CHARACTERISTICS

Segment Description:
This route segment begins at the Spokane/Stevens County line, just northwest of Deer Park, WA. , and ends at the Kettle Falls city limits.

County/Counties: Stevens
Cities/Towns Included: The route travels in a northwesterly direction, passing through the cities of Chewelah and Colville, and the communities of Clayton, Loon Lake, Valley, Addy and Arden, before entering Kettle Falls.
Number of lanes in the corridor: 2 to 4
Lane width: 11 to 12 feet.
Speed limit: 25 to 60 mph.
Median width: 0 to 0 feet.
Shoulder width: 4 to 20 feet.

Highway Characteristics:
US 395 is classified as a Rural Principal Arterial. It is also a high priority route on the National Highway System (NHS), a Highway of Statewide Significance (HSS) and a Strategic Freight Corridor.

Special Use Lane Information (HOV, Bicycle, Climbing):
Several miles of climbing lanes are located on this route segment, all of which are located between the Stevens County Line and Chewelah. There are also many two way left turn lanes. These are located in Chewelah, Arden and Colville.

Access Control Type(s):
Within the cities of Chewelah and Colville, Class 5 access control exists. Partial access control exists from the Stevens County line to Cotton Creek Rd. From that point, Class 2 access control exists to Chewelah, and between Chewelah and Colville. Class 5 access control is in place between Colville and Kettle Falls.

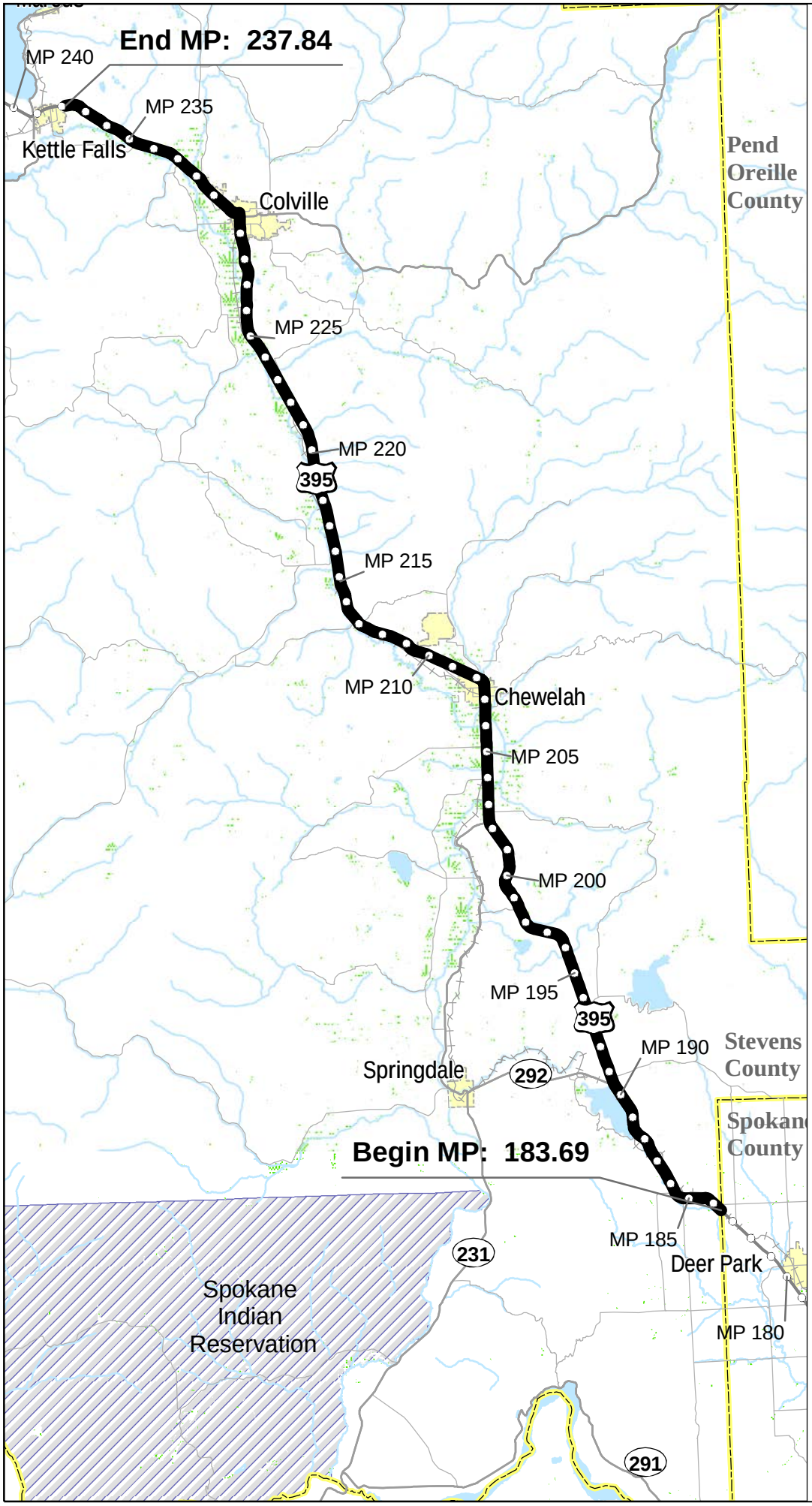
Terrain Characteristics:
The route segment traverses predominantly rolling terrain, with level terrain located within the cities of Chewelah and Colville, as well as between Colville and Kettle Falls.

