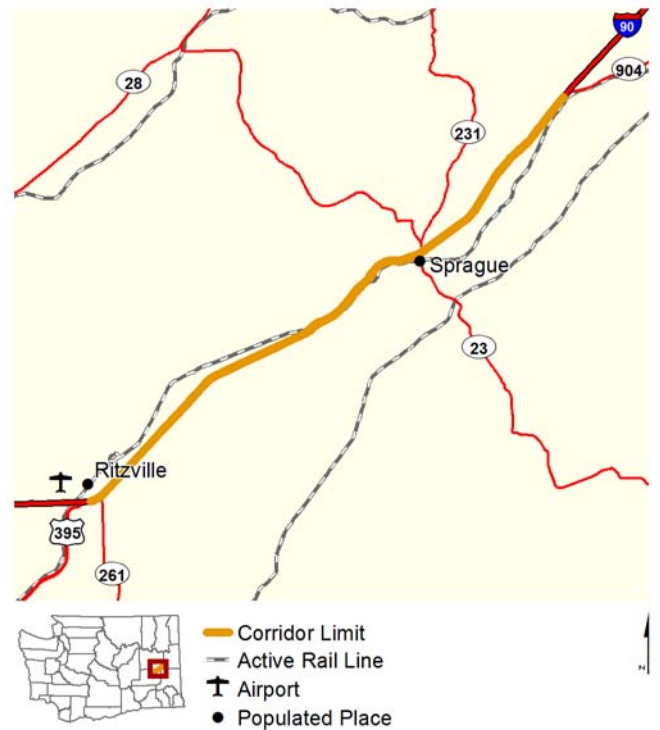


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

I-90: US 395 Jct (Ritzville) to SR 904 Jct (Tyler turn-off to Cheney)

This 36-mile long east-west corridor runs between the US Route 395 junction in Adams County, passing through Lincoln County, and the State Route 904 junction in Spokane County. The route runs concurrently with US 395 and travels along rolling terrain, passing through the cities of Ritzville, Sprague, and Tyler. The corridor's character is predominantly rural with adjacent land uses consisting of agriculture and undeveloped open space with some single family homes. Within the cities of Ritzville and Sprague, development is laid out in a small grid pattern with a mix of residential, commercial, and governmental land uses. Around the middle of the corridor, outside of Sprague, the route passes Sprague Lake and the Four Seasons Resort and campground. The entire corridor parallels the BNSF Railway and crosses the line at one location near Sprague Lake. Vegetation along the corridor is predominately farmland, fields, and dry grasses.



Current Function

Interstate 90 is a major east-west transcontinental route used to transport freight and people across the country, linking cities like Seattle, Chicago, and Boston. In Washington State, it is the primary east-west highway and links the two most populous cities, Seattle and Spokane. The section of I-90 that the corridor runs along serves as the primary route in Adams, Lincoln, and Spokane counties and the cities of Ritzville, Sprague, and Tyler, as well as Cheney through a connection with SR 904. This corridor is a heavily used freight route that provides connections with US 395, SR 261, SR 23, and SR 904. Much of the traffic along this corridor are long-distance commuters and recreational travelers heading to the various outdoor facilities located beyond the corridor. Within the vicinity of the US 395 Ritzville interchange, two interstate freight routes converge, creating a travel service center hub for I-90 travelers. A bus station, serviced by both Amtrak and Northwestern Trailways, is easily accessible off of the I-90/SR 261 interchange.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This portion of I-90 is a four-lane, divided, unsignalized highway which includes extended right turn lanes at the US 395 junction in Ritzville. The annual average daily traffic on this corridor is highest between the SR 902 and 904 interchanges and lowest at the SR 261 junction in Ritzville.

What's working well?

- Approximately 95% of surveyed pavements on the corridor are in fair or better condition.
- The entire corridor operates above WSDOT's congestion threshold.
- The corridor has wide shoulders that are generally good for cyclist mobility.
- There are no fish passage barriers on the corridor.

What needs to change?

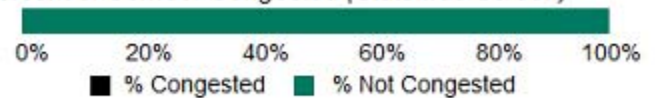
- There are four bridge preservation needs on the corridor, including two bridge rehabilitations.
- There are two undercrossings with limited vertical clearance, impacting freight traffic.
- There are no dedicated pedestrian facilities and walking is not currently allowed on the corridor.
- There are high priority habitat connectivity sites on the corridor.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
20,189	18,228	Annual Average Daily Traffic (AADT)
23.7%	20.8%	Bus/Truck Percent
205.44		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$15,465,000		Corridor Investments (2005-2016)

Mobility

Percent of Corridor Congested (Statewide Screen)

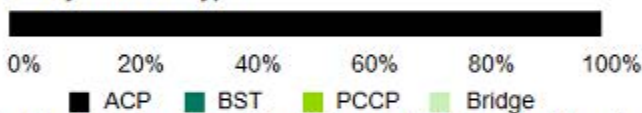


Environment

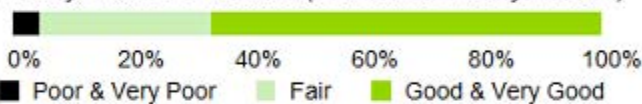
	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	26 High Priority Miles
Stormwater Treatment	2 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- A desire to assess the suitability of the off-ramps in Spokane County for wide freight clearance. [Mobility and Economic Vitality]
- A willingness to explore mobility enhancements in the city of Ritzville that would encourage local economic vitality. [Mobility and Economic Vitality]
- Concerns about weekend tourist congestion at the SR 261 interchange in Ritzville. [Mobility]
- One partner expressed a desire for improvements that would increase multimodal travel opportunities on the corridor. [Mobility]
- Multiple partners stated that there is confusion over the responsibility for underpass maintenance on the corridor and would like clearer guidance. [Preservation]

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, rest areas, and pavement repair.</i>
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Pavement	<i>WSDOT has identified four Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years encompassing 32% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years encompassing 3% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years encompassing 71% of the corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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For more information

To find out more information about this corridor or how to get involved, please contact:

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

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Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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