

**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

**I-90; US 195 I/C to Liberty Park I/C**

Segment Number: 1  
3.01

Route: 90 BARM: 277.07 EARM: 280.08 Length:  
Region: Eastern County: Spokane

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	6	0	0	12	15	10	10	4	22	60	60

**Corridor Description:**

*This corridor segment begins at the US 195 interchange which is located immediately west of downtown Spokane. The corridor proceeds east, crossing Latah Creek, through the downtown Central Business District of Spokane, largely on an elevated section referred to as the Viaduct, and is relatively flat. There are several interchanges located through the downtown section, providing access to numerous downtown business and retail destinations, recreational venues (such as the Spokane Arena and Riverfront Park), the Spokane Convention Center, and the higher education University District, to name a few. Two major regional hospitals are located on the south side of the viaduct along with many other health care providers. Numerous higher density residential neighborhoods are also located proximate to the corridor along with a major high school (Lewis and Clark). After leaving the CBD area, the corridor segment passes through more residential and commercial areas, ending at the Liberty Park interchange, which provides connection to a major north/south regional transportation facility.*

**Known Environmental Issues:**

*Peregrine Falcons are located in the vicinity of Latah Creek Bridge. There are wetlands adjacent to roadway in some areas west of US 195. Urban Natural Open Space is located along Latah Creek. There are cultural and historical sites along Latah Creek (prehistoric). Historic houses and neighborhoods are present within Browne's Addition and south of Viaduct on South Hill of Spokane.*

**Previously Identified Bottlenecks/Chokepoints:**

*Within this route segment, several chokepoints have been identified. At the US 2 interchange, the eastbound off-ramp and the westbound off-ramp have both been designated by the Eastern Region as chokepoints. Additionally, the eastbound off-ramp was identified as a chokepoint by the Washington Trucking Association in the 2005 Truck Impedance Survey. The northbound US 195 on-ramp to eastbound I-90 has been identified as a chokepoint and a safety issue. The Viaduct section of the segment, between Maple St. and US 2 interchanges is a chokepoint due to weaving issues associated with close ramp spacing. Also, merging and diverging conflicts between US 2 interchange and Thor/Freya Interchange (which encompasses a portion of this route segment) creates a chokepoint.*

**Known Restrictions:**

*This corridor segment passes through the Spokane Central Business District. There are numerous commercial land uses located immediately adjacent to the corridor right-of-way, including a high school (Lewis and Clark). Consequently, right-of-way acquisition could be a severe restriction to constructing additional capacity on this segment.*

**Studies:**

Existing Study Name	Completion Date
<i>I-90: Four Lakes to Idaho State Line Environmental Impact Statement</i>	<i>Fall, 1989</i>
<i>North Spokane Corridor Final Environmental Impact Statement</i>	<i>September, 2000</i>
<i>North Spokane Corridor Phase 2 Access Point Decision Report Amendment</i>	<i>November, 2002</i>
<i>Recommendation of the Steering Committee: Preferred Alternative for High Capacity Transit in the South Valley Corridor</i>	<i>June, 2006</i>

Study Name	Expected Completion Date
<i>University District/Downtown Transportation Improvement Plan (prepared for City of Spokane by DKS Associates)</i>	<i>Fall, 2006</i>

**Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)**

BARM	EARM	Identify Purpose, Need, Study Limits and Estimated Time to Complete	Approximate Cost
273.65	280.08	<i>An I-90 Viaduct Corridor study is needed to identify transportation improvement alternatives for the Viaduct. Over the last 20 years traffic volumes have nearly doubled on this section of I-90 and are expected to continue growing as population increases in the region. The study limits would be between Geiger Rd. and Liberty Park interchanges. It would take approximately one year to complete the study.</i>	700,000

**HOV/HOT Lanes:**

*Existing:*

*This segment does not have any HOV/HOT lanes.*

*Planned:*

*No HOV/HOT lanes are currently planned for this corridor segment.*

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I-90; US 195 I/C to Liberty Park I/C

Segment Number: 1

**Programmed Projects:**

**Fully Funded: (List the PIN and project title for each project funded through construction)**

PIN	Project Title
609001E	Spokane Viaduct Bridge Deck Rutting Repair - Westbound
609001D	Spokane Viaduct Bridge Deck Rutting Repair - Eastbound

**Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)**

PIN	Project Title
-----	---------------

**Deficiencies:**

*Current*

*Close ramp spacing, especially through the Viaduct portion of the route segment, creates numerous diverging and merging conflicts through the*

*Future (5-10 years)*

*Current operating deficiencies will be exacerbated as traffic volumes on this route segment grow.*

*Future (15-20 years)*

*Current operating deficiencies will be exacerbated as traffic volumes on this route segment grow.*

**Concrete Data**

<i>(lane miles calculated exclude bridges, other major gaps, add/drop lanes)</i>	<i>Lane Miles</i>	<i>BARM</i>	<i>EARM</i>	<i>BARM</i>	<i>EARM</i>
<b>Number of High Priority Concrete Miles:</b>					
<b>Number of Medium Priority Concrete Miles:</b>					
<b>Number of Low Priority Concrete Miles:</b>	18.06	277.07	280.08		

**Comments:**

**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

I-90; US 195 I/C to Liberty Park I/C

Segment Number: 1

**New Solutions:**

BARM	EARM	Near-term (Minimum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
277.07	280.08	Enhanced incident response capabilities. ITS improvements.			
BARM	EARM	Mid-term (10-years) (Moderate Fix)	Delay Reduction	Accident Reduction	Estimated Cost
277.51	279.38	Mid-term improvements to be determined by future study.			
BARM	EARM	Long-term (15-20 years) (Maximum Fix)	Delay Reduction	Accident Reduction	Estimated Cost
		Long-term improvements to be determined by future study.			

