

US 395 MP 172 TO STEVENS COUNTY LINE

CHARACTERISTICS

Segment Description:

This route segment's southern terminus is located just north of Fender Rd., in the northern suburbs of the City of Spokane. The route travels north and northwesterly, to the City of Deer Park, and then northwesterly to the Stevens County line.

County/Counties: Spokane

Cities/Towns Included: The route segment passes within the vicinity of Dennison and then through the City of Deer Park.

Number of lanes in the corridor: 2 to 3

Lane width: 11 to 12 feet.

Speed limit: 60 to 60 mph.

Median width: 20 to 55 feet.

Shoulder width: 4 to 10 feet.

Highway Characteristics:

The WSDOT functional classification for this route segment is Rural Principal Arterial. It has also been designated as a National Highway System (NHS) route, and as a Highway of Statewide Significance (HSS). US 395 is also a designated Strategic Freight and Roadway Corridor.

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

Truck climbing lanes are included within this route segment.

Access Control Type(s):

From SRMP 171.94 to SRMP 176.92, the route segment is designated as a Class 2 Access Control facility. From SRMP 176.92 to SRMP 183.69 the route is classified as a Partial Access controlled facility.

Terrain Characteristics:

This route segment traverses primarily rolling terrain, with a very short segment of level terrain located at Deer Park.

Natural Features:

None Identified.

Adjacent Land Description:

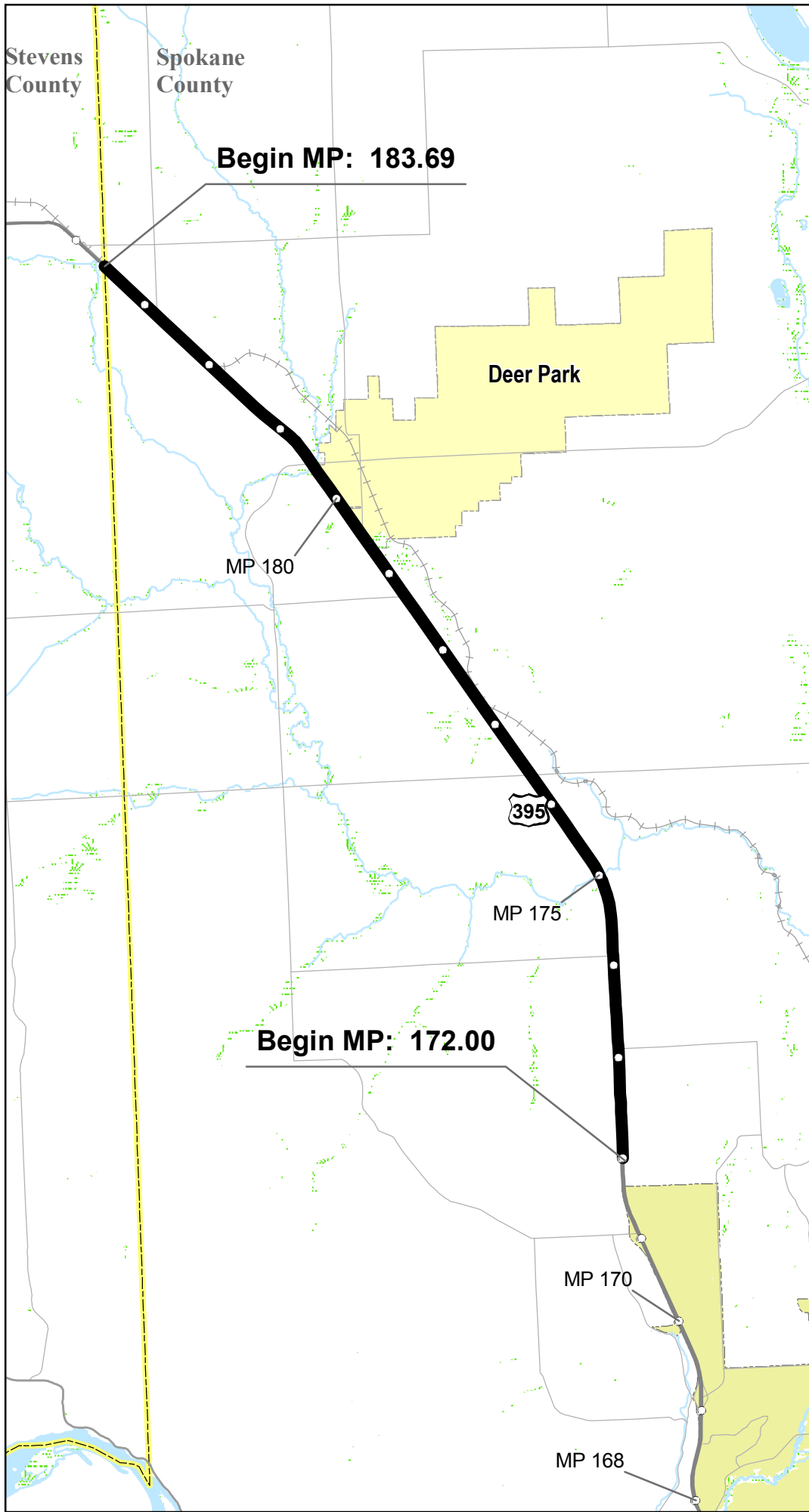
The route segment is located adjacent to predominantly agricultural lands, with some commercial land as the route traverses the western city limits of Deer Park.

