide, paved, shared use path on the east side.	Non-Motorized	\$\$	Short	Medium	◐	◐	●	●	●	○
32	Sedro-Woolley	Cascade Trail East Extension	Shared use path.	Non-Motorized	\$	Long	High	●	○	●	●	●	●
33	Sedro-Woolley	Centennial Trail South	Improve and extend trail.	Non-Motorized	\$	Long	High	●	○	●	●	◐	●
34	Sedro-Woolley	Jameson Street Arterial Improvements	Widen and rebuild Jameson Street to secondary arterial standards including three lanes, curb and gutter, bike lanes, planter strip and sidewalks. Some right of way may be required.	Roadway	\$\$	Short	Medium	●	◐	●	◐	●	○
35	Sedro-Woolley	John Liner Road Arterial Improvements	Reconstruct John Liner Road to major collector section including drainage, curbs, sidewalk, shared use path, HMA, pavement markings and illumination. This project requires coordination with WSDOT.	Roadway	\$\$	Short	Low	●	○	○	○	◐	●
36	Sedro-Woolley	Jones Rd Arterial Improvements	Reconstruct to major collector section including drainage, curbs, sidewalk, shared use path, HMA, pavement markings and illumination.	Roadway	\$\$	Short	Low	◐	○	○	○	○	●
39	Sedro-Woolley	Railroad Street Arterial Improvements	Reconstruct to arterial standards, including three lanes, bike lanes and sidewalks.	Roadway	\$\$	Short	Medium	◐	◐	●	◐	●	○

Section 5: Transportation Improvements & Programs

Exhibit 5-11

Planned Projects #2 (Fiscally Constrained)

Addresses Priority

- = None
- ◐ = Partial
- = Full

Cost

- \$ = up to \$1 million
- \$\$ = \$1 - \$10 million
- \$\$\$ = \$10 - \$100 million
- \$\$\$\$ = over \$100 million