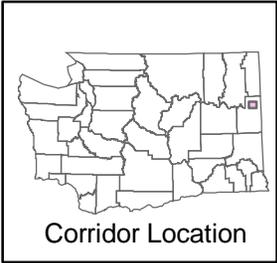
**Future Corridor Vision:**

Preserve corridor as a high speed limited access facility through enhanced ITS and Incident Response capabilities in the near term with longer term improvements to be determined by future study.

# HSP Corridor Series Interstate

## Characteristics

-  HSP Corridor Location
- Other Features**
-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Wetlands
-  Tribal Lands
-  Military Reservation
-  City Limits
-  Urban Area
-  County Line



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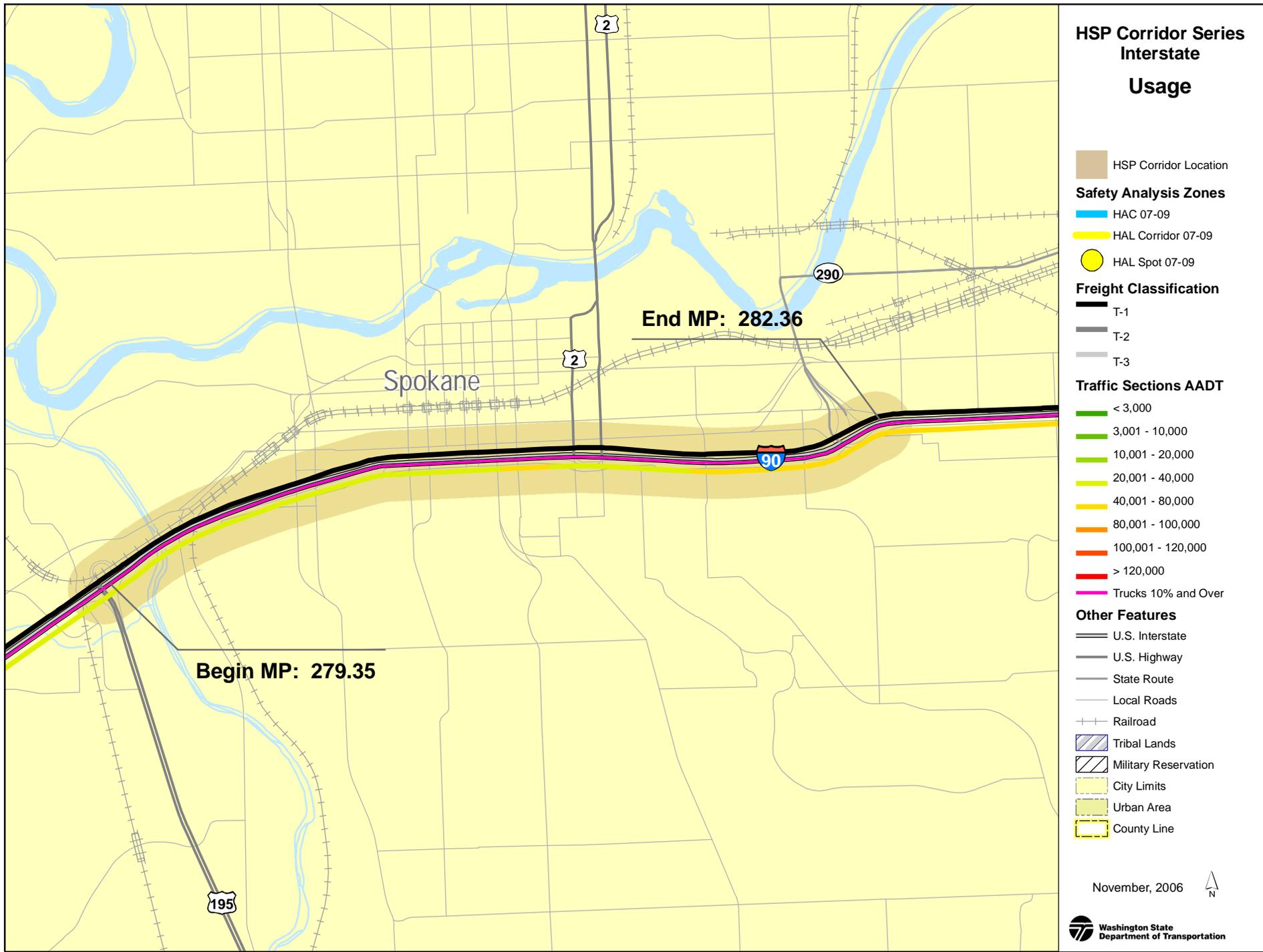


### HSP Corridor Series Interstate Assets

- HSP Corridor Location
- Assets**
- Signalized Intersection
- X At Grade Railroad Crossings
- Bridge
- ⚓ Ferry Terminals
- Ferry Route
- 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
- Railroad
- Military Reservation
- Tribal Lands
- City Limits
- Urban Area
- Airport
- County Line

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### HSP Corridor Series Interstate Usage