Environmental Issues:

Implementation of US 395 Route Development Plan recommendations anticipates that there would be impacts to flood plain and wetland areas. There are also several historical properties that may be impacted by improvements in the route segment. However, it was determined that these sites have very little potential for placement on the National Register for Historic Places.

Major Economic Issues:

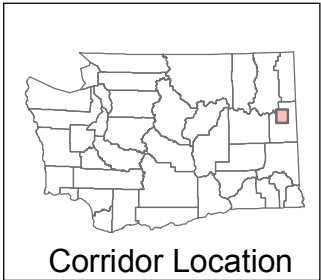
Two thirds of the recorded cargo and more than 70% of the cargo value in transit along the US 395 corridor passes through eastern Washington. This cargo represents \$1.8 million/day in economic value to the region.



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



November, 2006



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ASSETS

Pavement:

There are approximately 27.39 lane miles of Hot Mix Asphalt on this segment of US 395.

Signal:

There are no signalized intersections located on the route segment.

Structures:

There is one structure in this corridor that consists of a Concrete T-Beam.

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

Features Crossed:

At SRMP 180.43, Dragoon Creek is crossed by US 395.

ITS Facilities:

There are no specific plans for ITS facilities. However, Data Accumulation, closed circuit television cameras (CCTV) , and possibly highway advisory radio and message signs would be considered.

Railroad Crossings:

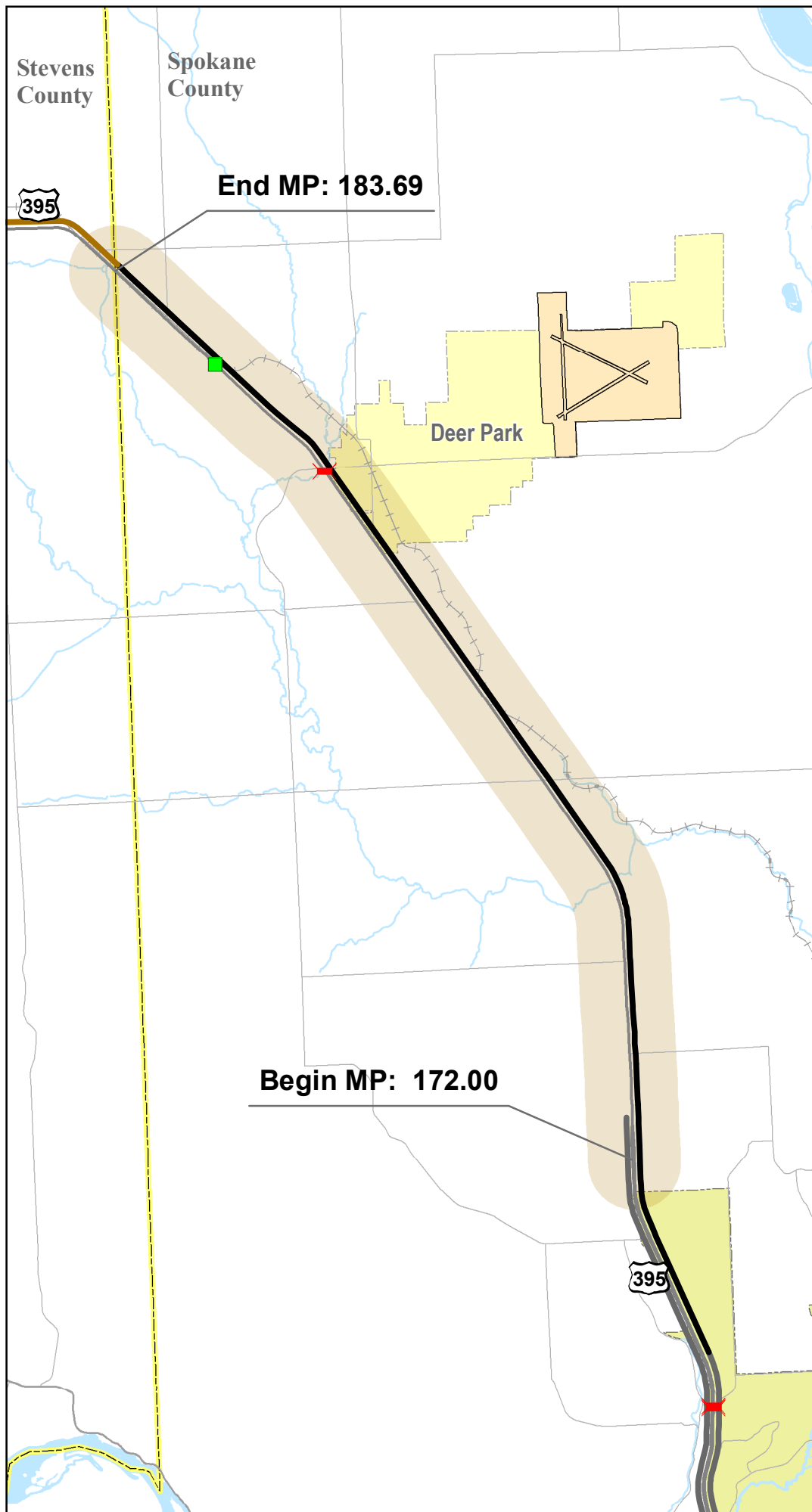
There are no at-grade rail crossings within this route segment.
























Asset Other:

Truck weigh station Number 65 is located in the vicinity of MP 182.09, southbound US 395, north of the City of Deer Park.

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

November, 2006



US 395 MP 172 TO STEVENS COUNTY LINE

USAGE

General Origin and Destination Travel Characteristics:

US 395 is a major regional and international transportation facility. It services a substantial amount of regional, intrastate, interstate as well as international trips. It also serves as a facility to accommodate the growing percentage of commute trips between the rapidly developing northern suburbs of Spokane County and the City 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 9,600 to 18,300.

Significant Seasonal Average Annual Daily Traffic Changes:

None identified.

General Description of Major Average Annual Daily Traffic Locations:

As you proceed north on the route segment, from MP 172, average daily traffic (ADT) incrementally decreases at major intersections. However, at MP 179.90 ADT sharply increases to its maximum value. This milepost is located at Deer Park. North of Deer Park, ADT counts decline to the low range of 9,600.

Freight:

Freight Classification: T2

Yearly Tonnage: 6.1M

Truck Percentage of Annual Average Daily Traffic: 10%

Additional Usage Comments:

There are no additional comments.

