



## "TALK WITH US"



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

Please mail, fax, or e-mail comments to:

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## US 195 Corridor Safety Improvement



FEBRUARY 2001 ISSUE 2



### Open House

The Washington State Department of Transportation (WSDOT) held an Open House on December 14, 2000 to present plans and options for the roadway network between Inland Empire Way and Meadowlane Road. Nearly 100 people attended, had their questions answered, and provided comments concerning the described plans.

The WSDOT presented plans for a city street system in this corridor. This street system would allow for the movement of residents throughout the corridor without having to access US 195. In addition, alternative forms of transportation such as walking and bicycles would be made much safer and easier by being able to utilize this street system and not have to use the roadway with highway traffic, especially when trying to cross US 195.

Also presented were options for an undercrossing or overcrossing of US 195 at Meadowlane Road and two types of interchange options in the vicinity of Cheney-Spokane Road.

At Cheney-Spokane Road the two interchange options presented were the "Diamond Interchange" at the intersection of Cheney-Spokane Road and the "Split Interchange" with the southbound access to US 195 at Cheney-Spokane Road and the northbound access to US 195 at Inland Empire Way.

Numerous comments were received and the WSDOT will utilize these in helping to determine the best alternative to improve safety in this corridor.



A DOT representative discusses corridor options at December's Open House

### Anticipated Open House

#### Schedule:

Cheney-Spokane Road to I-90

March 22, 2001

Hatch Road to Meadowlane Road

May 2001



Washington State  
 Department of Transportation



# Information



## City Street Network

The primary purpose of the Departments proposal is to increase the safety of the US 195 corridor. This will be accomplished by providing a connected local street network to facilitate the movement of neighborhood vehicles, pedestrians and bicyclists throughout this corridor with connections to US 195 through interchanges.

The WSDOT's proposal would provide for some bicycle lanes and sidewalks along side the city streets throughout the corridor. Traffic analysis is ongoing which will determine the need for turning or additional lanes where warranted.

## Did you Know?



Did you know that US 195 between I-90 and Hatch Road was originally called PSH-3? It was built in two sections.

The first from I-90 to Inland Empire Way in 1960 for \$600,000 and the second from Inland Empire Way to White Road in 1968 for \$2,500,000. At that time an average of 3,100 cars a day utilized US 195. Today the number is closer to 14,000 and in the year 2025 it is expected to be near 27,000 vehicles a day.

Shown here is a photograph of a city street in the project corridor today and below that is a computer enhanced photograph showing that same city street with proposed improvements.



# Moving Ahead



## Diamond Interchange at Cheney-Spokane Road!

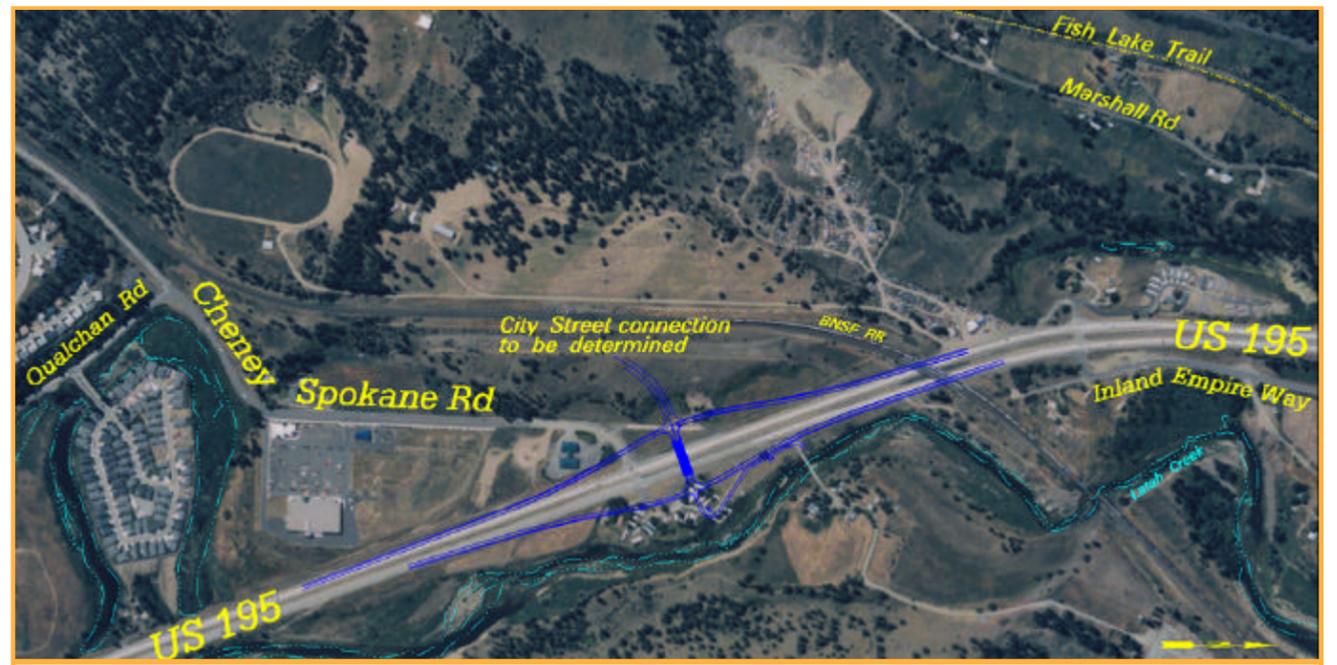
The work of the value engineering team and the study that was produced in January of 1999, defined a concept for the city street network and access issues related to US 195 in this corridor.

Based on public comments received at the open house held in December of last year, previous comments received at other open houses, and further design analysis, the Department of Transportation has decided to pursue the diamond interchange and not the split interchange concept at Cheney-Spokane Road.

In previous comments received by the Department concerning this corridor one of the key priorities the public identified was to select the alternative that has the least impact to the environment. Analysis of the split interchange showed that this would have a significant impact to undisturbed areas of the Latah Creek riparian habitat, shoreline, and floodplain. The diamond interchange has a footprint that exists in an area that has been previously disturbed and would have less of an impact to the Latah Creek shoreline.

Another priority identified by the public was the impact to neighborhoods. The Inland Empire Way neighborhood will be impacted significantly less in the diamond interchange option.

Another key factor is the cost of each option. Analysis showed that the overall cost of each alternative would be nearly equal.



The preferred alternative at the intersection of Cheney-Spokane Rd. and US 195 is a Diamond Interchange