HSP Corridor Location

#### Safety Analysis Zones

- HAC 07-09
- HAL Corridor 07-09
- HAL Spot 07-09

#### Freight Classification

- T-1
- T-2
- T-3

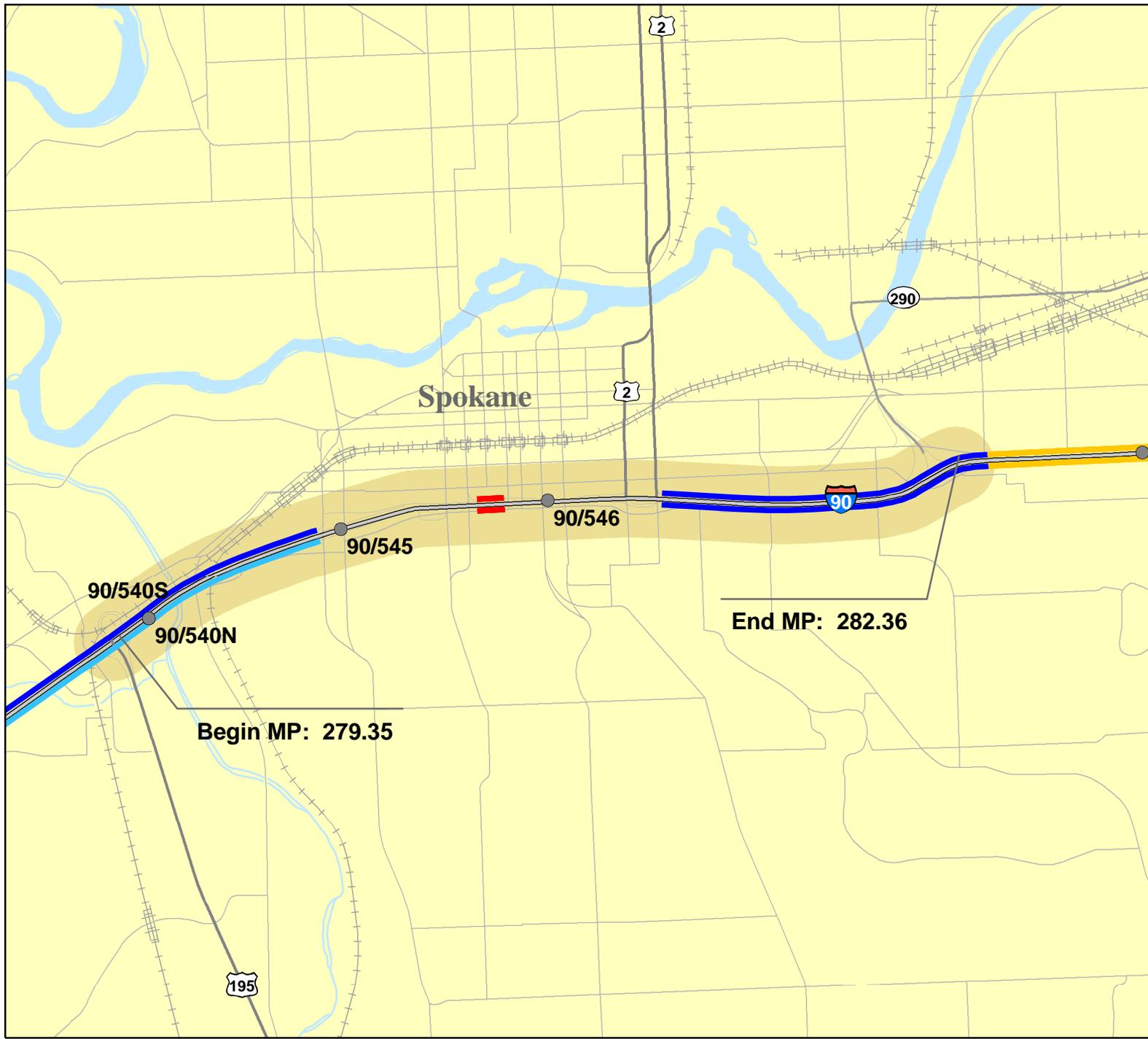
#### Traffic Sections AADT

- < 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

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### HSP Corridor Series Interstate Needs

- HSP Corridor Location
- Bridge Replacement Priority**
- Replacement
- Seismic
- Special
- Scour
- Painting
- Miscellaneous
- Bridge Deck
- Other Bridge Issues**
- 2 Lane BW Narrow Bridge
- Restricted Bridge
- Posted Bridge
- Vert. Clearance 15.5' Or Less
- Fish Barriers**
- Require Repair
- Little Gain
- Undetermined
- Unstable Slope**
- Debris Flow
- Erosion
- Landslide
- Rockfall
- Settlement
- Paving Due**
- Past Due
- 2005 - 2007
- 2008 - 2009
- 2010 - 2011
- 2012 - 2026
- 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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**HSP Corridor Series  
Interstate**

**Solutions**

**Other Features**

-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Tribal Lands
-  Military Reservation
-  City Limits
-  Urban Area
-  County Line



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**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

**I-90; Liberty Park I/C to Sprague Ave. I/C**

Segment Number: 2  
2.78

Route: 90 BARM: 280.08 EARM: 282.86 Length:  
Region: Eastern County: Spokane

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	6	0	0	12	16	10	10	12	22	60	60

**Corridor Description:**

*This corridor segment begins at the Liberty Park interchange in Spokane and proceeds east on a flat, tangent section of I-90, and ends at the Sprague Avenue interchange located in the City of Spokane Valley. Interchanges in the corridor provide access to several high density residential neighborhoods, light industrial, and retail areas that are located in the immediate vicinity of I-90. The Spokane County Interstate Fairgrounds are also located within one-half mile of the corridor, as well as Avista Stadium. At the east end of the corridor, Sprague Avenue interchange provides direct access to the Spokane Valley Couplet, a major regional transportation facility.*

**Known Environmental Issues:**

*There are Peregrine Falcon foraging and feeding areas located in vicinity of downtown. National Register listed homes and Washington Historical Register buildings and homes are located within one-half mile of roadway.*

**Previously Identified Bottlenecks/Chokepoints:**

*I-90, between the US 2 and Thor/Freya interchanges, has been previously identified as a chokepoint due to numerous merging and diverging conflicts associated with short weave sections.*

**Known Restrictions:**

*This route segment is located in close proximity to several lower-income residential neighborhoods. There are also numerous commercial properties that are adjacent to the corridor.*

**Studies:**

Existing Study Name	Completion Date
<i>I-90: Four Lakes to Idaho State Line Environmental Impact Statement</i>	<i>Fall, 1989</i>
<i>North Spokane Corridor Final Environmental Impact Statement</i>	<i>September, 2000</i>
<i>North Spokane Corridor Phase 2 Access Point Decision Report Amendment</i>	<i>November, 2002</i>
<i>Recommendation of the Steering Committee: Preferred Alternative for High Capacity Transit in the South Valley Corridor</i>	<i>June, 2006</i>

Study Name	Expected Completion Date

**Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)**

BARM	EARM	Identify Purpose, Need, Study Limits and Estimated Time to Complete	Approximate Cost