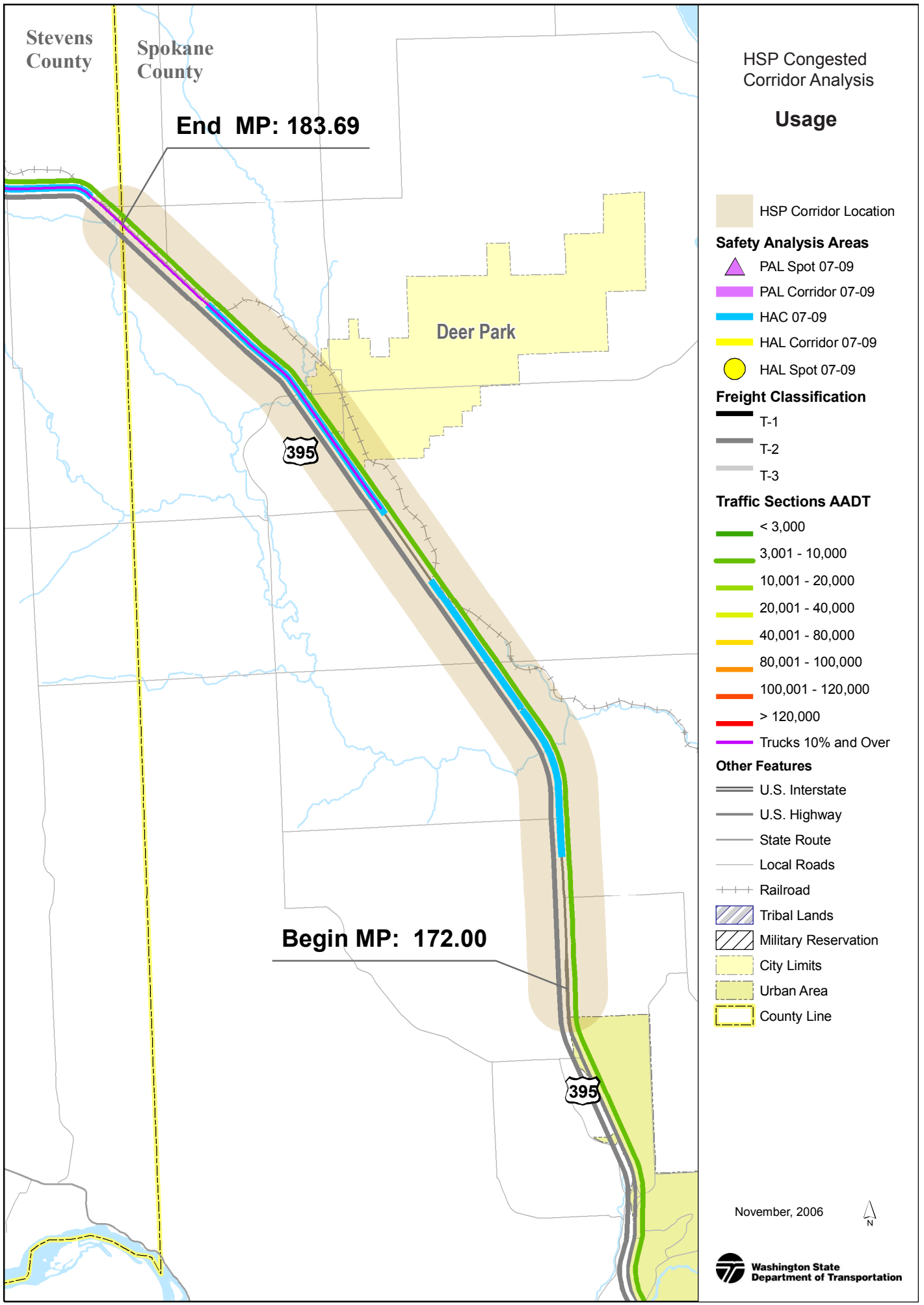
Average Annual Societal Cost of All Collisions: Approximately \$5.54M

Collisions:

Severe No of Collisions: 11

Less Severe No of Collisions: 155

List Data Years: 2003 to 2005



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:

Within the last 8 years, portions of this route segment have received full or partial rehabilitation, with all rehab occurring between the years 1998 and 2001.

Pavement Management Strategies:

The majority of the route segment is due for rehabilitation in 2006 due to structural and rutting wear. The remaining portions of the route are due for rehabilitation beginning in 2009 through 2012, due to structural and rutting wear.

