

## US 195 HATCH RD. TO INTERSTATE 90.

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### **CHARACTERISTICS**

#### **Segment Description:**

This route segment's southern terminus is the intersection with Hatch Road, at MP 91.17 (ARM 88.55). Hatch Road is located on the southern Spokane City limits. The route ends at Interstate 90, MP 95.99 (ARM 93.37).

**County/Counties:** Spokane.

**Cities/Towns Included:** The corridor passes through, and is wholly contained within, the City of Spokane.

**Number of lanes in the corridor:** 4 to 4

**Lane width:** 12 to 12 feet.

**Speed limit:** 55 to 55 mph.

**Median width:** 40 to 72 feet.

**Shoulder width:** 4 to 10 feet.

#### **Highway Characteristics:**

US 195 is classified as a Principal Arterial. It is a Highway of Statewide Significance and on the National Highway System. It has also been designated as a Strategic Freight Corridor. It has a T2 freight designation.

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

There are no special use lanes along this route segment.

#### **Access Control Type(s):**

This segment of US 195 is a Partial Access controlled facility.

#### **Terrain Characteristics:**

The terrain for this segment of US 195 consists of rolling terrain.

#### **Natural Features:**

This route segment provides access to major area golf courses.

#### **Adjacent Land Description:**

The route traverses a variety of land use designations; open space, residential, general commercial and light industrial.

#### **Environmental Issues:**

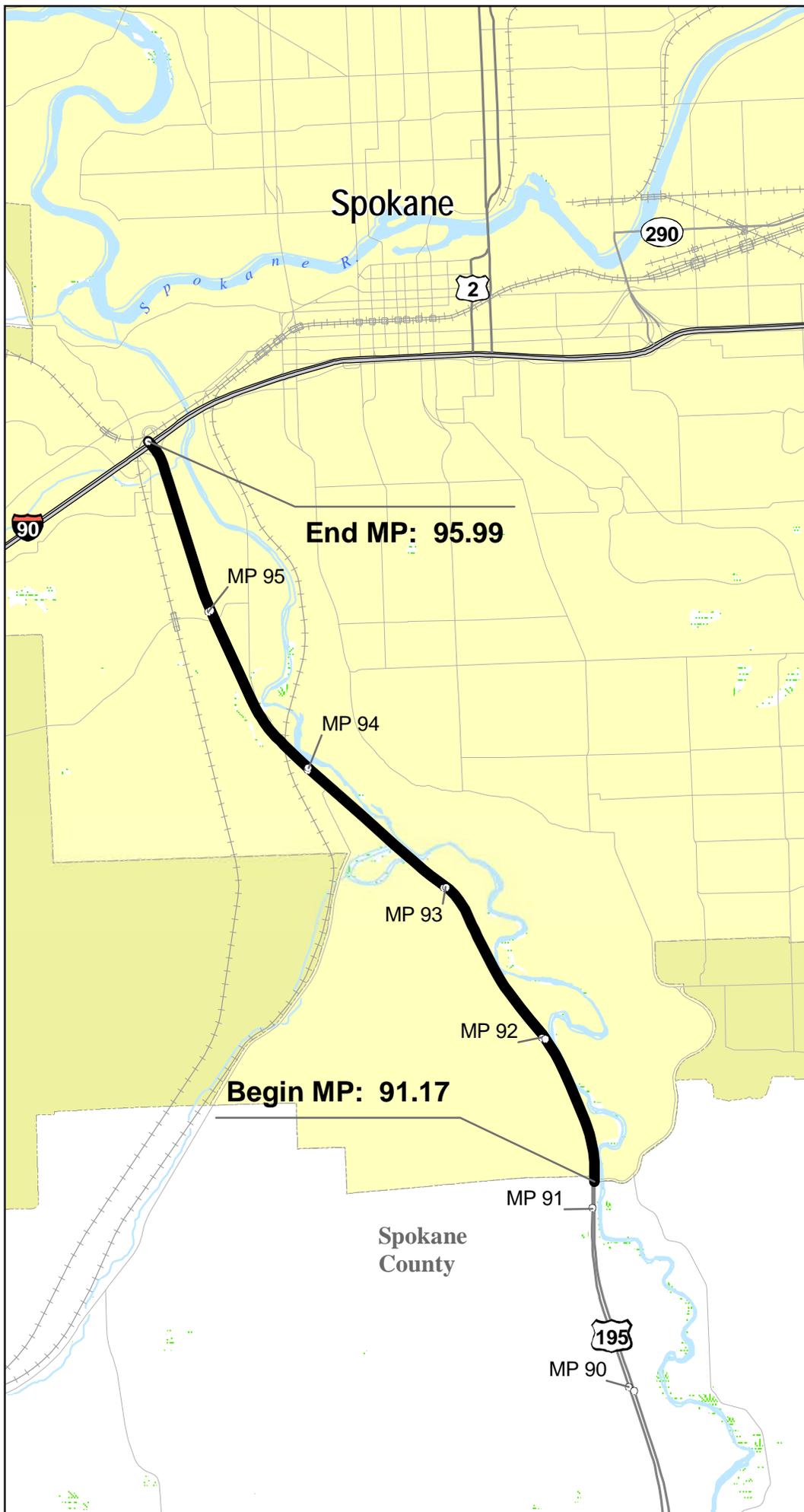
This segment of US 195 is located in the vicinity of Latah Creek and associated riparian and wetland areas. While it is not known if there are, or would be, specific environmental issues, projects located in the corridor would need to be sensitive to riparian and wetland areas. There may also be wildlife corridor issues, and rare plant and threatened and endangered species concerns.