*There are no recommended studies at this time.*

**HOV/HOT Lanes:**

*Existing:*

*There are no HOT/HOV lanes on this corridor segment.*

*Planned:*

*There are no HOT/HOV lanes planned for this corridor segment.*

**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

I-90; Liberty Park I/C to Sprague Ave. I/C

Segment Number: 2

**Programmed Projects:**

**Fully Funded: (List the PIN and project title for each project funded through construction)**

PIN	Project Title

**Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)**

PIN	Project Title

**Deficiencies:**

*Current*

*Increasing congestion levels currently cause average operating speeds on this facility to drop well below the posted speed limit of 60 mph during the Future (5-10 years)*

*The growth rate for this segment of the corridor is approximately 4%. Traffic volumes are projected to increase significantly over the next several years as population growth for the I-90 corridor, between Spokane and Coeur D'Alene, Idaho is projected to be robust. This will only serve to further deteriorate operations and service levels on the facility.*

*Future (15-20 years)*

**Concrete Data**

<i>(lane miles calculated exclude bridges, other major gaps, add/drop lanes)</i>	<i>Lane Miles</i>	<i>BARM</i>	<i>EARM</i>	<i>BARM</i>	<i>EARM</i>
<b>Number of High Priority Concrete Miles:</b>	16.7	280.08	282.86		
<b>Number of Medium Priority Concrete Miles:</b>					
<b>Number of Low Priority Concrete Miles:</b>					

**Comments:**

**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

**I-90; Liberty Park I/C to Sprague Ave. I/C**

**Segment Number: 2**

**New Solutions:**

<i>BARM</i>	<i>EARM</i>	<i>Near-term (Minimum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>280.08</i>	<i>282.86</i>	<i>Enhanced incident response capabilities. ITS improvements.</i>			
<i>BARM</i>	<i>EARM</i>	<i>Mid-term (10-years) (Moderate Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>280.08</i>	<i>282.86</i>	<i>Enhanced incident response capabilities. ITS improvements.</i>			
<i>BARM</i>	<i>EARM</i>	<i>Long-term (15-20 years) (Maximum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>280.08</i>	<i>282.86</i>	<i>Construction of the Collector-Distributor element of the North Spokane Corridor project.</i>	<i>12%</i>	<i>0</i>	<i>\$363,000,000</i>

**Future Corridor Vision:**

*Preserve corridor as a high speed limited access facility through the construction of the Collector-Distributor facility of the North Spokane Corridor project.*