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:

The US 395 route segment was divided into 4 logical segments for analytical purposes in the US 395 RDP. All four sections show failing level-of-service (E) by 2007. Several major intersections are either currently experiencing a failing LOS or will be in the near future as projected growth, especially for the Deer Park area, begins to materialize.

Mobility Management Strategies:

Construction of two additional lanes along with the construction of a network of local access roads on both sides of US 395. Interchanges as well as under/over crossings would also be constructed in several locations in order to preserve capacity and mobility. The RDP also recommends acquiring full access control as early as possible for the entire limits of the route segment.

Safety Condition and Needs:

Accidents, and the severity of those accidents, are continually increasing on this segment of US 395. A HAC has been identified within the limits of the route segment from MP 179.50 to MP 181.00. Also, US 395, in the vicinity of Deer Park, has experienced accident rates higher than the average rural principal arterial rate.

Safety Management Strategies:

Grade separated interchanges, along with over and under crossings of US 395, have been proposed to address accident issues at several locations within the route segment. Local access roads would be constructed to maintain connectivity between new interchanges and city/county road networks.

Environmental Condition and Needs:

The proximity of wetlands and flood plains to existing right-of-way will result in impacts to those areas, especially in the vicinity of MP 180.46. (Dragoon Creek vicinity)

Environmental Management Strategies:

There are none identified.

Restrictions:

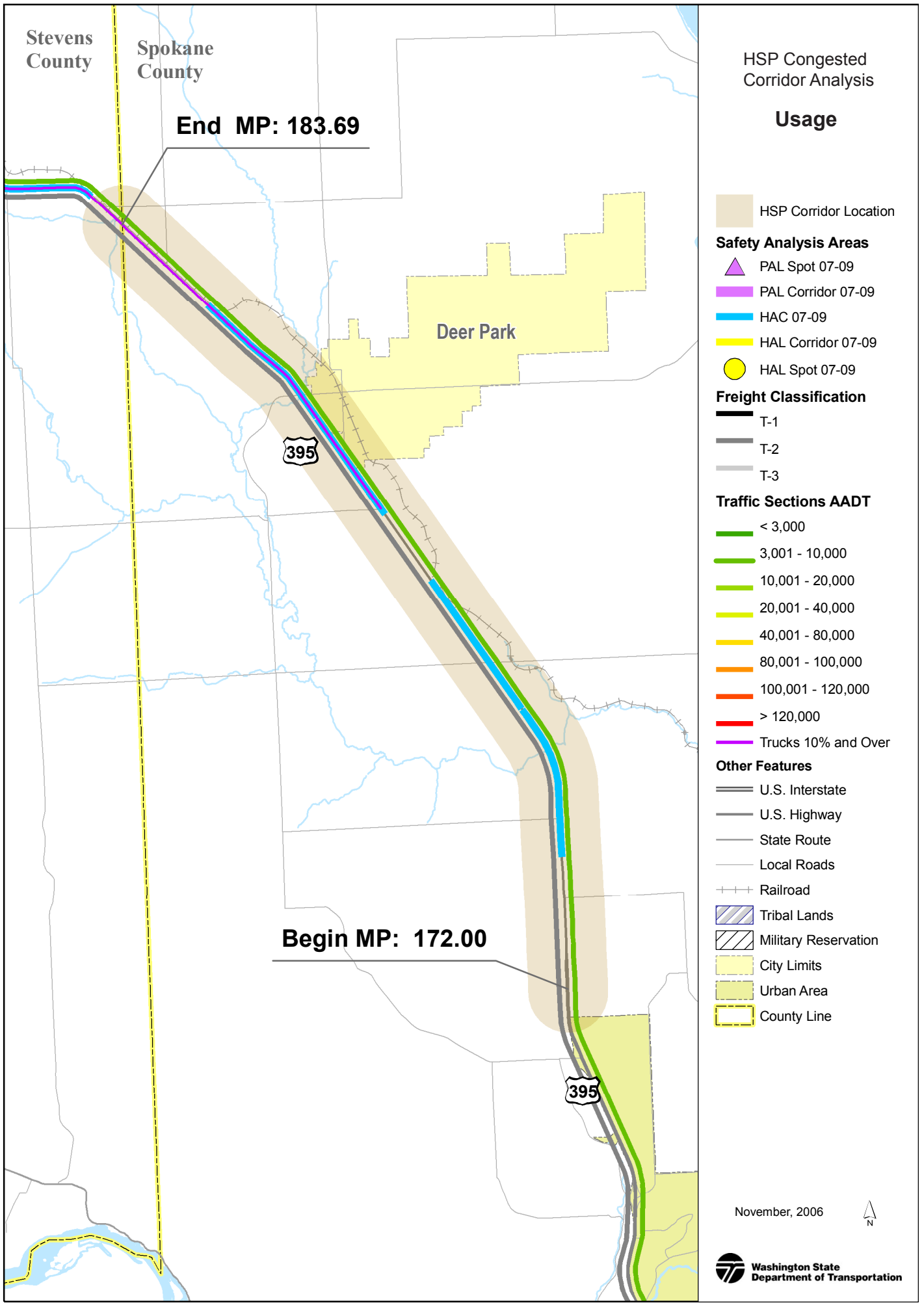
Drainage and wetland impact issues associated with Dragoon Creek on SR 395 from milepost 175 to 179.8.