#### **Major Economic Issues:**

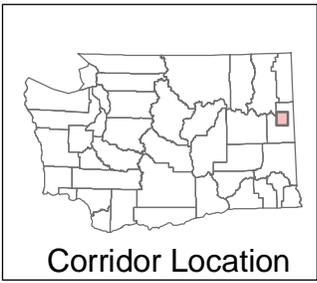
US 195 constitutes a major freight corridor that serves the vast agricultural regions of the Palouse. The route is heavily relied upon for the shipment of numerous agricultural commodities, especially grains.

# HSP Congested Corridor Analysis

## Characteristics



- Milepost Markes
- █ HSP Corridor Location
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- ++ Railroad
- █ Wetlands
- █ Military Reservation
- █ Tribal Lands
- █ City Limits
- █ Urban Area
- █ County Line



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### **ASSETS**

#### **Pavement:**

There are approximately 17.96 lane miles of concrete on this section of US 185.

#### **Signal:**

There are no signalized intersections located on the route segment.

#### **Structures:**

There are two structures in this corridor that consist of Pre-Tensioned Concrete Beam.

(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

 HSP Corridor Location

### Assets

-  Signalized Intersection
-  At Grade Railroad Crossings
-  Bridge
-  Ferry Terminals
-  Park and Ride
-  Weigh Stations
-  Rest Area Sites

### 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
-  Airport
-  County Line



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### **USAGE**

#### **General Origin and Destination Travel Characteristics:**

US 195 supports an array of transportation demands. It is a major commuter link between downtown Spokane and the rapidly growing residential areas located in its vicinity and to the south of the route segment. (The City of Spokane has targeted 50% of its residential growth for the next 20 years to the US 195 corridor.) The facility serves local, regional, interregional, interstate and international trips. It provides a critical connection to I-90 for the movement of freight to Seattle as well as destinations to the north and east of Spokane.

#### **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 14,800 to 18,000.

#### **Significant Seasonal Average Annual Daily Traffic Changes:**

There is a significant increase in agricultural traffic in the summer and fall as crops are harvested in the Palouse region south of Spokane. ADT also significantly increases when Washington State University has home football games, as US 195 is the primary travel route between Spokane and Pullman.

#### **General Description of Major Average Annual Daily Traffic Locations:**

As you proceed north on the route segment, from Hatch Rd., annual average daily traffic (AADT) gradually increases with traffic accessing the facility at several at-grade intersections; Qualchan, Cheney-Spokane Rd, Meadowlane Rd. Thorpe Rd. and 16th Ave.

#### **Freight:**

**Freight Classification:** T2

**Yearly Tonnage:** 5.4M

**Truck Percentage of Annual Average Daily Traffic:** 12%

#### **Additional Usage Comments:**

There are no additional comments.