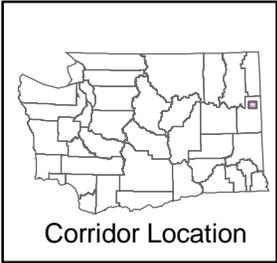
# HSP Corridor Series Interstate

## Characteristics

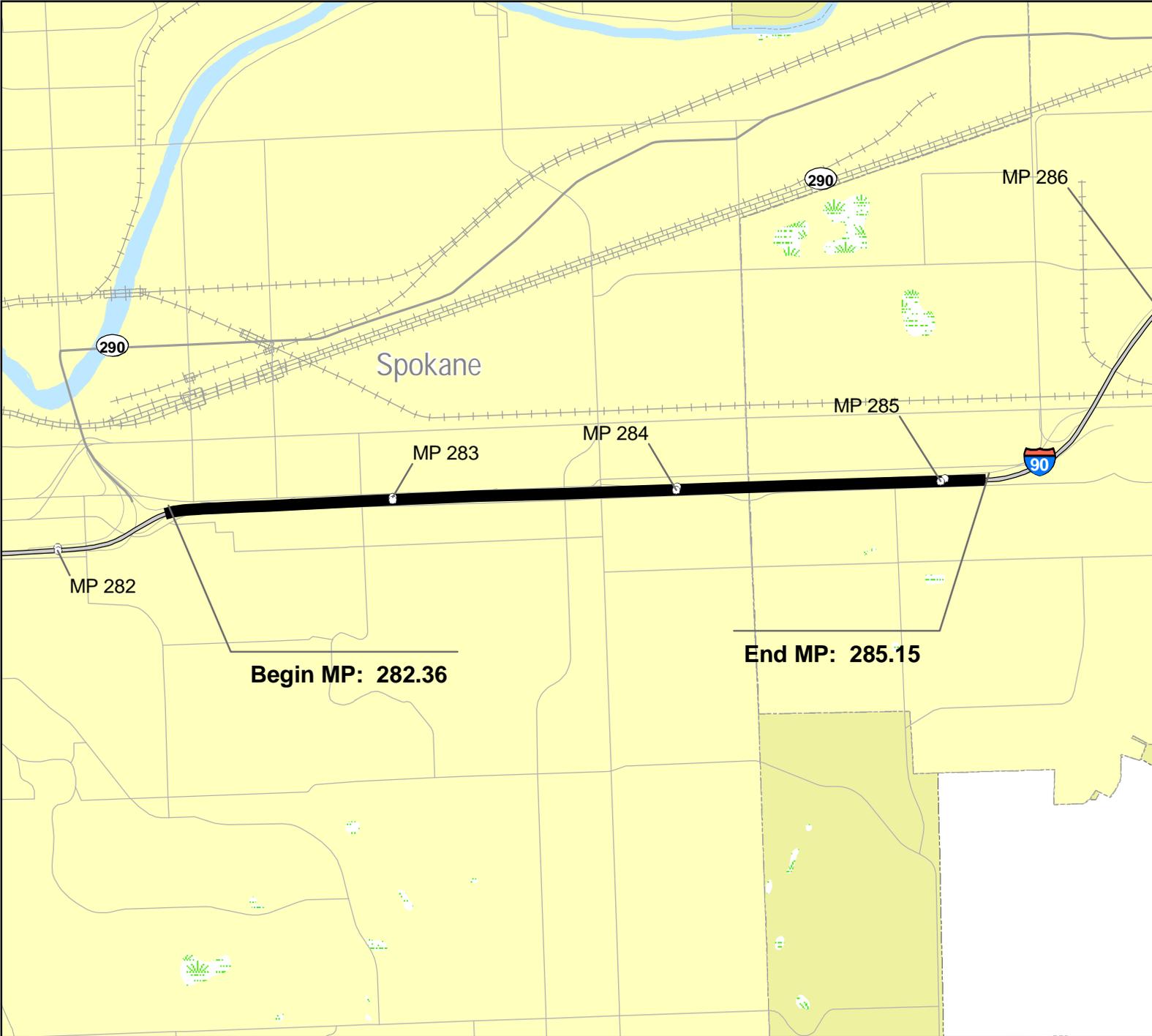
 HSP Corridor Location

### Other Features

-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Wetlands
-  Tribal Lands
-  Military Reservation
-  City Limits
-  Urban Area
-  County Line



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# HSP Corridor Series Interstate Assets

HSP Corridor Location

### Assets

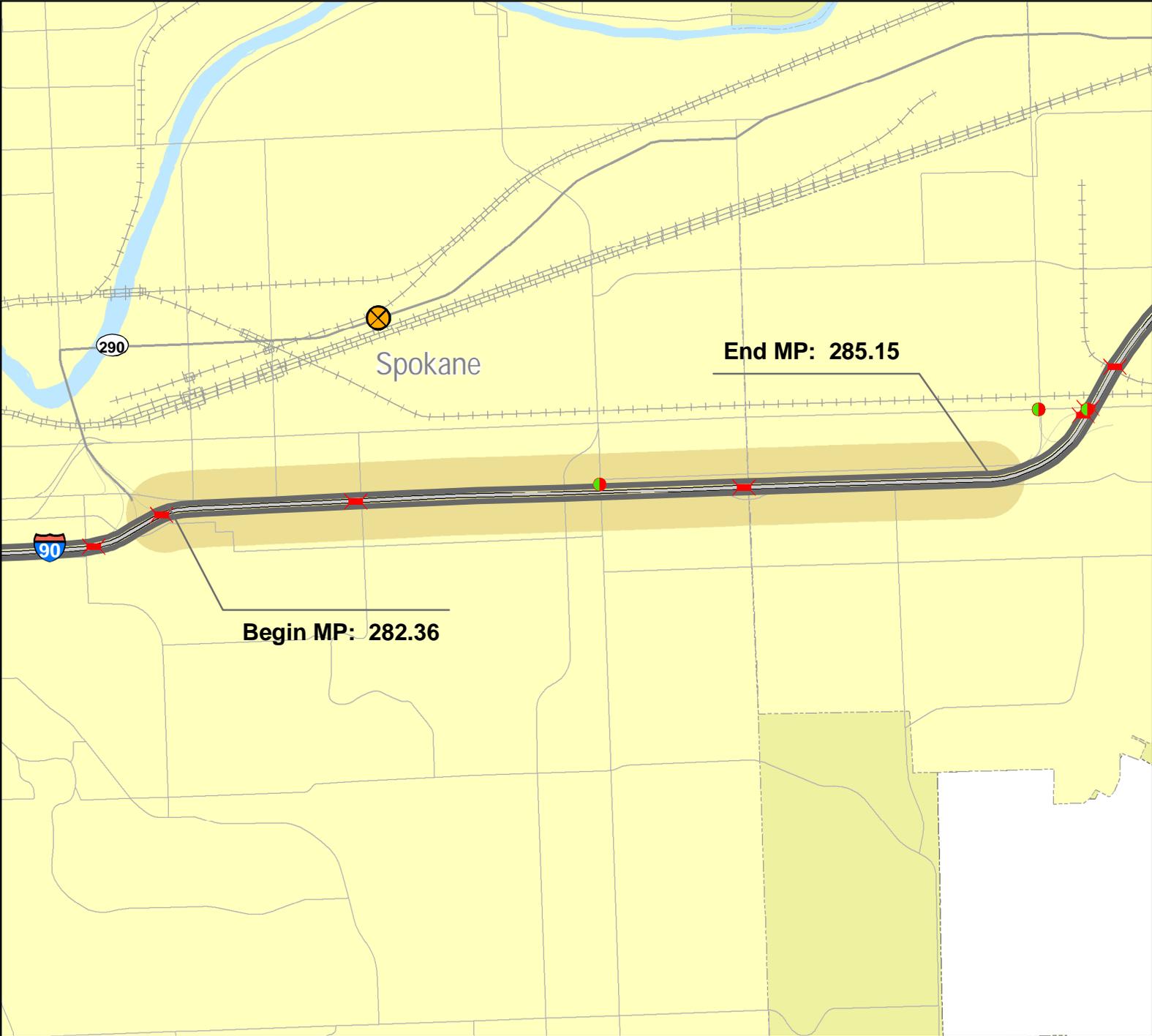
-  Signalized Intersection
-  At Grade Railroad Crossings
-  Bridge
-  Ferry Terminals
-  Ferry Route
-  Park and Ride
-  Weigh Stations
-  Rest Area Sites

### Corridor Pavement Type

-  HMA
-  BST
-  PCCP

### Other Features

-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Military Reservation
-  Tribal Lands
-  City Limits
-  Urban Area
-  Airport
-  County Line



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# HSP Corridor Series Interstate Usage