Natural Features:
US 395 provides a primary access to Lake Roosevelt National Recreation Area, Loon Lake, as well as many other small residential and recreational lake properties.

Adjacent Land Description:
The route segment is adjacent to predominantly farm land with rolling hills. However, it also traverses recreational area land in the vicinity of Loon Lake, as well as commercial and residential land, especially as it passes through the communities of Chewelah and Colville.

Environmental Issues:
Numerous wetlands and riparian areas, especially between Loon Lake and Chewelah, are located adjacent to the existing roadway.

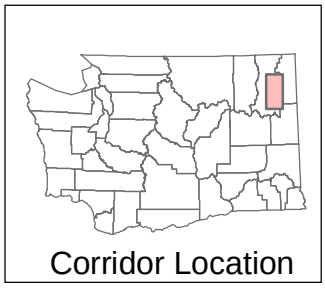
Major Economic Issues:
US 395 is the heaviest traveled freight route utilized by Spokane, Stevens and Ferry counties. US 395 facilitates international trade between the U.S., Canada and Mexico. In addition to accommodating freight traffic, US 395 also serves significant recreational and tourist travelers.



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 108.67 lane miles of Hot Mix Asphalt on this segment of US 395.

Signal:
There are six signalized intersections. One signal is located on Main Ave. in Chewelah. The remainder are located in Colville at the following locations:

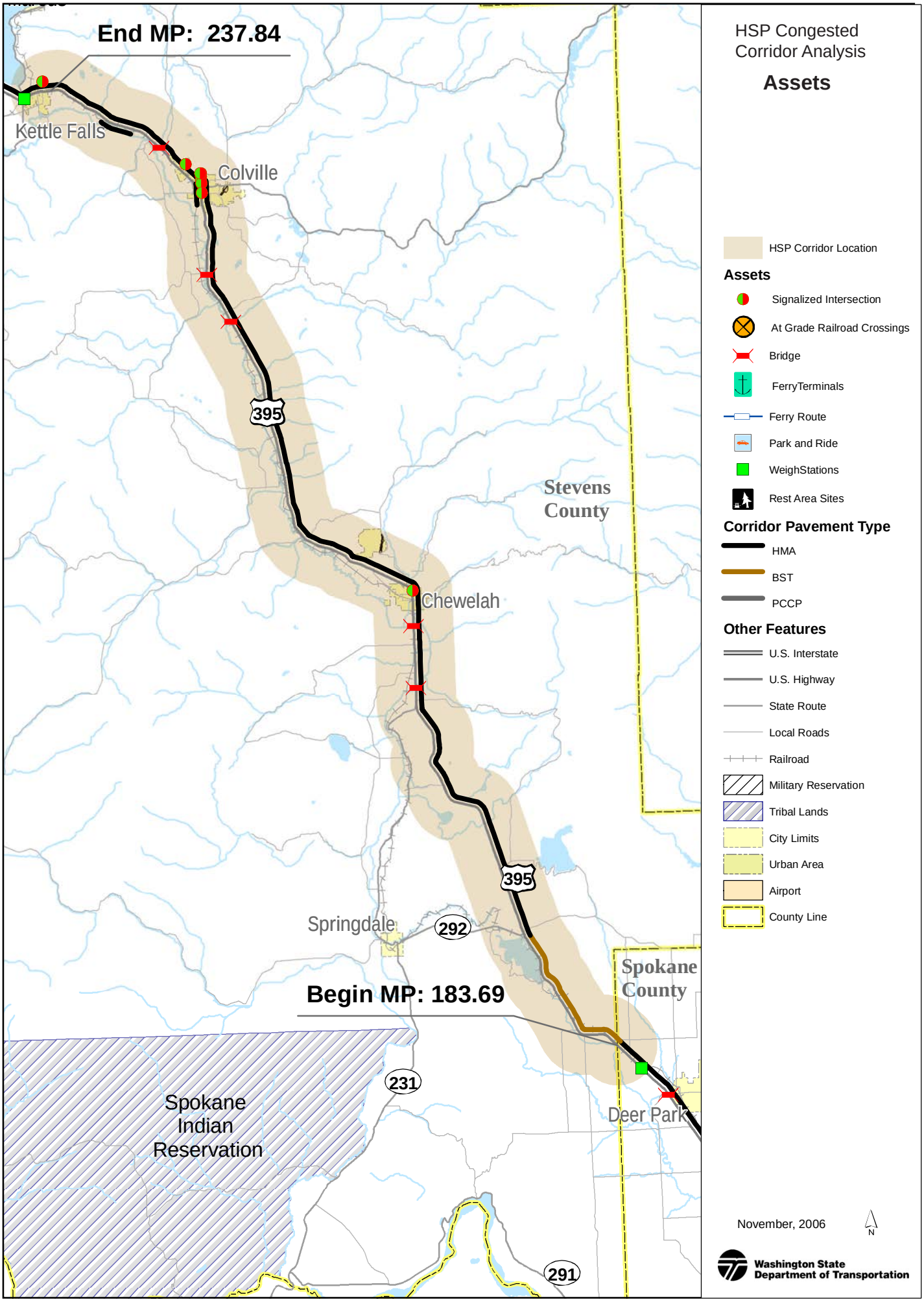
Structures:
There are five structures in this corridor that consist of: one Concrete Slab, one Concrete T-Beam, one Pre-Tensioned Concrete T-Beam, one Steel Beam and one Treated Timber Longitudinal Laminated structure.
(Ramps, and locally owned structures (if any exist) are not identified in this section and may not be reflected on maps.)

Features Crossed:
Bridge # 395/512 crosses Colville River
Bridge # 395/518 crosses Little Pend Oreille River
Bridge # 395/531 crosses Mill Creek

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:
MP 190.29 - Traffic Recorder R063
MP 234.75 - Traffic Recorder R070


End MP: 237.84
Kettle Falls
Colville
395
Stevens County
Chewelah
395
Springdale
292
Spokane County
Begin MP: 183.69
231
Spokane Indian Reservation
Deer Park
291
HSP Congested Corridor Analysis
Assets
HSP Corridor Location
Assets
Signalized Intersection
At Grade Railroad Crossings
Bridge
FerryTerminals
Ferry Route
Park and Ride
WeighStations
Rest Area Sites
Corridor Pavement Type
HMA
BST
PCCP
Other Features
U.S. Interstate
U.S. Highway
State Route
Local Roads
Railroad
Military Reservation
Tribal Lands
City Limits
Urban Area
Airport
County Line
November, 2006
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Washington State Department of Transportation

USAGE

General Origin and Destination Travel Characteristics:
US 395 serves a growing diversity of traffic. It is a primary commuter route between Spokane and rapidly developing communities just to the north of Deer Park. There are also many intrastate, interstate and international trips that use the facility due to its connection at the US/Canadian border. US 395 is the primary economic lifeline for communities located between Spokane and the Canadian border. Wood products constitute the majority of southbound freight traffic destined for Spokane and points beyond. There is also significant tourism, shopping and business travel between Canada and Spokane on US 395.

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 5,700 to 14,000.

Significant Seasonal Average Annual Daily Traffic Changes:
There does not appear to be any significant seasonal change to truck volumes on the route segment. Tourism and recreational traffic increase considerably in the summer months.