**Average Annual Societal Cost of All Collisions:** Approximately \$2.26M

#### **Collisions:**

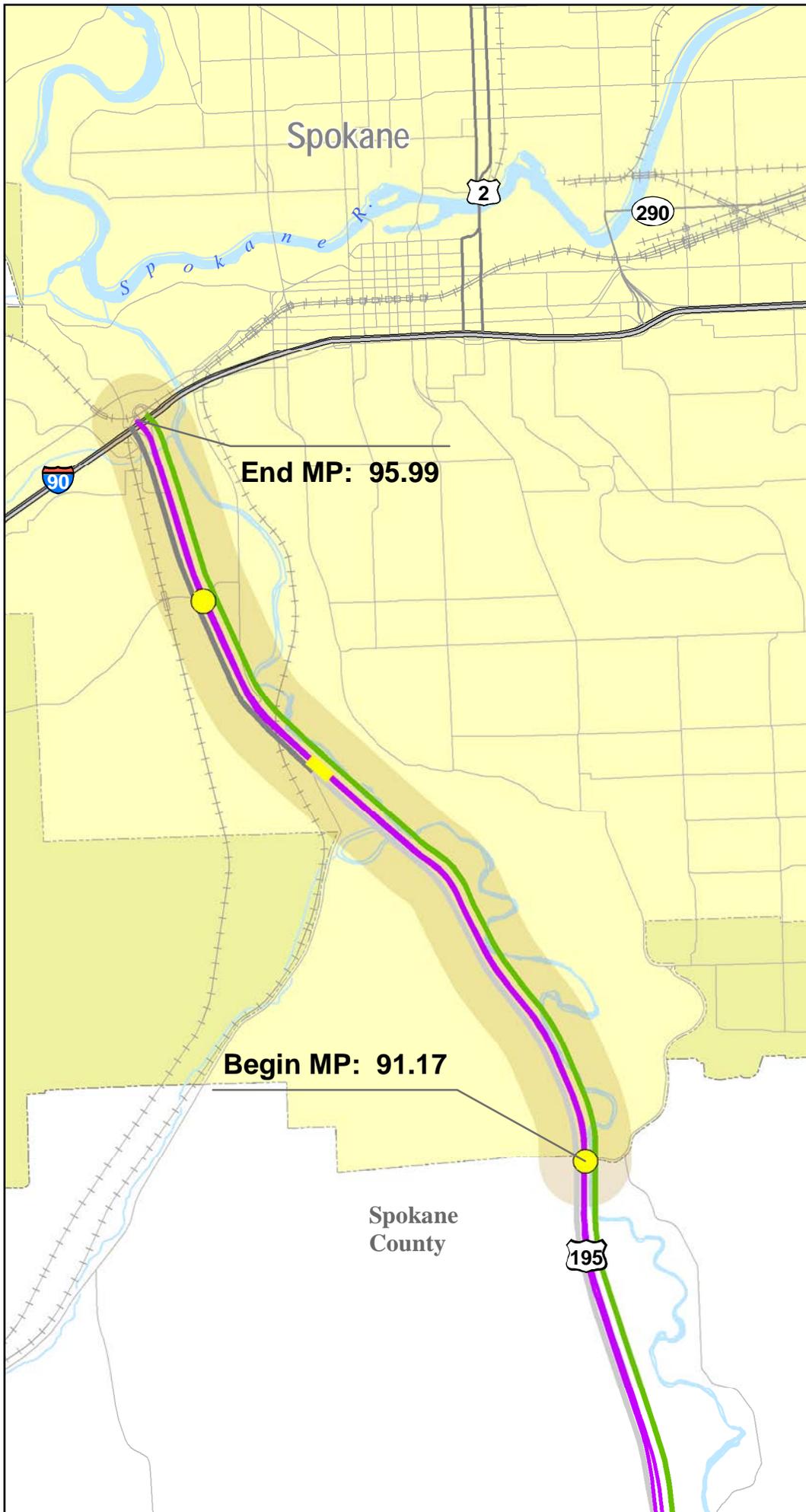
**Severe No of Collisions:** 5

**Less Severe No of Collisions:** 73

**List Data Years:** 2002 to 2004

# 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

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### *NEEDS AND STRATEGIES*

#### **Preservation**

##### **Pavement Condition and Needs:**

Portions of the northbound lanes are currently due for rehabilitation due to structural failure. Other portions will be due for rehab due to rutting failure beginning in 2009. The southbound lanes are either overdue, or will be due shortly, for rehabilitation for structural failure.

