

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

*SR 9 & SR 534: SR 530 Jct (Arlington) to SR 20 Jct (Sedro-Woolley) & I-5 Jct (Conway)*  
*(Conway)*

This 31-mile long north-south corridor is located in Snohomish and Skagit counties. The corridor consists of two routes, State Route 9 traveling north-south between the SR 530 junction in Arlington and the SR junction in the city of Sedro-Woolley, and SR 534 running between Lake McMurray and the Interstate 5 junction in Conway.. The corridor is predominantly rural in character with SR 9 consisting of rural residential and agricultural land uses. SR 534 is also rural in character with rolling hills, agricultural lands, and rural residential developments in Conway. The corridor's character within Arlington and Sedro-Woolley is higher-density urban with single- and multi-family residences, commercial establishments, light industrial, and some agricultural land uses. The corridor encounters both the Stillaguamish and Skagit rivers. The Arlington Municipal Airport is located at the southern end of the corridor. The corridor crosses over the BNSF Railway at the north end in Sedro-Woolley.



### Current Function

SR 9 is a rural connector route in Snohomish, Skagit, and Whatcom counties, and functions as a north-south commuter route for the local communities. SR 534 is a short highway located entirely within Skagit County. The primary role of this corridor is to support the movement of people and goods through Snohomish and Skagit counties. The corridor provides access to a range of recreational activities. The SR 9 segment of the corridor, located in Skagit County, connects with major intersections at SR 534, SR 538, and SR 20 to the north. The corridor also connects to SR 530 in Arlington and I-5 in Conway. The route directly serves the communities of Lake McMurray, Big Lake, and Clear Lake, as well as providing an alternative route to the east side of the city of Mount Vernon. This corridor also connects to the urban centers of Sedro-Woolley and Arlington. Skagit Transit provides service from Mount Vernon to Sedro-Woolley on this corridor and has 19 park and rides with over 530 spaces. Sections of the corridor are well used by bicyclists.

### Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

## Highlights and Performance

SR 534 is a two-lane, undivided highway. This section of SR 9 is a two-lane, undivided highway with occasional turn lanes and one roundabout. The annual average daily traffic on this corridor is highest near SR 9's junction with SR 530 in Arlington and lowest on SR 9 just south of Lake McMurray.

### What's working well?

- Over 99% of the corridor does not experience congestion on a regular basis.
- Roughly 90% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has a low habitat connectivity rating.
- Centennial Trail, a non-motorized trail, is heavily used recreationally.

### What needs to change?

- There are 21 fish passage barriers present along the corridor.
- Portions of the corridor have a moderate rating for climate vulnerability impacts.
- The corridor has three bridge preservation needs, two of which are for seismic retrofits.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
11,067	1,079	Annual Average Daily Traffic (AADT)
11.3%	5.0%	Bus/Truck Percent
62.96		Number of Lane Miles
5		# of Signalized/Stop Controlled Intersections
\$42,655,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

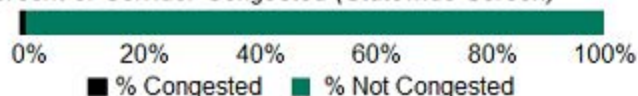


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	37.5% Passable	62.5% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	13 BMPs	Retrofit Prioritization in progress
	83.6	% of Corridor with high potential for increased Climate Impacts
	3	Wetland Mitigation Locations
	1	Historical Bridges

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Concern over the bridge at Big Rock being too narrow.
- Interest in bicycle and pedestrian improvements from Summer Meadows Court on the east side of SR 9.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### **Economic Vitality**

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### **Environment**

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>

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#### **Mobility**

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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#### **Preservation**

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and vegetation control.</i>
Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 35% of the corridor.</i>

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#### **Safety**

Investment	<i>WSDOT has identified one Safety Investment action in the next six years at a single location on this corridor.</i>
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#### **Stewardship**

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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## For more information

To find out more information about this corridor or how to get involved, please contact:

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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