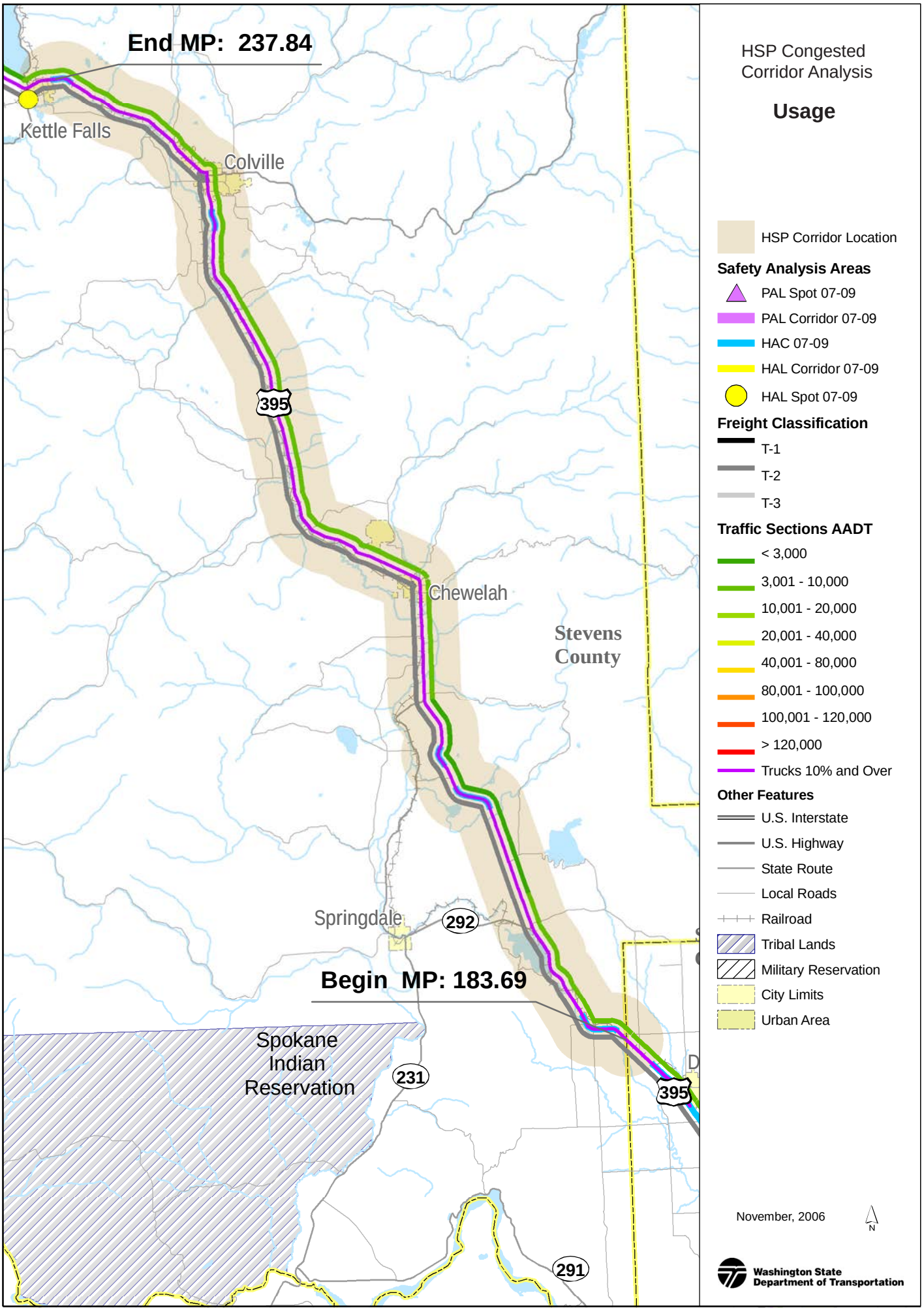
General Description of Major Average Annual Daily Traffic Locations:
Average daily traffic (ADT) is highest on the route segment between Colville and Williams Lake Rd. (north of Colville) Colville has the highest ADT at 14,000. North of Williams Lake Rd., ADT is about 8,500. ADT is also relatively high between Chewelah and SR 231, with Chewelah at 10,600 and SR 231 at 7,500. South of SR 231, ADT decreases until your reach suburban areas just north of Deer Park, where it increases to 9,100.

Freight:
Freight Classification: T2
Yearly Tonnage: 4.1M
Truck Percentage of Annual Average Daily Traffic: 11%

Additional Usage Comments:
There are no additional comments.