##### **Pavement Management Strategies:**

A Dowel Bar Retrofit project has been proposed for most of the southbound lanes between Hatch Rd. and I-90 and portions of the northbound lanes between Hatch and I-90. The estimated cost is \$3,916,000.

##### **Structures Condition and Needs:**

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

##### **Structures Management Strategies:**

There are no improvements proposed for any structures within the limits of this route segment.

##### **Additional Condition and Needs:**

There are none identified.

##### **Additional Management Strategies:**

There are none identified.

#### **Improvement**

##### **Mobility Condition and Needs:**

Given all of the residential growth planned for this corridor over the next twenty years, as reflected in the City of Spokane's Comprehensive Plan, traffic on this route segment will increase dramatically. The NB US 195 to eastbound I-90 ramp terminal currently experiences LOS F conditions during peak periods. This ramp has a relatively short merge lane that presents safety and operational issues. Additionally, delay currently experienced at TWSC intersections will be improved with the construction of interchanges.

##### **Mobility Management Strategies:**

The elimination of at-grade crossings, and replacement with interchanges, will improve safety and traffic flow in the corridor. Also, a new City of Spokane arterial, that will run approximately parallel to US 195 between Cheney-Spokane Rd. and Sunset Blvd. , will be constructed . This facility will help improve safety by serving some of the commuter trips generated in the corridor, keeping those trips off of US 195 and away from the US 195/I-90 ramps.

##### **Safety Condition and Needs:**

The Thorpe Rd. intersection ( SRMP 94.94) has been identified as a High Accident Location, and the portion of the route near the north end has been identified as a High Accident Corridor. There are 5 major at-grade intersections within the route segment. Conflict between slow moving entering, turning and exiting traffic and high speed mainline traffic is the primary cause of increasing accidents in the corridor. As traffic grows, due to substantial residential development, accident prevention through facility improvements will become more urgent.

##### **Safety Management Strategies:**

The elimination of at-grade crossings, and replacement with interchanges, will improve safety and traffic flow in the corridor. Also, a new City of Spokane arterial, that will run approximately parallel to US 195 between Cheney-Spokane Rd. and Sunset Blvd. , will be constructed . This facility will help improve safety by serving some of the commuter trips generated in the corridor, diverting those trips from US 195 and away from the US 195/I-90 ramps.

##### **Environmental Condition and Needs:**

There are none identified.

##### **Environmental Management Strategies:**

There are none identified.

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### **Restrictions:**

On SR 195 at milepost 91.17, soil conditions in the vicinity of Hatch Rd. and Qualchan require in-depth geo-technical investigation. US 195 alignment, at this milepost location, is proximate to Latah Creek and associated wetlands. Uncertainty over right-of-way acquisition costs. Railroad right-of-way negotiation more difficult than anticipated.

### **50-Year Configuration:**

The long-range goal is to maintain US 195 as a controlled access high speed regional transportation facility through the construction of 3 new interchanges, the construction of a new city arterial, and the elimination of two at-grade intersections. These improvements will allow the facility to continue to effectively serve regional, interstate, and international traffic while providing additional access alternatives for locally generated traffic. As the Spokane urban area that US 195 traverses continues to rapidly grow, it is important to provide safety and mobility improvements that will support the primary function of US 195 as a critical regional, state and national transportation facility.

