

SR 532, SUNRISE DRIVE TO COUNTY LINE

CHARACTERISTICS

Segment Description:

This segment begins at the intersection with East Camano Dr/Sunrise Dr and ends at the Island County/Snohomish County line.

County/Counties: Island

Cities/Towns Included: This segment is located entirely within an unincorporated area of Island County.

Number of lanes in the corridor: 2 to 2

Lane width: 11 to 13 feet.

Speed limit: 45 to 45 mph.

Median width: 0 to 0 feet.

Shoulder width: 0 to 8 feet.

Highway Characteristics:

This section of SR 532 is classified as R3 (Rural-Collector) from MP 0.00 to MP 2.91.

This corridor has a freight classification of T-3, with 2,900,000 tons of freight hauled annually.

Special Use Lane Information (HOV, Bicycle, Climbing):

There is a westbound slow vehicle lane from SRMP 2.44 to 2.67.

Access Control Type(s):

Non Limited Access is highly restrictive (Access Class 2).

Terrain Characteristics:

The terrain in this segment is comprised entirely of rolling terrain.

Natural Features:

This section of the highway is the primary access route to Camano Island State Park.

Adjacent Land Description:

Zoning varies along the corridor. Zoning designations are:

Rural, Rural Agriculture, Rural Service, Rural Residential and Rural Village.

Environmental Issues:

The corridor is within the 100-year floodplain and borders the Skagit Wildlife Area which provides habitat for migratory birds. There are wetlands mapped in the vicinity of the Hanstad Rd/SR 532 intersection that would require ground verification. There are no other GIS-mapped points of sensitive habitat or species. Need appropriate tribal consultation during planning, design and construction of projects in this corridor.

Major Economic Issues:

There are no major economic issues.



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ASSETS

Pavement:

There are 5.82 lane miles of Hot Mix Asphalt on this segment of SR 532.

Signal:

There is one signalized intersection at E Camano Drive and Sunrise Drive.

Structures:

There is one structure in this corridor that consists of a Concrete Slab.

(Ramps, and locally owned structures (if any exist) are not identified in this section and may not be reflected on maps.)

Features Crossed:

There are no features crossed.

ITS Facilities:

There are no intelligent Transportation systems on this corridor.

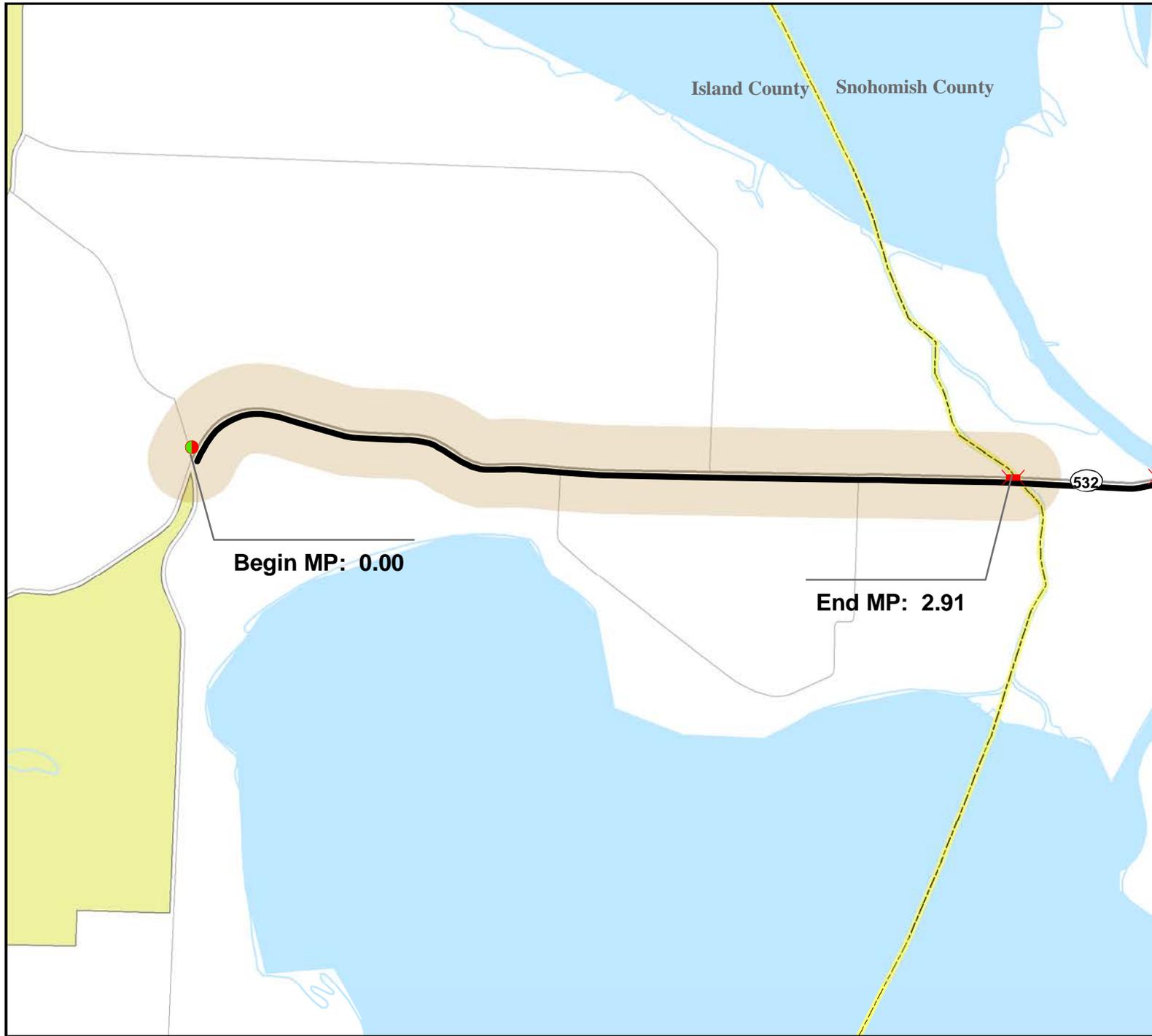
Railroad Crossings:

There are no at-grade rail crossings within this route segment.

Asset Other:

None Identified.

HSP Congested Corridor Analysis Assets



- Corridor Location
- Assets**
- Signalized Intersection
- At Grade Railroad Crossings
- Bridge
- Weigh Stations
- Rest Area Sites
- Ferry Terminal
- Park and Ride
- Corridor Pavement Type**
- HMA
- BST
- PCCP
- Other Features**
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Ferry Route
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- Airports
- County Line

SR 532, SUNRISE DRIVE TO COUNTY LINE

USAGE

General Origin and Destination Travel Characteristics:

There are none defined

Snow/ice Issues:

There are no sections within this corridor which present a problem for normal snow/ice control.

Annual Average Daily Traffic:

Ranges from 16,000 to 20,000.

Significant Seasonal Average Annual Daily Traffic Changes:

There are none defined

General Description of Major Average Annual Daily Traffic Locations:

None identified.

Freight:

Freight Classification: T3

Yearly Tonnage: 5.9M

Truck Percentage of Annual Average Daily Traffic: None Identified

Additional Usage Comments:

There are no additional comments.

Average Annual Societal Cost of All Collisions: None Identified

Collisions:

Severe No of Collisions: 0

Less Severe No of Collisions: 50

List Data Years: None identified

HSP Congested Corridor Analysis

Usage

 HSP Corridor Location