Average Annual Societal Cost of All Collisions: Approximately $10.42M

Collisions:
Severe No of Collisions: 20
Less Severe No of Collisions: 398
List Data Years: 2003 to 2005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Kettle Falls
Colville
395
Chewelah
Stevens County
Springdale
292
Begin MP: 183.69
Spokane Indian Reservation
231
395
291
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:
The segment of the route from ARM 188.48 to 217.46 is due for rehabilitation due to structural wear in 2006. The segment from ARM 217.46 to 243.19 is due for rehab, due to structural wear, in 2014.

Pavement Management Strategies:
A portion of the route, ARM 188.50 to 195.19, is programmed for chip seal. Another segment, from ARM 234.66 to ARM 243.91 is programmed for an hot mix asphalt overlay and safety restoration.

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:
Level-of-service deficiencies are forecast to occur in both Chewelah (LOS E) and Colville (LOS F) within the next 8 years. Both Chewelah and Colville are quickly becoming traffic bottlenecks due to growth in those communities.

Mobility Management Strategies:
In a 1999 Environmental Assessment done for US 395, the route segment was divided into three logical segments with recommended solutions specific to each segment. Those solutions are shown below.

Stevens County Line to Loon Lake:
Forecast traffic volumes indicate the need for a four lane divided facility.

Loon Lake to Colville:
Left turn channelization, acceleration/deceleration lanes, truck climbing lanes, and passing lanes at various locations as warranted.

Colville to Kettle Falls:
A four lane facility, with a possible dividing median, is recommended, for this segment. Also, acceleration/deceleration lanes and left turn channelization should be considered.

Safety Condition and Needs:
Accidents are most numerous in the City of Colville, with the SR 20 intersection experiencing the highest number of accidents. Accidents also increase in the vicinity of Kettle Falls, with the SR 25 intersection experiencing the most accidents. There are 5 High Accident Corridor locations on this route segment. These HACs are interspersed throughout the limits of the corridor.

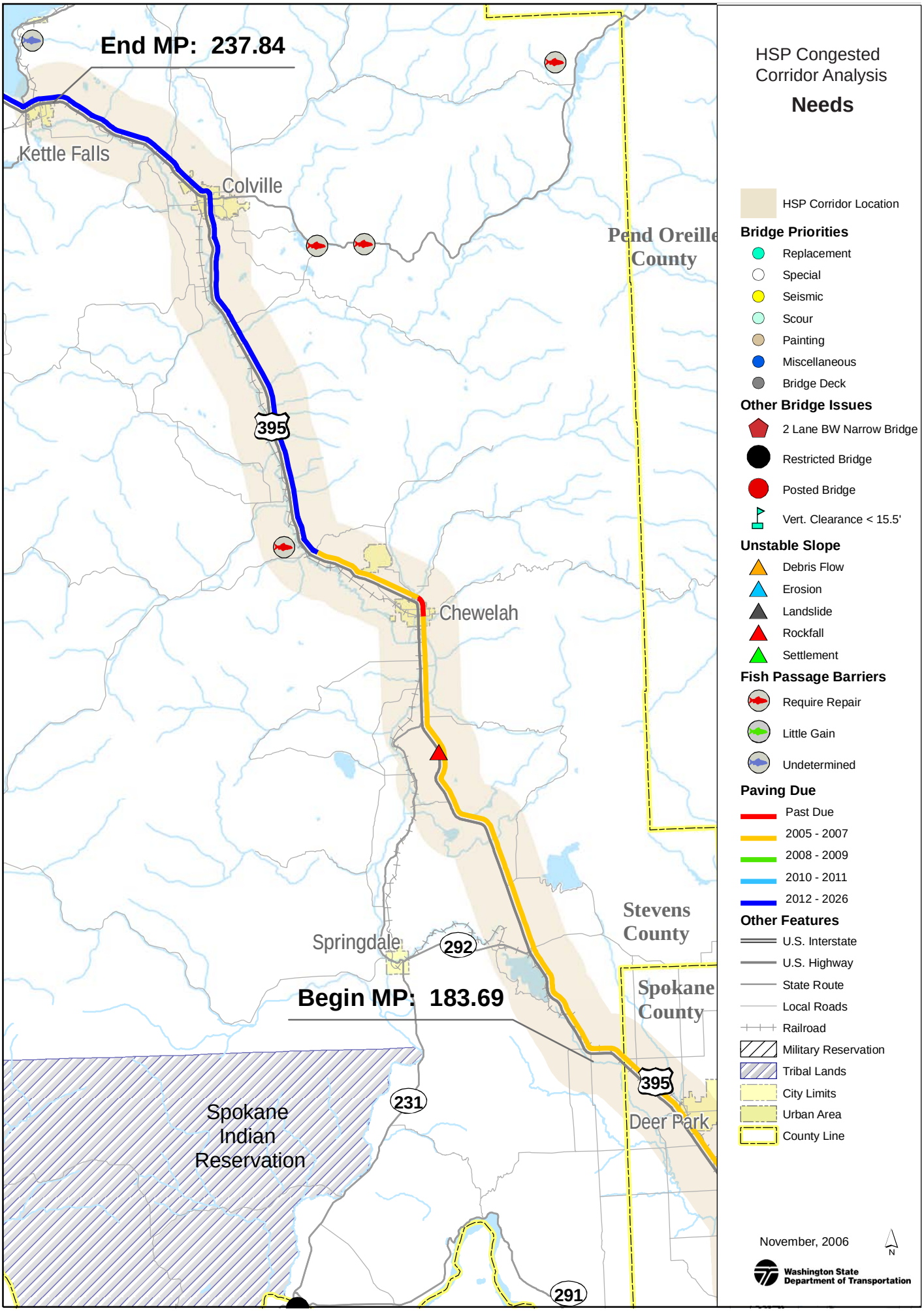
Safety Management Strategies:
Many of the mobility improvements identified above will also address safety issues at numerous locations along the route segment. However, left turn channelization at intersections would be most effective at addressing specific high accident locations.