# HSP Congested Corridor Analysis Needs

HSP Corridor Location

## Bridge Priorities

- Replacement
- Special
- Seismic
- Scour
- Painting
- Miscellaneous
- Bridge Deck

## Other Bridge Issues

- 2 Lane BW Narrow Bridge
- Restricted Bridge
- Posted Bridge
- Vert. Clearance < 15.5'

## Unstable Slope

- Debris Flow
- Erosion
- Landslide
- Rockfall
- Settlement

## Fish Passage Barriers

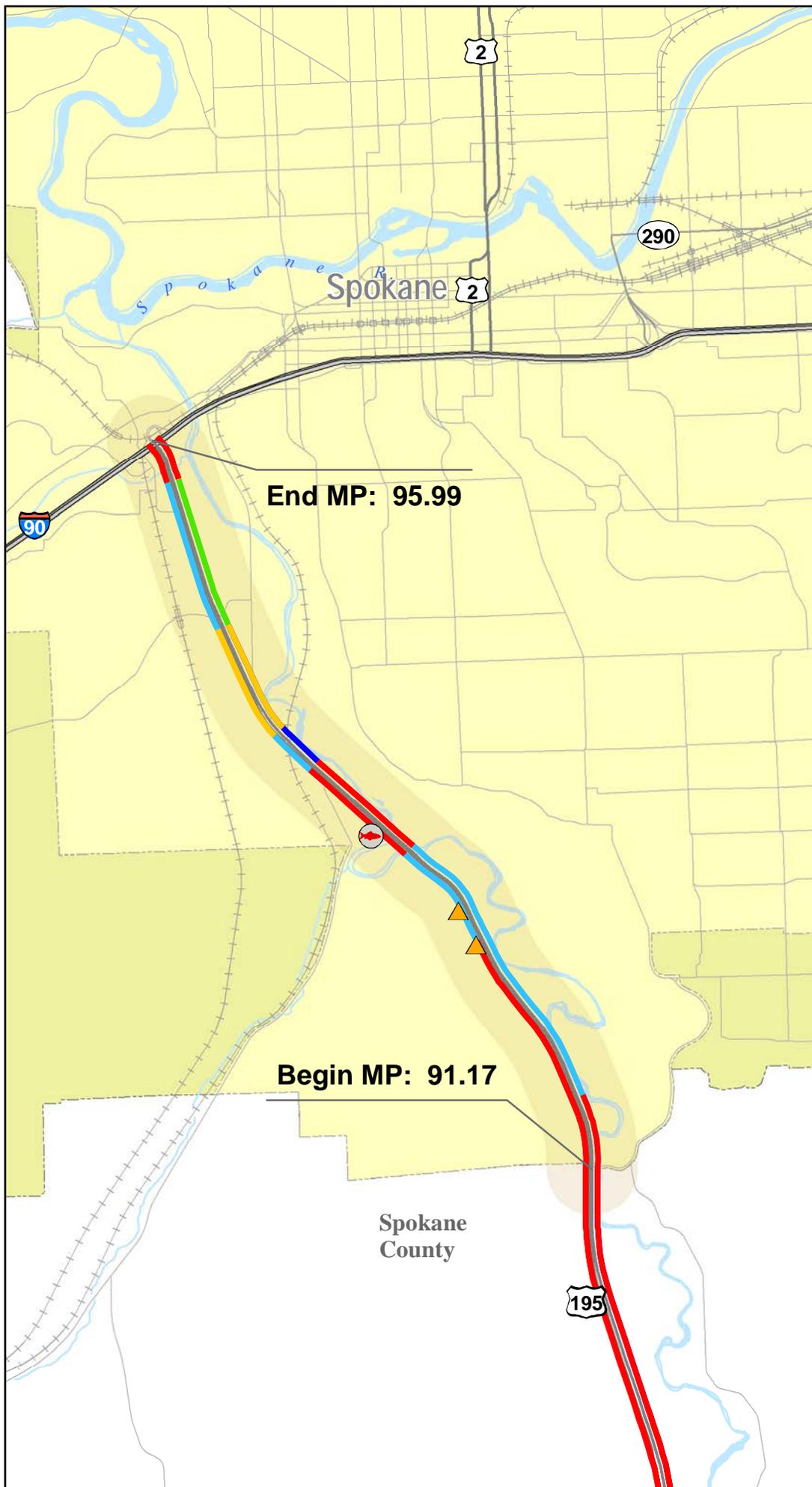
- Require Repair
- Little Gain
- Undetermined

## Paving Due

- Past Due
- 2005 - 2007
- 2008 - 2009
- 2010 - 2011
- 2012 - 2026

## Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- County Line



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## US 195 HATCH RD. TO INTERSTATE 90.

