

# Project Information Summary

## US 2 Monroe Bypass

July 26, 2011



### Project Genesis and History

US 2 plays an important role in Washington’s transportation infrastructure, being one of only two routes open year round across the Cascade Mountain Range, linking the Puget Sound region with eastern Washington. As envisioned in most discussions to date, the Monroe Bypass project has consisted of a new northerly alignment between the City of Snohomish and the east city limits of Monroe – which for the purposes of this document will be called the Monroe Bypass segment. A separate bypass segment between Monroe and Gold Bar, which will be noted as the Gold Bar Bypass segment in this document, has also recently been discussed. No project information is available at this time for the Gold Bar Bypass segment, and it is not discussed further in this paper.

Planning and design for the US 2 Monroe Bypass began in the 1960’s to address the growing mobility and safety problems on US 2 generated by ever increasing traffic volumes and conflicts from the

numerous access connections through the city of Monroe. This project has been reevaluated many times over the years and the design has been refined in the process. Highlights on the Monroe Bypass project history:

- The original US 2 route between Everett and Monroe was constructed in stages during the 1930's and 1940's as a two-lane, two way facility traveling through the city of Snohomish.
- Due to the development of homes and businesses in the vicinity of Monroe, a 1947 contract was awarded which realigned the route to its current position to bypass congestion.
- In 1953, the State Highway Commission passed a resolution placing State Route 2 from Everett to Gold Bar on the limited access master plan for state highways.
- In 1963, the State Highway Commission authorized funds to study the US 2 section between Snohomish and Monroe. The study report was completed in 1967 and included the proposed northern alignment for the Monroe Bypass.
- Public meetings were held in 1967 to discuss alternative routes as part of the development of the Environmental Impact Statement (EIS).
- The State Highway Commission granted approval for the proposed Monroe Bypass route in 1967.
- Design report was published in 1968.
- The State Highway Commission adopted the Monroe section access plan in 1970 and the Snohomish section access plan in 1971.
- The EIS was finalized in 1977.
- In 1996, WSDOT completed a design analysis for the Monroe Bypass.
- In 2007, the US 2 Route Development Plan (RDP) was completed, providing a 20-year vision for the corridor.
- The currently proposed Monroe Bypass segment is divided into 3 Stages:
- Stage 1 -- SR 522 Spur, new alignment, extending SR 522 north from the US 2/SR 522 Interchange to Chain Lake Road.
- Stage 2 – new east alignment, connecting the SR 522/Chain Lake Road intersection (Stage 1) to the eastern city limits of Monroe.
- Stage 3 – new west alignment, connecting Campbell Rd Interchange in the City of Snohomish to the SR 522 Spur intersection (Stage 1).

### **Purpose and Need**

The growth in population in north King County and south Snohomish County, coupled with the recreational and hunting opportunities east of the city of Monroe, place ever increasing volumes on US 2. This project will relieve congestion, decrease travel times and reduce collisions on US2 from the city of Snohomish through the city of Monroe and at the US 2/SR 522 interchange in Monroe by constructing a bypass route.

The 1996 US 2 Design Analysis highlights the following as defining this project's need:

- The corridor between Campbell Road (MP 8.52) and the eastern city limits of Monroe (MP 15.64) was LOS E during the AM and PM peak hours with a projected LOS of F by 2015.
- The State Highway System Plan listed US 2 as needing a rural capacity improvement project between Snohomish and Monroe.
- The proposed bypass alignment skirts the northern edge of the city of Monroe. Monroe's Comprehensive Plan indicates that the city will grow to the north on both sides of the bypass. Construction of anything other than a fully limited access highway could rapidly result in a deteriorated LOS.

- Unrestrained access to the existing highway coupled with the proliferation of traffic signals has resulted in the current deteriorated LOS within Monroe. The problem is particularly acute on holiday weekends when it is not uncommon for westbound traffic to back up to the town of Gold Bar.
- Both Snohomish County and the city of Monroe are in support of the bypass proposal.

The 2007 US 2 Route Development Plan (RDP) provides further justification for the need of the Monroe Bypass:

- City of Snohomish experienced a 34% growth in population between 1990 and 2005.
- The number of vehicles travelling between Snohomish and Monroe each day increased by 172% between 1990 and 2006.
- City of Monroe experienced a 272% growth in population between 1990 and 2005.
- The number of vehicles travelling through Monroe each day increased by 81% between 1990 and 2006.
- Sultan and Gold Bar experienced an 89% and 93% growth in population between 1990 and 2005, respectively.
- The number of vehicles travelling through Sultan and Gold Bar each day increased by 92% and 50% between 1990 and 2006, respectively.

#### **Project Mileposts-New Alignment**

- Monroe Bypass Stage 1 will extend SR 522 approximately 1.15 miles from its current ending of SR 522 MP 24.68=US 2 MP 14.27 to approximately SR 522 Spur MP 25.83 with a 2-lane divided limited access facility.
- Monroe Bypass Stage 2 will construct the new westerly alignment of the 4-lane divided limited access US 2 Bypass Route, approximately 2.15 miles long, matching into existing US 2 on the east side of the city of Monroe at approximately MP 15.75.
- Monroe Bypass Stage 3 will provide approximately 5.16 miles of 4-lane divided limited access US 2 Bypass between the US 2 Campbell Road Interchange (approximately US 2 MP 9.00) and the SR 522 Spur roundabout.

