

= Washington State Route 530 =

State Route 530 (SR 530) is a Washington state highway in Snohomish and Skagit counties . The 50 @. @ 52 @- @ mile (81 @. @ 30 km) long route runs northeast from an interchange with Interstate 5 (I @- @ 5) southwest of Arlington past SR 9 in Arlington and Darrington to end at SR 20 in Rockport . Serving the communities of Arlington , Arlington Heights , Oso , Darrington and Rockport , the roadway travels parallel to a fork of the Stillaguamish River from Arlington to Darrington , the Sauk River from Darrington to Rockport and a BNSF Railway route that extends from Arlington to Cicero , located west of Oso .

The first segment of SR 530 to appear on a map was a road extending from Arlington to Oso in 1899 . The first segment to be state @- @ maintained was Secondary State Highway 1E (SSH 1E) , which ran from Conway to Arlington . SSH 1E was extended to Darrington in 1957 and later renumbered to SR 530 in 1964 ; the road was extended to Rockport in 1983 and later the route from Conway to I @- @ 5 was removed from the system in 1991 . Since 1991 , minor construction projects arranged by the Washington State Department of Transportation (WSDOT) have improved the roadway and WSDOT plans to realign the highway near the Sauk River .

= = Route description = =

State Route 530 (SR 530) begins at a diamond interchange with Interstate 5 (I @- @ 5) southwest of Arlington , 0 @. @ 78 miles (1 @. @ 26 km) south of where I @- @ 5 crosses the Stillaguamish River . After the interchange , the highway had a daily average of 22 @, @ 000 motorists in 2007 , which is significantly higher than in 1970 when 5 @, @ 400 motorists used the stretch of road . From the interchange , the highway is named Jackson Road and travels east to intersect Smokey Point Boulevard , which travels south to Smokey Point and was once U.S. Route 99 , a major north ? south road . After passing the intersection , the roadway continues east through a primarily rural area until it curves north and later east to enter Arlington city limits . Within Arlington , SR 530 intersects SR 9 , another north ? south highway that the road has a brief concurrency with . After the concurrency , the highway is named Burke Avenue and intersects West Avenue , which was SR 9 before it was realigned to the current western alignment . The roadway becomes the Arlington ? Darrington Road after bridging the Stillaguamish River and passing the Twin Rivers County Park , the road turns northeast into Arlington Heights .

In Trafton , which is located in Arlington Heights , SR 530 passes a residential area and a road that leads to the Jim Creek Naval Radio Station , a United States Navy facility . After leaving Trafton , the road crosses a railroad track used by the BNSF Railway before crossing the North Fork of the Stillaguamish River in Cicero . The highway crosses the tracks and the Stillaguamish River fork near Oso to continue east past several communities . The roadway turns southeast and passes the Darrington Municipal Airport to enter Darrington town limits . Once in Darrington , SR 530 becomes Seeman Street and goes east to an intersection with Seeman Street and Emmens Street . Emmens Street is also named the Mountain Loop Highway , which travels southwest to connect National Forest Route 20 and SR 92 in Granite Falls . At the intersection , the road turns north and leaves Darrington to follow the Sauk River . Outside of Darrington , the roadway travels north , briefly entering the boundaries of the Mount Baker National Forest and leaves Snohomish County . After entering Skagit County , SR 530 crosses the Sauk River and heads north to cross the Skagit River and end at an intersection with SR 20 in Rockport .

= = = Former route (1964 ? 1991) = = =

From 1964 until 1991 , SR 530 began at an interchange with I @- @ 5 in Conway and traveled southeast to I @- @ 5 again at the current western terminus and then followed the current route . The former routing , now called the Pioneer Highway , followed the Seattle ? Vancouver , BC route of the Great Northern Railway served by the International from Conway to Silvana . The former route began at a diamond interchange with I @- @ 5 in Conway , which was also the western terminus of

SR 534 . From the interchange , the roadway traveled west to Fir Island Road , which travels west across the South Fork of the Skagit River to Fir Island . The road then turned south to parallel railroad tracks owned by the Great Northern Railway and also parallel the South Fork of the Skagit River . At Milltown , SR 530 intersected Milltown Road , which would later interchange with I @-@ 5 to the east . South of Milltown and west of Lake Ketchum , the route crossed into Snohomish County . After crossing into Snohomish County and passing Lake Ketchum , SR 530 traveled south to a junction with the Old Pacific Highway and turned southeast into North Stanwood . The highway exited North Stanwood to enter Stanwood , where it intersected SR 532 . The roadway curved southeast and passed Sunday Lake , some residential areas and Norman before entering Silvana . After Silvana , the road continued southeast and later eastward to interchange with I @-@ 5 .

= = History = =

The current route of SR 530 first appeared on a map around 1899 , when a road following the North Fork of the Stillaguamish River ended east of Oso . A map published in 1911 showed a road traveling from Conway southeast past Stanwood and Arlington towards Oso and Darrington . The first state @-@ maintained highway that used a section of the current roadway was Secondary State Highway 1E (SSH 1E) , which was established in 1937 during the creation of the Primary and secondary highways ; SSH 1E ran from an intersection with Primary State Highway 1 (PSH 1) in Conway south to what would become SSH 1Y in 1945 in Stanwood (then called East Stanwood) and east past PSH 1 again to SSH 1A in Arlington . SSH 1E was later extended in 1957 past SSH 1A in Arlington to the Mountain Loop Highway in Darrington , which had been finished by late 1941 .

During the 1964 highway renumbering , SSH 1E became SR 530 , SSH 1A became SR 9 and SSH 1Y became SR 532 ; from 1964 until 1983 , SR 530 was 49 @.@ 07 miles (78 @.@ 97 km) long . On December 26 , 1980 , SR 530 was closed between Stanwood and Silvana due to a flood that caused the Stillaguamish River to overflow from its banks , which the highway parallels . The roadway was extended 18 @.@ 64 miles (30 @.@ 00 km) north from Darrington to SR 20 in Rockport , making the highway a total of 68 @.@ 34 miles (109 @.@ 98 km) and both termini being in Skagit County . SR 530 was later shortened 16 @.@ 98 miles (27 @.@ 33 km) , moving the western terminus to an interchange with I @-@ 5 southwest of Arlington .

Since being shortened , five minor construction projects , arranged by the Washington State Department of Transportation (WSDOT) , have occurred . The confluence of the Sauk and Suiattle rivers have eroded the riverbank that supports the road north of Darrington . Wilder Construction Inc. of Bellingham was hired by WSDOT to stabilize the riverbank to prevent the highway collapsing into the river . The project was completed in December 2007 and took place between Darrington and Rockport . A temporary rock wall was also constructed to protect SR 530 and will be removed once WSDOT realigns the highway north of Darrington , which is expected to be completed after 2011 .

On March 22 , 2014 , a three @-@ mile section of SR 530 in northern Snohomish County , roughly midway between Darrington and Arlington , was completely blocked by the Oso landslide . The highway was cleared enough by May 31 to open one lane of escorted traffic . Because the highway was badly damaged , and because the topography of the area had been altered by the landslide , WSDOT decided to elevate that section of the highway when it was rebuilt . As of July 27 , 2014 , the first of four stages in rebuilding the highway had been completed . The new roadway was opened September 22 , and the project is expected to be finished in early October 2014 .

= = Major intersections = =