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### ***TIERED PROPOSED SOLUTIONS***

#### **Minimum Fix**

**Description:**

Construction of a new interchange at the Cheney-Spokane Rd. intersection with US 195.

Also, construct a new City of Spokane arterial from Cheney-Spokane Rd. to Lindeke Rd. This arterial will divert some of the traffic being generated in the corridor segment from US 195, improving mobility and safety by reducing mainline and ramp congestion.

**Delay Reduction:** None identified.

**Collision Reduction:** 44%

**Deficient Concrete Lane Miles:** None identified.

**Total Estimate Cost:** \$19.8 M

**Cost Estimate Explanation:**

Estimated costs for the project were obtained from the US 195, Hatch to I-90, Cost Risk Assessment, dated April 4, 2004.

**Minimum Fix Benefits:**

Construction of the interchange will improve safety and maintain mobility in the corridor segment.

#### **Moderate Fix**

**Description:**

Realign US 195 and provide grade separations at Thorpe Rd. and 16th Ave. Safety and traffic flow will be improved through the elimination of these at-grade crossings.

**Delay Reduction:** None identified.

**Collisions Reduction:** 38%

**Deficient Concrete Lane Miles:** None identified.

**Total Estimate Cost:** \$22.2 M

**Cost Estimate Explanation:**

Estimated costs for the project were obtained from the US 195, Hatch to I-90, Cost Risk Assessment, dated April 4, 2004.

**Moderate Fix Benefits:**

Grade separations will eliminate accidents, improve mainline mobility and greatly reduce delay experienced on the minor street at existing two-way stop-controlled intersections.

#### **Maximum Fix**

**Description:**

Construct new interchanges at Hatch Rd. and Meadowlane Rd.

**Delays Reduction:** None identified.

**Collisions Reduction:** 16%

**Deficient Concrete Lane Miles:** None identified.

**Total Estimate Cost:** \$3.3 M

**Cost Estimate Explanation:**

Estimated costs for the project were obtained from the US 195, Hatch to I-90, Cost Risk Assessment, dated April 4, 2004.

**Maximum Fix Benefits:**

New interchanges will eliminate accidents, improve mainline mobility and greatly reduce delay experienced on the minor street at existing two-way stop-controlled intersections.

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### Off-System Solutions:

Part of the solution to address safety and mobility deficiencies on this route segment is the construction of a new City of Spokane arterial that would parallel US 195. This facility would allow the closure of two at-grade intersections on US 195. Traffic formerly using US 195 to access Spokane would use the new arterial instead. This would also help alleviate congestion and safety deficiencies at the US 195 on-ramp to eastbound I-90. The ramp is an Eastern Region chokepoint.

### Special Studies/Reports:

Route Development Plan - US 195, Spangle to Spokane, Jan. 1991.  
SR 195 Transportation Corridor - An Evaluation of Capacity Needs at SR 195 and Meadowlane.  
Value Engineering Report - US 195 Corridor Safety Improvement Study, January, 1999.  
Traffic Forecast and Air Quality Report - Hatch Rd. to I-90, December 2001.  
US 195-Hatch Rd. to I-90 Project, Cost Risk Assessment, April, 2004.

### Required Studies

None identified.

### Start/Completion Date of Study:

None identified.

### Expected Results

None identified.