#### **Construction requirements;**

- Stage 1 of this project will construct two new 12' Lanes, divided by median barrier and extending SR 522 to Chain Lake Road for future connection to Stages 2 and 3 of the US 2 Monroe Bypass. The approximate length of the new SR 522 Spur alignment is 1.15 miles. The new alignment will pass through multiple terrain types including wetlands, forested areas, existing pavement and relatively open fields. The beginning of the new alignment is at the US 2/SR 522 Interchange and will terminate with a signalized intersection at Chain Lake Road. Two new structures will be required for this phase of the overall bypass project; a new W-S ramp structure and a new US 2 undercrossing on SR 522.
- Stage 2 will construct a 4-lane divided limited access facility connecting the SR 522 Spur from Stage 1 to US 2 just east of the city of Monroe. The approximate length of this segment of the bypass is 2.15 miles and passes through multiple terrain types including wetlands, forested areas, stream crossings and local roadway crossings. Roundabouts will be constructed at the beginning and end of the Stage 2 alignment. Four overcrossings will be constructed as part of Stage 2 at Woods Creek, Old Owen Road, Woods Creek Road and Chain Lake Road.

- Monroe Stage 3 will extend the 4-lane divided limited access US 2 Bypass Route from the SR 522 Spur/Chain Lake roundabout in Stage 2 to just west of the Campbell Road Interchange in the city of Snohomish at approximately US 2 MP 9.00. The approximate 5.16 miles of bypass passes through multiple terrain types including wetlands, forested areas, stream crossings and local roadway crossings. One additional interchange will be built between Campbell Road and the SR 522 Spur. New overcrossings will be built at Westwick Road, Roosevelt Road, and Robinhood Lane .

**Concept of Operations**

This project is planned as a limited access facility.

**Status of Planning and Environmental Approvals**

This project is included in WSDOT’s 2007-2026 20-year State Highway System Plan (page 67). WSDOT has conducted several studies on this proposed project, with the most recent effort being the development of the US 2 Route Development Plan in 2007 which coordinated and gained endorsement from key stakeholders.

No environmental permits have been obtained since design and construction phases are not funded. The environmental permitting will begin when funding is secured for the Design phase of the project.

**Status of Right of Way Acquisition**

For the Monroe Bypass: Right of Way acquisition appears to be adequate for the original Stage 1 alignment, including stormwater pond construction; however some Right of Way may be needed for the added roadway connection to 191st Avenue (north of the roundabout). Stage 2 and 3 alignment Right of Way acquisitions are approximately 90%-95% complete.

**Is the project included in a TIP or STIP**

This project is not currently included in a TIP or STIP. However, NWR Program Management reports that this project will be included in a STIP or TIP when it is funded.

**Planning and Engineering Studies Performed to Date**

For the Monroe Bypass:

- November 2006 scoping for Monroe Bypass prepared by Parametrix (2007 RDP)
- US 2 Design Analysis, January 1996, prepared by WSDOT (posted at W:\Public\DOT\US 2 Monroe Bypass)
- Current R/W Maps and Acquisition Status (posted at W:\Public\DOT\US 2 Monroe Bypass)
- Accident History and Analysis (posted at W:\Public\DOT\US 2 Monroe Bypass)

**Funding Context**

This project is not currently funded for construction. Potential funding participants include:

BNSF Railroad	Local Developers
Business and Freight community	Monroe, City of
Community Transit (Snohomish County)	Puget Sound Regional Council (PSRC)
FAST Corridor Partnership	Snohomish County

Snohomish, City of  
State and Federal elected officials

US2 Traffic Safety commission  
Utilities

**Any red flags or major project constraints (in relation to approvals, funding, delivery or O&M)**

None determined.

**Key Stakeholders**

Amtrak	Port of Everett
BNSF Railroad	Private Utilities
Business and Freight community	Puget Sound Regional Council
Community Transit	Regulatory Agencies
Evergreen State Fairgrounds	Snohomish County Council
FAST Corridor Partnership	Snohomish, City of
Federal Highway Administration	Stevens Pass Ski Area
Local Developers	US2 Traffic Safety Commission
Monroe, City of	Washington State Traffic Safety Commission

**Political Context Including Public Interest and the Perceptions of Key Stakeholders**

The Monroe Bypass has been under discussion, planning and design since the 1960's and appears to have widespread support from the majority of stakeholders. During development of the 2007 US 2 Route Development Plan (RDP), the US 2 Corridor Working Group (CWG) provided endorsement for the bypass as part of the RDP. The RDP provided development planning for four segments; the first two segments encompassed the Monroe Bypass, and the third segment widened the existing US 2 alignment from the Monroe Bypass to east Gold Bar. The proposed Gold Bar Bypass – would construct a new northerly alignment and was not included in the US 2 RDP. Comments from the CWG, commuters, recreational users, local residents and local jurisdictions were taken into account during the RDP development.

Since the project will construct a new alignment, traffic disruptions to the public are less than widening an existing alignment. Traffic disruptions will be unavoidable during the Stage 1 US 2/SR 522 Interchange ramp modifications, construction of the roundabout east of Monroe as part of Stage 2, during the new bridge construction across existing roadways, and at the Campbell Road Interchange connection included in Stage 3.

**Cost Estimates**

Estimates are in 2011 dollars.

- Monroe Bypass -Stage 1 SR 522 Spur to Chain Lake Road - \$50 million
- Total of Monroe Bypass Stages 1-3 (1996 estimate inflated to 2011 dollars) - \$326 million

**Self Supporting Revenue Forecasts or Information**

A revenue study has not been done.