Environmental Condition and Needs:
There are none identified.

Environmental Management Strategies:
Improve structure at MP 212.8, an unnamed tributary to the Colville River, to eliminate restriction to fish passage.

Restrictions:
There are none identified.

50-Year Configuration:
According to the 1999 US 395 Environmental Assessment (EA), the ultimate goal for this route segment is for it to be a limited access controlled highway. While no community bypass routes were recommended in the EA as preferred alternatives, the study did acknowledge that in order to attain the long-term goal for the facility, bypass routes at Deer Park, Chewelah, Colville and Kettle Falls may be necessary in the future. Prior to the construction of any bypasses, additional lanes, as well as other capacity improvements, would be utilized to preserve mobility and enhance safety. US 395 is perceived as an important international trade route due to NAFTA. Consequently, it is critical to preserve and maintain the route as part of an efficient international corridor.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Begin MP: 183.69
395
Deer Park
231
Spokane Indian Reservation
291
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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TIERED PROPOSED SOLUTIONS

Minimum Fix

Description:
Construction of left turn channelization and acceleration/deceleration lanes, especially at intersections located in the communities of Chewelah and Colville.

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:
Construction of passing and truck climbing lanes at locations as warranted.

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:
Construction of additional lanes, or bypass routes, as additional study and need determine.

Delays Reduction: None identified.
Collisions Reduction: None identified.
Deficient Concrete Lane Miles: None identified.
Total Estimate Cost: None identified.

Cost Estimate Explanation:
None identified.

Maximum Fix Benefits:
None identified.

Off-System Solutions:

None identified.

Special Studies/Reports:

US 395 Corridor Study, Spokane to Canada, July, 1995.
US 395 Environmental Assessment, Spokane (MP 172) to Canadian Border, August, 1999.
Washington State Highway System Plan 2003-2022.

Required Studies

It has been 7 years since the US 395 Environmental Assessment was completed. The study identified many potential improvements in the corridor, especially in the vicinity of the communities which are directly served by US 395. The solutions were generic in detail. An update of the study will be necessary to identify improvements that are more specific and are consistent with current Highway System Plan project identification and development processes. A Route Development Plan may be the best approach for identifying and analyzing, in greater detail, improvement needs in the corridor.

Start/Completion Date of Study:

None identified.

ExpectedResults

Seven years ago, the US 395 Environmental Assessment identified improvement concepts that were generic in their level of detail. Now may be the appropriate time to further examine those improvement concepts identified in the EA and develop specific facility improvements within the context of the Bottleneck & Chokepoint and the Non-Interstate Congested Corridor programs. The route development planning process may be the best vehicle to accomplish that.