50-Year Configuration:

To accommodate existing and projected residential and commercial growth in the vicinity of the US 395 route segment, the US 395

US 395 MP 172 TO STEVENS COUNTY LINE

RDP recommends providing a four lane divided alignment the entire length of the segment. It also recommends the construction of several interchanges as well as several under or over crossings of US 395. In conjunction with the facility improvements, the US 395 RDP also recommends the acquisition of Full Access Control for the entire length of the route segment. These improvements are intended to improve mobility and enhance safety in order to preserve US 395 as a high speed regional transportation facility that efficiently serves commuters, recreationists and the freight industry.



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



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TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:

No minimum fix has yet been identified. Further study required.

Delay Reduction: None identified.

Collision Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: None identified.

Cost Estimate Explanation:

None Identified.

Minimum Fix Benefits:

None Identified.

Moderate Fix

Description:

No moderate fix has yet been identified. Further study required.

Delay Reduction: None identified.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: None identified.

Cost Estimate Explanation:

None identified.

Moderate Fix Benefits:

None identified.

Maximum Fix

Description:

Construct a four lane divided facility with the construction of three grade separated interchanges at Half Moon Rd., Monroe-Crawford Rd. and Spotted Rd. Construct four grade separated crossings at Staley/Dennison-Chattaroy Rd., Burroughs/Dalton Rd., Short Rd., and H Street. Purchase full access rights through the limits of this route segment.

Delays Reduction: None identified.

Collisions Reduction: None identified.

Deficient Concrete Lane Miles: None identified.

Total Estimate Cost: \$75 M

Cost Estimate Explanation:

Cost estimate was prepared for the US 395 RDP in 2001. It includes preliminary engineering, construction and right-of-way purchase.

Maximum Fix Benefits:

Elimination of accidents at existing at-grade intersections. Reduced delay at intersections, which are projected to operate at LOS F in the 2020 forecast year. Reduction of delay on the mainline, which is currently functioning at LOS E, with portions of the route segment functioning at LOS F in the forecast year.

US 395 MP 172 TO STEVENS COUNTY LINE

Off-System Solutions:

None identified.

Special Studies/Reports:

US 395, Spokane to Stevens County Line, Route Development Plan, 2001.

US 395, Spokane to Canada Environmental Assessment, August 1999.

Required Studies

Additional study is needed to determine if any minimum fix solutions may be available to address traffic operational deficiencies in the near term, before the maximum fix identified in the RDP can be implemented.

Start/Completion Date of Study:

None identified.

Expected Results

Identification of "Minimum Fix" improvements that can be made to address deficiencies prior to implementation of moderate or maximum fix improvements.

Funded Projects within Corridor Limits

Project No	Title
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None identified.