HSP Corridor Location

### Safety Analysis Zones

- HAC 07-09
- HAL Corridor 07-09
- HAL Spot 07-09

### Freight Classification

- T-1
- T-2
- T-3

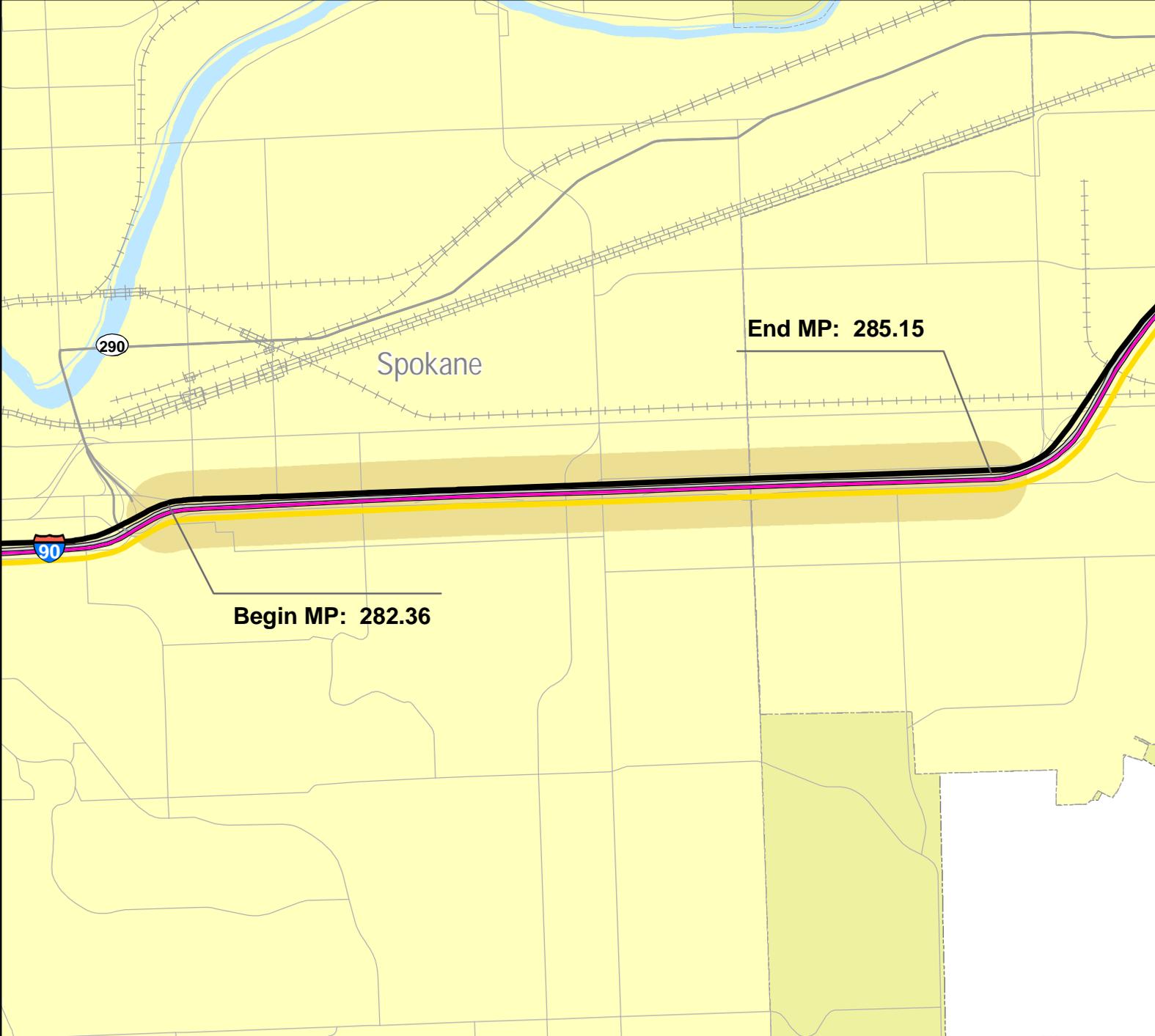
### Traffic Sections AADT

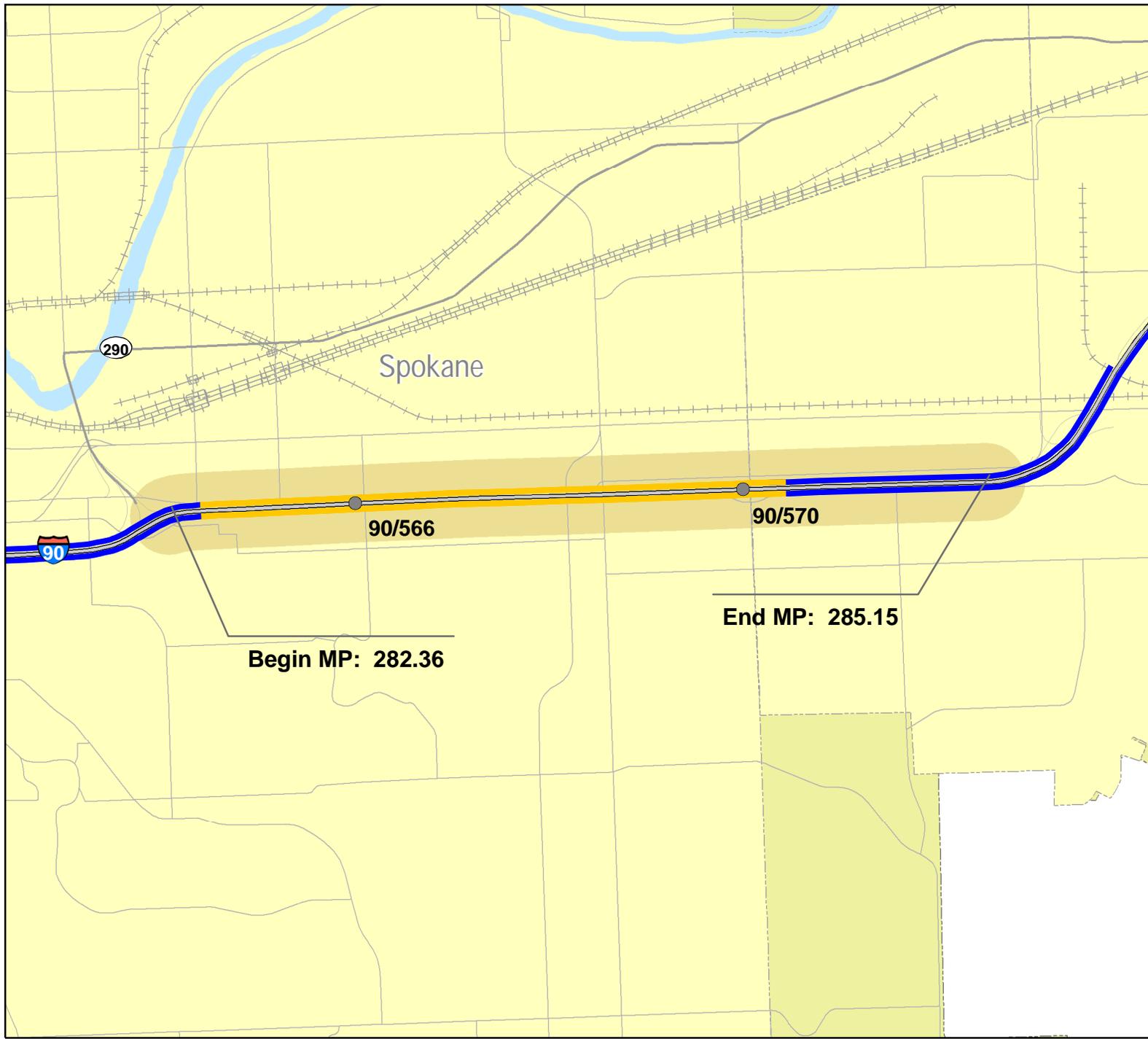
- < 3,000
- 3,001 - 10,000
- 10,001 - 20,000
- 20,001 - 40,000
- 40,001 - 80,000
- 80,001 - 100,000
- 100,001 - 120,000
- > 120,000
- Trucks 10% and Over