### Funded Projects within Corridor Limits

Project No	Title
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None identified.	
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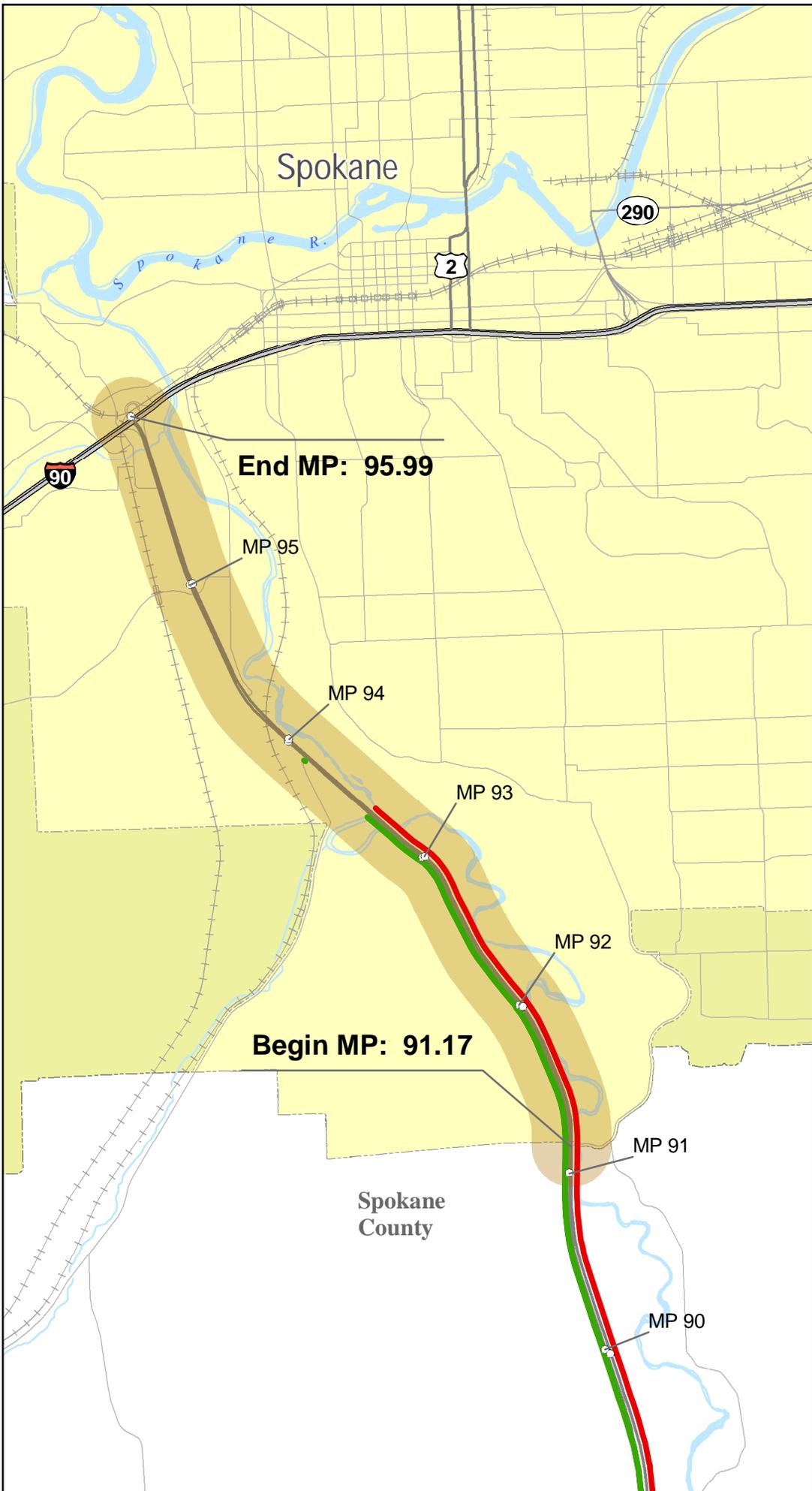
### Additional Comments:

None identified.

### Data Sources and Contacts used:

Latah Valley Neighborhood Plan  
City of Spokane Comprehensive Plan  
Freight and Goods Transportation System Update 2003  
US 195 Route Development Plan (WSDOT)  
US 195 Project Website (WSDOT)  
Traffic Forecast and Air Quality Report - Hatch Rd. to I-90 (WSDOT)  
SR 195 Transportation Corridor - An Evaluation of Capacity Needs at Meadowlane (Spokane Regional Transportation Council)  
Value Engineering Report - US 195 Corridor Safety Improvement Study (WSDOT)  
US 195-Hatch Rd. to I-90 Project, Cost Risk Assessment, April, 2004 (WSDOT)  
Environmental Workbench, LeeAnn Hancock, Eastern Region, Environmental Office  
ITS Data, Larry Frostad, Eastern Region Traffic Engineering

# HSP Congested Corridor Analysis Solutions



- HSP Corridor Location
- Solutions**
- Tier 1
- Tier 2
- Tier 3
- U.S. Interstate
- U.S. Highway
- State Route
- Milepost Marker
- Local Roads
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- County Line

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