

“Talk to Us”

Do you have any thought or comments you would like to share with us?



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US 195 Corridor Safety Improvements

September 2001 FAIR ISSUE



August's Open House

The Washington State Department of Transportation held its third open house on August 23rd 2001. The purpose of this open house was to present the concepts for the White Road to Meadowlane Road section of the project and also to update folks on changes and revisions to the plan as presented in previous Open Houses. Approximately 150 people attended, received answers to their questions and provided input to described plan.

The WSDOT presented plans for a diamond interchange at Hatch Road with a city street connecting Hatch Road to Meadowlane Road on the west side of US 195. White Road will fall outside of the Access Control needed for the Interchange at Hatch Road and will remain open. Hatch Road will be improved to approximately the Hatch/Hangman Valley Road intersection on the eastside of US 195.

The WSDOT also presented proposed changes to Meadowlane Road and Qualchan Drive. After reviewing comments from our previous open house an alternate design was established which provided for access at Meadowlane via a half diamond interchange and the deletion of the planned city street at Qualchan Drive. Although the city street would be removed in this option the bicycle path would remain. WSDOT specifically asked for input on this change at the open house and we are currently reviewing your comments.

Numerous comments were received about the project. WSDOT is currently reviewing these and will utilize them in determining the final alternatives for improving safety in this corridor.



Visitors review overall aerial US 195 Corridor Plan at August's Open House



Fall Open House
US 195 Corridor
White Road to Interstate 90
sometime in Fall 2001
(specific date to be announced)

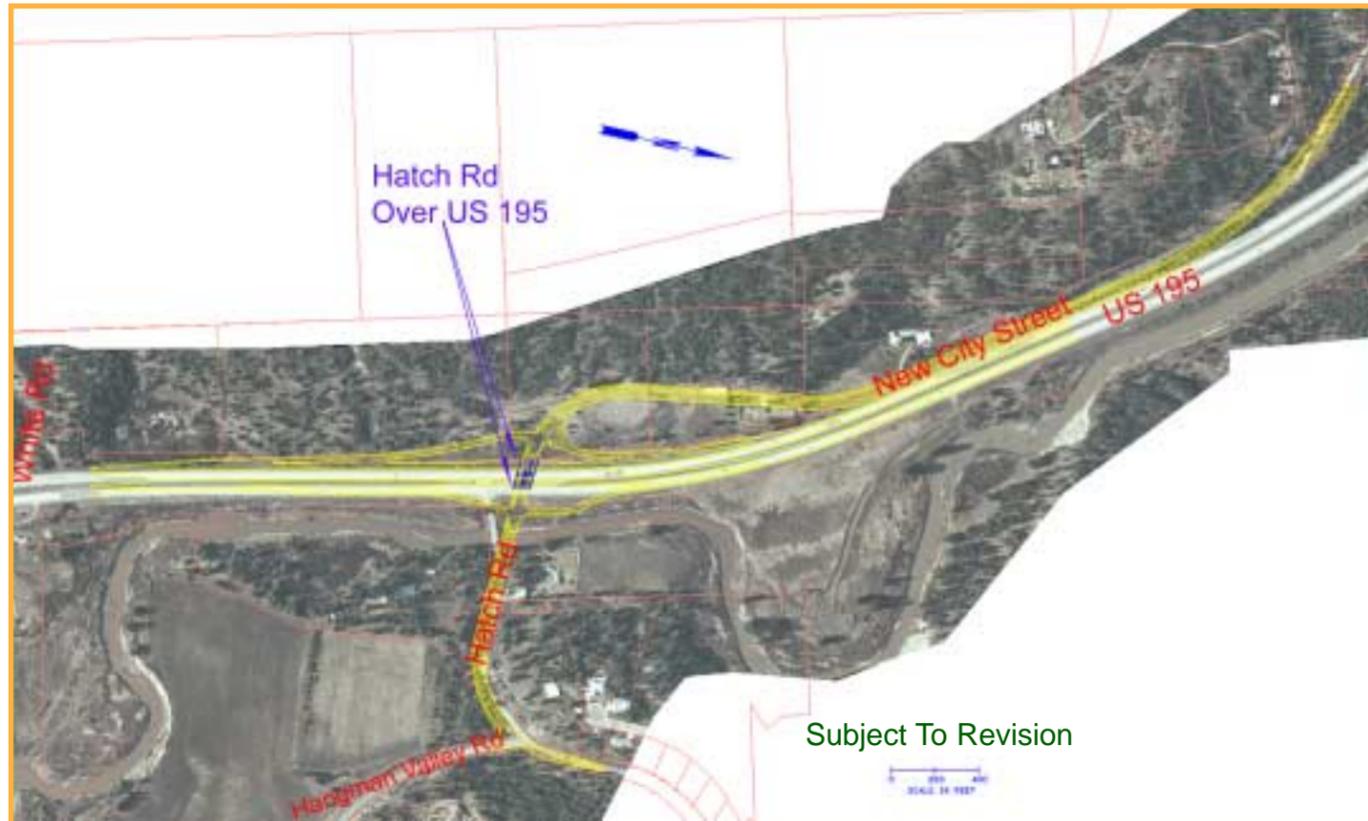
Your Opinion Matters

Hatch Road Diamond Interchange

Hatch Road's full diamond interchange was presented at August's Open House. Similarities to the proposed Cheney-Spokane interchange include an overpass and full access to US 195. There will be a new city street for local traffic connecting Hatch Road northerly to Eagle Ridge Boulevard and Meadowlane Road.

After reviewing public comments the interchange layout was changed to lessen the impacts to neighboring property owners. The new design features a tighter footprint to minimize cutting into the rock bluff that originally would have had a negative visual quality after construction. By utilizing the existing terrain the design blends in more naturally with the surrounding landscape and requiring less property from the abutting landowners as well.

In March, the Hatch Road interchange was presented with a city street connection southerly to White Road thus eliminating access to US 195 from White Road. Although this plan received large public support, WSDOT is not pursuing this concept because more information is needed to explore all possibilities for White Road before making a final decision. To do this, WSDOT would have to invest a significant amount of resources that would push the current project off schedule. WSDOT recognizes the need for improvements to the White Road connection and will explore them within the next corridor safety project on US 195.



We're Listening

Half Diamond Interchange at Meadowlane Rd

Based on public comments received from the previous open house and further design analysis by WSDOT, an alternate design was presented at August 23rd's open house. This alternate provides partial access to US 195 at Meadowlane Road and removes the proposed city street to Qualchan Drive. Comments about this alternate were requested at this open house.

As the Department began to finalize the city street design for Qualchan Drive it also began to explore the viability of allowing access to US 195 at Meadowlane. A concern WSDOT needed to review, was the impact local trip traffic would have on US 195 if allowed to access at Meadowlane. After a thorough traffic study it was determined that local trips on US 195 would not adversely effect the mainline driving conditions.

Once it was determined that either alternate would satisfy local and regional traffic needs it was time to review costs. After pricing the two alternates it was determined that constructing the Qualchan city street would cost approximately 9.5 million dollars and would require the construction of a large retaining wall and realignment of both lanes of the freeway. The cost to construct the Meadowlane access would be approximately 1.4 million dollars including a bike path along the original Qualchan route.

There was considerable support for the Meadowlane half diamond option from the open house and WSDOT has selected it as our preferred option for this segment of the project. It should be noted that this decision is based on the information WSDOT currently has and could change if new information is discovered.