Funded Projects within Corridor Limits

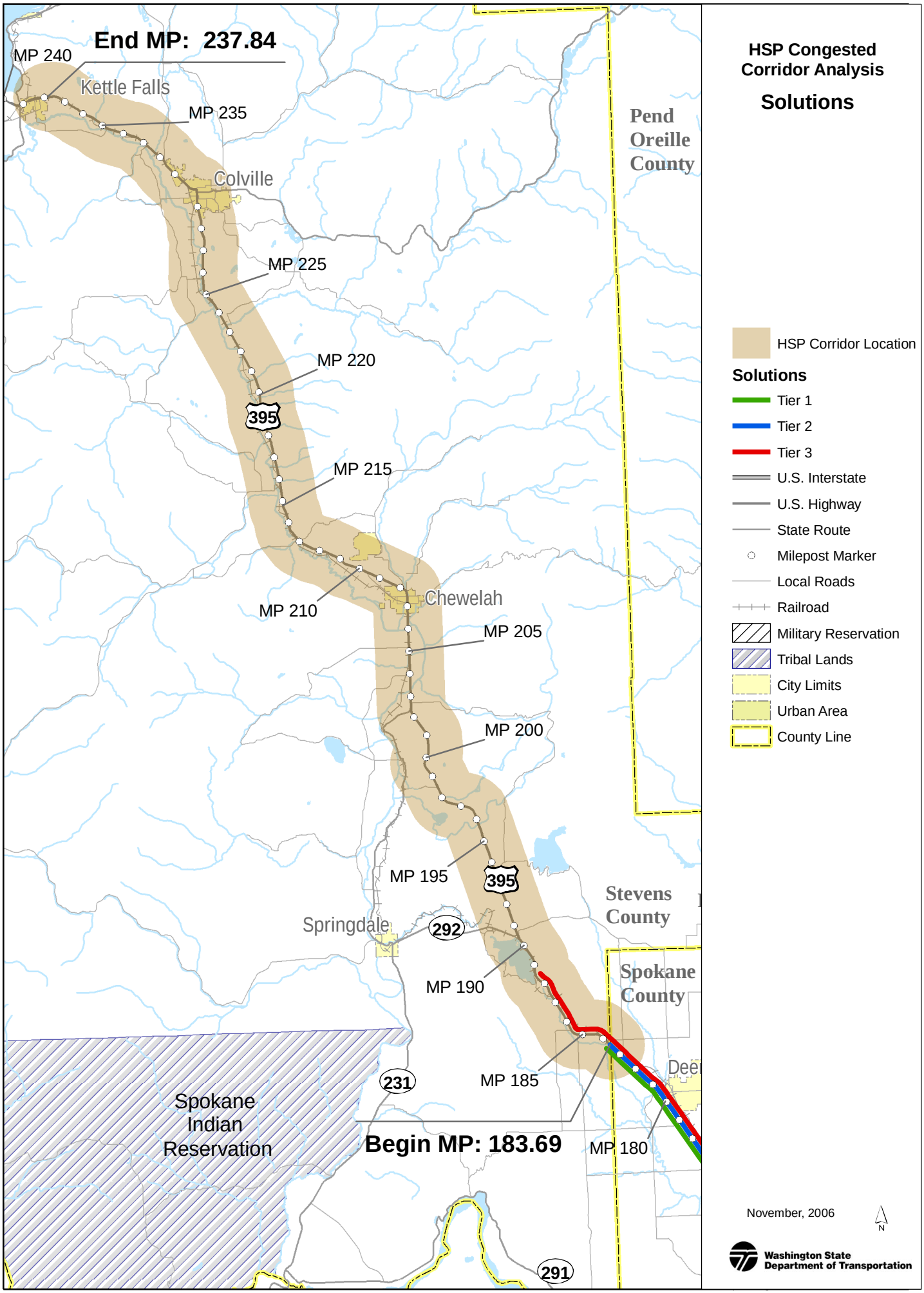
Project No	Title
None identified.	

Additional Comments:

None identified.

Data Sources and Contacts used:

Freight and Goods Transportation System Update 2003
Preservation Data; Mike Melvin, Eastern Region Program Management


HSP Congested Corridor Analysis
Solutions
End MP: 237.84
Begin MP: 183.69
MP 240
MP 235
MP 225
MP 220
MP 215
MP 210
MP 205
MP 200
MP 195
MP 190
MP 185
MP 180
Kettle Falls
Colville
Chewelah
Springdale
Deer
Pend Oreille County
Stevens County
Spokane County
Spokane Indian Reservation
395
292
231
291
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
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