Safety Analysis Areas

 PAL Spot 07-09

 PAL Corridor 07-09

 HAC 07-09

 HAL Corridor 07-09

 HAL Spot 07-09

Freight Classification

 T-1

 T-2

 T-3

Traffic Sections AADT

 < 3,000

 3,001 - 10,000

 10,001 - 20,000

 20,001 - 40,000

 40,001 - 80,000

 80,001 - 100,000

 100,001 - 120,000

 > 120,000

 Trucks 10% and Over

Other Features

 U.S. Interstate

 U.S. Highway

 State Route

 Local Roads

 Railroad

 Tribal Lands

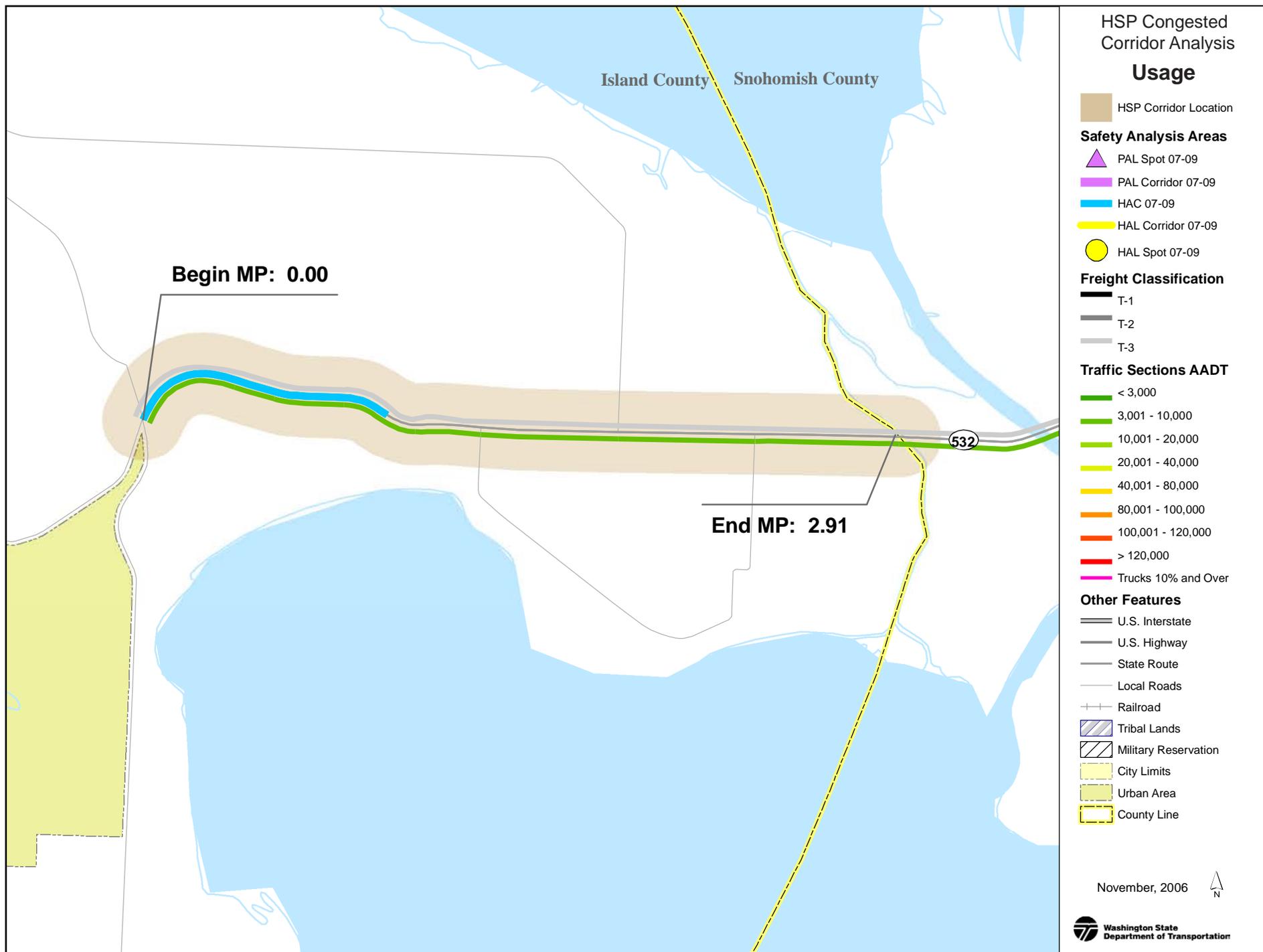
 Military Reservation

 City Limits

 Urban Area

 County Line

November, 2006



NEEDS AND STRATEGIES

Preservation

Pavement Condition and Needs:

This corridor section's pavement type is hot mix asphalt (HMA or ACP). Current pavement is 10 to 12 years old and in good condition.

Pavement Management Strategies:

Pavement is expected to remain HMA for the next 20 years during which one resurfacing of the entire corridor is expected. Funding from the legislature's Transportation Partnership Account will improve several intersections in the corridor resulting some new or resurfaced pavement at those intersections.

Structures Condition and Needs:

There are none described. (This may include ramps and locally owned structures if any exist.)

Structures Management Strategies:

There are none identified.

Additional Condition and Needs:

There are none identified.

Additional Management Strategies:

There are none identified.