### Other Features

- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Tribal Lands
- Military Reservation
- City Limits
- Urban Area
- County Line

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### HSP Corridor Series Interstate Needs

- HSP Corridor Location
- Bridge Replacement Priority**
- Replacement
- Seismic
- Special
- Scour
- Painting
- Miscellaneous
- Bridge Deck
- Other Bridge Issues**
- 2 Lane BW Narrow Bridge
- Restricted Bridge
- Posted Bridge
- Vert. Clearance 15.5' Or Less
- Fish Barriers**
- Require Repair
- Little Gain
- Undetermined
- Unstable Slope**
- Debris Flow
- Erosion
- Landslide
- Rockfall
- Settlement
- Paving Due**
- Past Due
- 2005 - 2007
- 2008 - 2009
- 2010 - 2011
- 2012 - 2026
- 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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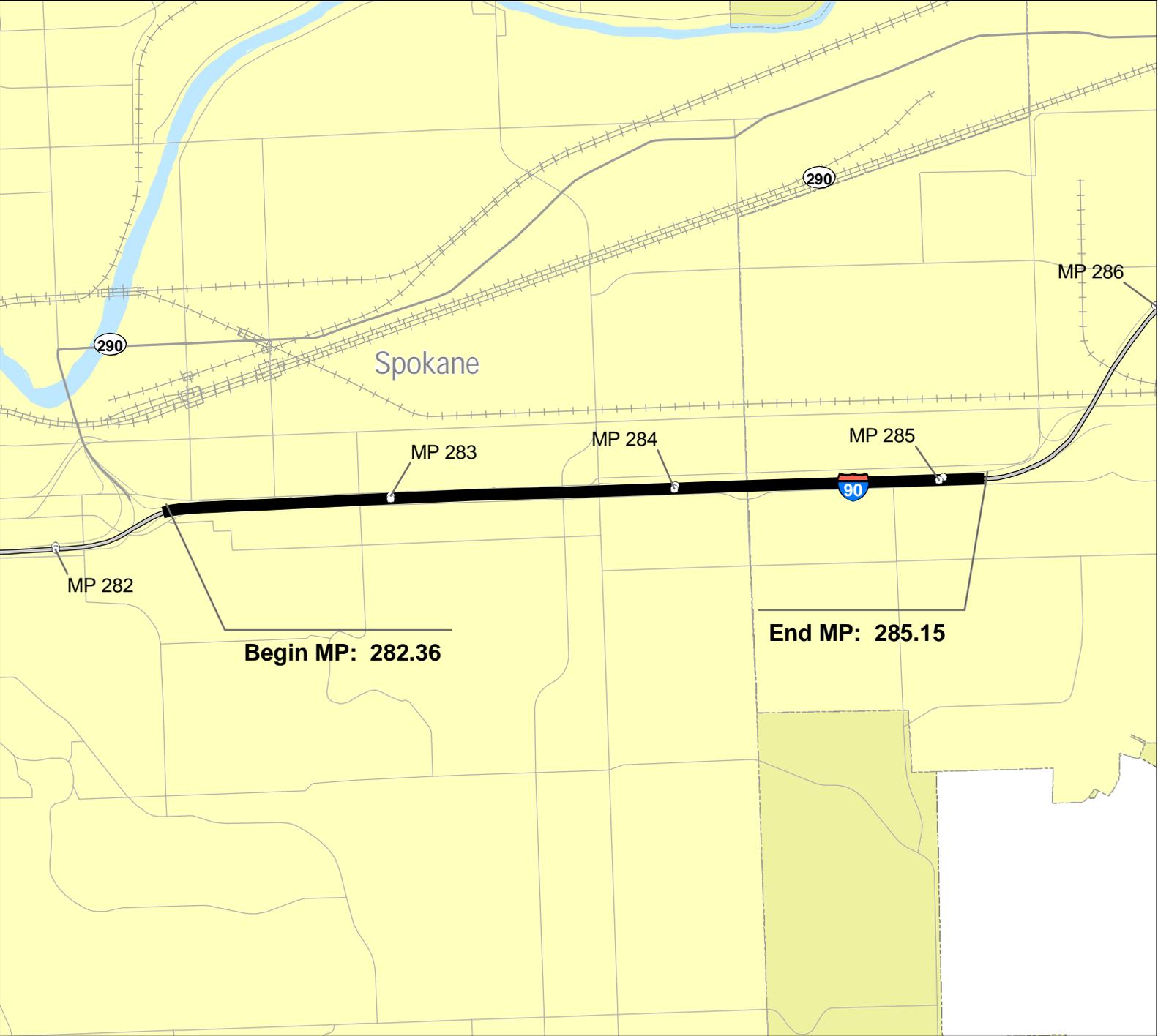