Timeframe

- Short Range = 2021 - 2030
- Long Range = 2031 - 2045

ID	Agency	Project Name	Project Description	Mode Type	Cost	Time Frame	Relative Priority	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
40	Sedro-Woolley	Rhodes Road Arterial Improvements	Reconstruct to arterial standards, including bike lanes and sidewalks. This project requires coordination with WSDOT and Skagit County.	Roadway	\$\$	Long	Medium	●	◐	●	◐	◐	○
41	Sedro-Woolley	SR 20/Cascade Trail West Extension, Phase 2B	Shared-use path. This project requires coordination with WSDOT.	Non-Motorized	\$	Long	High	●	○	●	●	◐	●
43	Sedro-Woolley	SR9 / Centennial Trail Ped/Bike Safety Improvements	Construct bike and pedestrian improvements from Summer Meadows Court on the east side of State Route 9. This project requires coordination with WSDOT.	Non-Motorized	\$\$	Long	Medium	◐	○	●	●	◐	●
42	Sedro-Woolley	SR9 / North Township Street Arterial Improvements	Planning phase – reconstruct to arterial standards including three lanes, bike lanes and sidewalk. This project requires coordination with WSDOT.	Planning & Corridor Studies	\$	Long	Medium	●	◐	●	○	◐	●
44	Sedro-Woolley	SR9N Ped/Bike Safety Improvements	Bike lane and sidewalk improvements. This project requires coordination with WSDOT.	Non-Motorized	\$	Short	High	●	○	●	●	●	●
37	Sedro-Woolley	Trail Road - Garden of Eden Road Extension	Construct new major collector.	Roadway	\$\$	Short	Low	○	○	○	○	○	●
38	Sedro-Woolley	Trail Road Arterial Extension	Construct new major collector.	Roadway	\$\$	Short	Low	◐	○	◐	○	○	●
49	Skagit County	Bicycle Route 13 (Centennial Trail) Corridor Study	This is an existing north/south multimodal transportation corridor from the southern Skagit County Line to the northern Skagit County Line, adjacent or parallel to State Route 9 and Skagit County roads. The proposed project envisions a 10-foot paved trail and a grass shoulder for equestrian use, consistent with the Snohomish County trail sections. The corridor study would consider issues including available right of way, property impacts, shoulder widths and alignment. Coordination with Snohomish and Whatcom counties would also be appropriate to link to their facilities. This study requires coordination with WSDOT and Sedro-Woolley.	Planning & Corridor Studies	\$	Short	High	●	○	●	●	◐	●
48	Skagit County	Bicycle Route 5 (Coast Millennium Trail) Safety/Mobility Improvement Study	This is an existing north / south multimodal transportation corridor from the Southern County Line north to Bay View State Park which passes through the Town of La Conner and Bay View, utilizing Skagit County roads and the existing Padilla Bay Trail. The projects would include paved shoulder widening, trail improvements and signing along the corridor. Connects or will ultimately connect to bicycle routes in Whatcom and Snohomish counties. This study requires coordination with WSDOT.	Planning & Corridor Studies	\$	Short	Medium	○	○	●	●	◐	●
45	Skagit County	Cook Road/I-5 Interchange Vicinity Improvements	Cook Road / Interchange / Old Highway 99 (Short Term Improvements) from Interstate 5 through Old Highway 99 North intersection to Green Road in partnership with WSDOT. This project may require the coordinated development of Practical Solutions with WSDOT.	Roadway	\$\$	Short	High	●	○	●	●	◐	●
19	Skagit County	Guemes Ferry Terminal Modifications (Electric Ferry)	Reconfigure/modify the Anacortes and Guemes Island terminals to allow for the new electric ferry. This includes, but is not limited to, apron modifications and dolphin upgrades.	Ferry	\$\$	Short	High	◐	●	○	●	●	●
47	Skagit County	Peterson Road (Shared Use Trail)	Construct a separated shared use path.	Non-Motorized	\$	Short	Medium	◐	○	●	●	◐	◐
46	Skagit County	Peterson Road (Urban)	Widen Peterson Road from the Bayview Housing Development to Higgins Airport Way (Port of Skagit) to meet urban standards.	Roadway	\$\$	Short	Medium	●	◐	●	◐	○	○
50	Skagit County	US Bicycle Route 10 (Coast to Cascades Trail) Corridor Study	This is an existing east-west multimodal transportation corridor from Fidalgo Island to the Town of Concrete, and east Skagit County line, utilizing State Route 20, city and Skagit County roads and trails. The study would consider shoulder widening where necessary and trail construction and/or existing trail improvements. This study requires coordination with WSDOT, Anacortes, Burlington, Sedro-Woolley, Lyman, Hamilton and Concrete.	Planning & Corridor Studies	\$	Short	High	●	○	●	●	◐	●

Section 5: Transportation Improvements & Programs

**Exhibit 5-12
Planned Projects #3 (Fiscally Constrained)**

Addresses Priority

- = None
- ◐ = Partial
- = Full

Cost

- \$ = up to \$1 million
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- \$\$\$\$ = over \$100 million

Timeframe

- Short Range = 2021 - 2030
- Long Range = 2031 - 2045

ID	Agency	Project Name	Project Description	Mode Type	Cost	Time Frame	Relative Priority						
								Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
17	Skagit Transit	Alternative Fuel Infrastructure	Purchase and installation of alternative fueling infrastructure at M.O.A. for fleet use.	Transit	\$	Short	High	◐	●	●	●	●	●
51	Skagit Transit	Fleet Expansion 2021-2030	Expand fixed-route fleet by six buses for service expansions and enhancements. Expand paratransit fleet by three vehicles to address growing demand.	Transit	\$\$	Short	High	●	●	●	●	●	●
52	Skagit Transit	Fleet Expansion 2031-2045	Expand fixed route fleet by six buses for service expansions and enhancements. Expand paratransit fleet by six vehicles to address growing demand. Expand vanpool fleet by ten vehicles.	Transit	\$\$	Long	High	●	●	●	●	●	●
20	Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility: Phase 2	Construction of the south and east section of the facility.	Transit	\$\$\$	Short	High	◐	●	●	●	●	●
21	Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility: Phase 3	Complete construction of the facility.	Transit	\$\$\$	Short	High	◐	●	●	●	●	●
53	WSDOT	I-5 / Cook Road Interchange Improvements	This project will add intersection control to the ramps at the Interstate 5/Cook Road interchange and some limited road widening. A variety of Automated Traffic Management systems will be installed to prevent queuing traffic from spilling back onto the Interstate 5 mainline. This project will go through a Practical Solutions process with Skagit County.	Roadway	\$\$	Short	High	●	●	●	●	○	●