Improvement

Mobility Condition and Needs:

There are none identified.

Mobility Management Strategies:

There are none identified.

Safety Condition and Needs:

There are none identified.

Safety Management Strategies:

There are none identified.

Environmental Condition and Needs:

There are none identified.

Environmental Management Strategies:

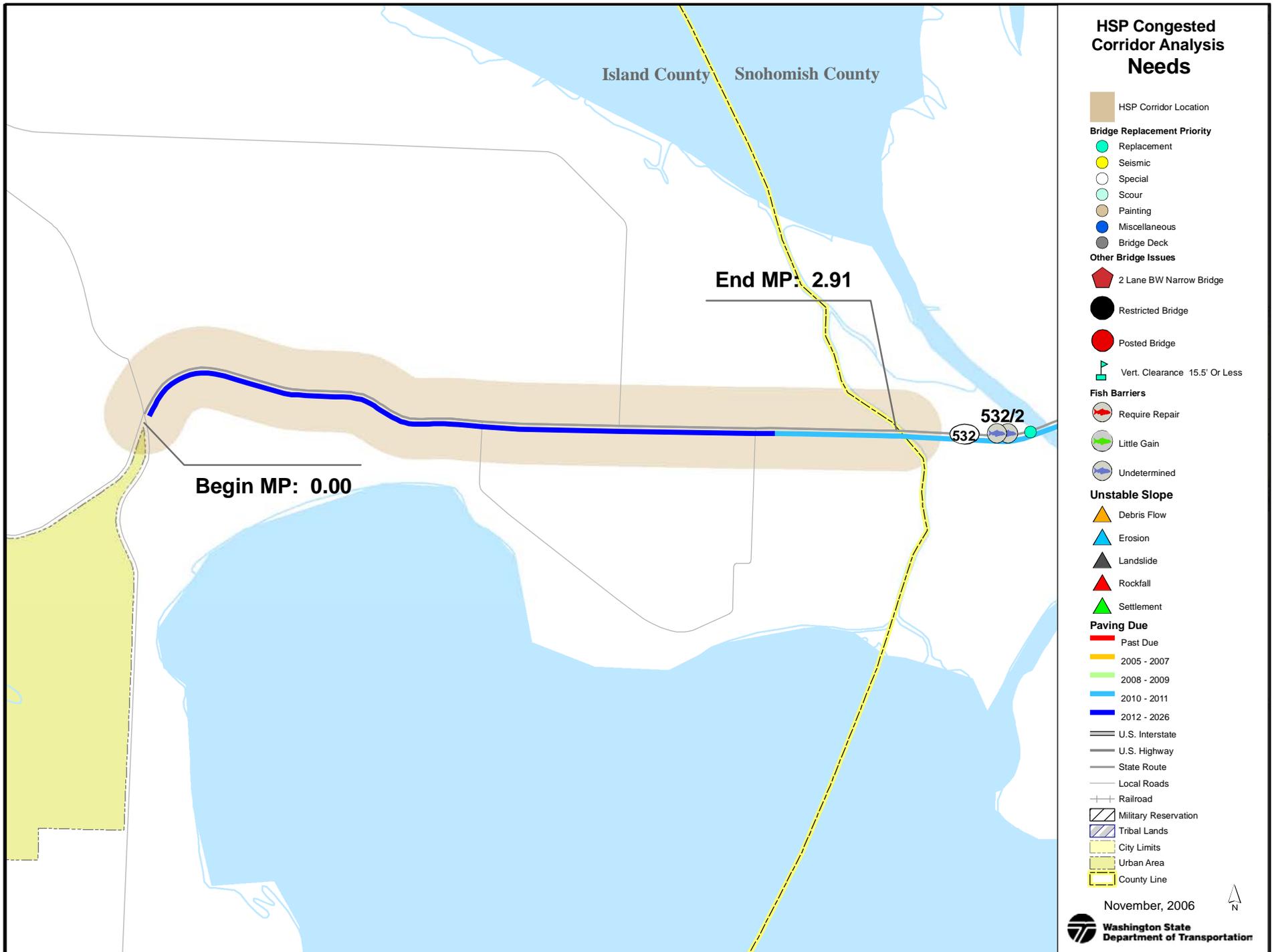
There are none identified.

Restrictions:

There are none identified.