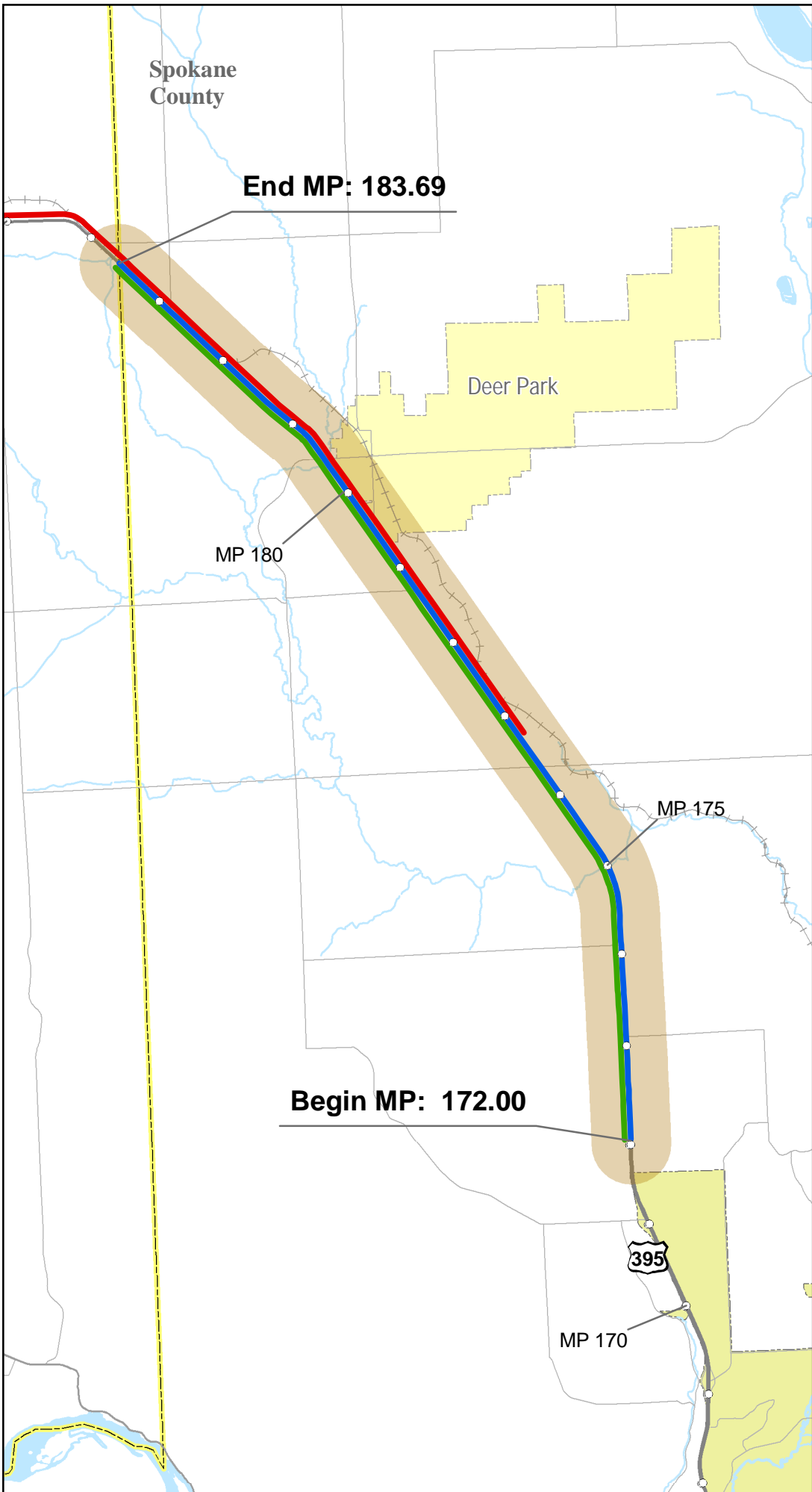
Additional Comments:

None identified.

Data Sources and Contacts used:

Environmental Workbench; data provided by LeeAnn Hancock, Eastern Region Environmental Office
Preservation Data; Mike Melvin, Eastern Region Program Management

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

November, 2006