50-Year Configuration:

Passenger rail service is being introduced at nearby Stanwood Station. As passenger rail demand and schedules improve it is expected that the Stanwood and Camano Island area will continue strong residential growth enabled in part by expanded commute alternatives to major job centers. Capacity improvements will be necessary. Limited access, grade separated. There is potential for through traffic (mainland connector) from Whidbey Island, when/if a ferry service is incorporated.



TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:

Incorporating access management strategies in the corridor will help to reduce accidents and delays caused by the many driveways which exist here. Intelligent Transportation Systems (ITS) strategies will help to make the corridor more efficient by providing real-time information to drivers, as well as the traffic operations staff. Transportation Demand Management will help to reduce the demand of vehicles using the corridor. The pavement in this corridor will need to be rehabilitated, based on data from the WSPMS. Some intersection and spot capacity improvements will be needed to address congestion/delay issues. These improvements could include signals, roundabouts, turn lanes, and auxiliary lanes.

Delay Reduction: None identified.

Collision Reduction: 34%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$37 M

Cost Estimate Explanation:

Access Management Strategies approximately \$5M, ITS approximately \$5M, TDM approximately \$10M, Pavement Rehab approximately \$2M, and Int Improvement 3 @ \$5M ea. approximately \$15M.

Minimum Fix Benefits:

Better flow of traffic using existing facilities as much as possible. Eliminating left turns out of driveway will reduce accidents.

Moderate Fix

Description:

Incorporating access management strategies in the corridor will help to reduce accidents and delays caused by the many driveways which exist here. Intelligent Transportation Systems (ITS) strategies will help to make the corridor more efficient by providing real-time information to drivers, as well as the traffic operations staff. Transportation Demand Management will help to reduce the demand of vehicles using the corridor. The pavement in this corridor will need to be rehabilitated, based on data from the Washington State Pavement Management System (WSPMS). Some intersection and spot capacity improvements will be needed to address congestion/delay issues. These improvements could include signals, roundabouts, turn lanes, and auxiliary lanes. Moderate capacity improvements throughout the corridor will help to minimize congestion and delay.

Delay Reduction: None identified.

Collisions Reduction: 34%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$67 M

Cost Estimate Explanation:

Access Management Strategies approximately \$5M, ITS approximately \$5M, TDM approximately \$10M, Pavement Rehab approximately \$2M, Int Improvement 3 @ \$5M ea. approximately \$15M, Capacity improvements say 2 miles of new lane approximately \$20M (high R/W cost), and Local Street Enhancements approximately \$10M.

Moderate Fix Benefits:

Better flow of traffic using existing facilities as much as possible. Eliminating left turns out of driveway will reduce accidents.

Maximum Fix

Description:

Incorporating access management strategies in the corridor will help to reduce collisions and delays caused by the many driveways which exist here. Intelligent Transportation Systems (ITS) strategies will help to make the corridor more efficient by providing real-time information to drivers, as well as the traffic operations staff. Transportation Demand Management will help to reduce the demand of vehicles using the corridor.

The pavement in this corridor will need to be rehabilitated, based on data from the WSPMS. Some intersection and spot capacity improvements will be needed to address congestion/delay issues. These improvements could include signals, roundabouts, turn lanes, and auxiliary lanes. A high level of capacity improvements will be required as the area develops.

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Delays Reduction: None identified.

Collisions Reduction: 34%

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$62 M

Cost Estimate Explanation:

Access Management Strategies approximately \$5M, ITS approximately \$5M, TDM approximately \$10M, Pavement Rehab approximately \$2M, Int Improvement 3 @ \$5M ea. approximately \$15M, Local Street Enhancements approximately \$10M, and capacity improvements say 2 new lanes through corridor approximately \$25M (high R/W cost).

Maximum Fix Benefits:

Better flow of traffic using existing facilities as much as possible. Eliminating left turns out of driveway will reduce accidents.

Off-System Solutions:

None identified.

Special Studies/Reports:

SR 532 RDP.

Required Studies

None identified.

Start/Completion Date of Study:

None identified.

Expected Results

None identified.

Funded Projects within Corridor Limits

Project No	Title
A53200D	SR 532 / Terry's Corner Park and Ride Lot

Additional Comments:

None identified.

Data Sources and Contacts used:

None identified.