**HSP Corridor Series  
Interstate**

**Solutions**

**Other Features**

-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Tribal Lands
-  Military Reservation
-  City Limits
-  Urban Area
-  County Line



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**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

**I-90; Sprague Ave. I/C to Sullivan Rd. I/C**

Segment Number: 3  
7.57

Route: 90 BARM: 282.86 EARM: 290.43 Length:  
Region: Eastern County: Spokane

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
6	6	0	0	12	16	10	12	20	22	60	60

**Corridor Description:**

*This flat corridor segment begins at the Sprague Ave. interchange, proceeding eastward through the City of Spokane Valley, ending at the Sullivan Rd. interchange located near the eastern city limit. In addition to Sprague and Sullivan, major interchanges are located at Argonne Rd., a major north/south arterial, SR 27, which provides access to the Palouse and Pullman, and Evergreen Rd., which provides direct access to a regional shopping mall and retail complex. The segment traverses a wide variety of land uses, from heavy commercial to medium density residential. The corridor has experienced large increases in ADT over the last 10 to 15 years as a result of robust commercial and residential growth in the corridor, especially out towards, and including, north Idaho.*

**Known Environmental Issues:**

*Expansion of the Sullivan interchange to the north would impact Spokane River riparian areas, Bald Eagle wintering habitat and Ospey habitat located along the Spokane River.*

**Previously Identified Bottlenecks/Chokepoints:**

*Sullivan interchange, at the east end of this route segment, has been identified as a bottleneck. At the interchange, the number of general purpose lanes is reduced from three to two in the eastbound direction. With high growth rates forecast for this section of I-90, congestion and safety issues at the interchange will grow worse.*

**Known Restrictions:**

*Construction of additional lanes on this route segment would require the reconstruction of the Argonne Rd. and Pines Rd. (SR 27) bridges.*

**Studies:**

Existing Study Name	Completion Date
<i>I-90: Four Lakes to Idaho State Line Environmental Impact Statement</i>	<i>Fall, 1989</i>
<i>Recommendation of the Steering Committee: Preferred Alternative for High Capacity Transit in the South Valley Corridor</i>	<i>June, 2006</i>
Current/Underway: Study Name	Expected Completion Date
<i>I-90: Sullivan Rd. to Barker Rd. Six Lanes Traffic Impact Analysis</i>	<i>July, 2006</i>

**Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)**

BARM	EARM	Identify Purpose, Need, Study Limits and Estimated Time to Complete	Approximate Cost
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*There are no recommended studies at this time.*

**HOV/HOT Lanes:**

*Existing:*

*There are no HOT/HOV lanes on this corridor segment.*

*Planned:*

*There are no HOT/HOV lanes planned for this corridor segment.*

**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

I-90; Sprague Ave. I/C to Sullivan Rd. I/C

Segment Number: 3

**Programmed Projects:**

**Fully Funded: (List the PIN and project title for each project funded through construction)**

PIN	Project Title

**Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)**

PIN	Project Title

**Deficiencies:**

*Current*

*With the recent completion of the construction of an additional eastbound and westbound lane between Argonne Rd. interchange and Sullivan Rd.*

*Future (5-10 years)*

*High growth rates of 7 to 8 percent in traffic volumes on this route segment will absorb reserve capacity recently afforded by the construction of additional general purpose lanes.*

*Future (15-20 years)*

*Data from the regional travel demand model shows this segment becoming severely congested by 2030. Volume to capacity ratios will be approaching, and exceeding, 1.00.*

**Concrete Data**

<i>(lane miles calculated exclude bridges, other major gaps, add/drop lanes)</i>	<i>Lane Miles</i>	<i>BARM</i>	<i>EARM</i>	<i>BARM</i>	<i>EARM</i>
<b>Number of High Priority Concrete Miles:</b>					
<b>Number of Medium Priority Concrete Miles:</b>					
<b>Number of Low Priority Concrete Miles:</b>	45.24	282.86	290.43		

**Comments:**

**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

**I-90; Sprague Ave. I/C to Sullivan Rd. I/C**

**Segment Number: 3**

**New Solutions:**

<i>BARM</i>	<i>EARM</i>	<i>Near-term (Minimum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
		<i>Continued development of ITS capabilities and enhanced</i>			
<i>BARM</i>	<i>EARM</i>	<i>Mid-term (10-years) (Moderate Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>BARM</i>	<i>EARM</i>	<i>Long-term (15-20 years) (Maximum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
<i>282.86</i>	<i>290.43</i>	<i>Construct an additional lane, in each direction, between Sprague Ave. interchange and Sullivan Rd. interchange.</i>			

**Future Corridor Vision:**

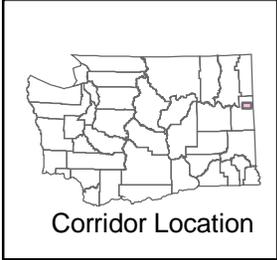
*Preserve corridor as a high speed limited access facility through enhanced ITS and Incident Response capabilities in the short term and the construction of additional general purpose lanes in the long term.*

**HSP Corridor Series  
Interstate**

**Characteristics**

**Other Features**

-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Wetlands
-  Tribal Lands
-  Military Reservation
-  City Limits
-  Urban Area
-  County Line



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# HSP Corridor Series Interstate 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



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# HSP Corridor Series Interstate Usage

HSP Corridor Location

### Safety Analysis Zones

- HAC 07-09
- HAL Corridor 07-09
- HAL Spot 07-09

### Freight Classification

- T-1
- T-2
- T-3

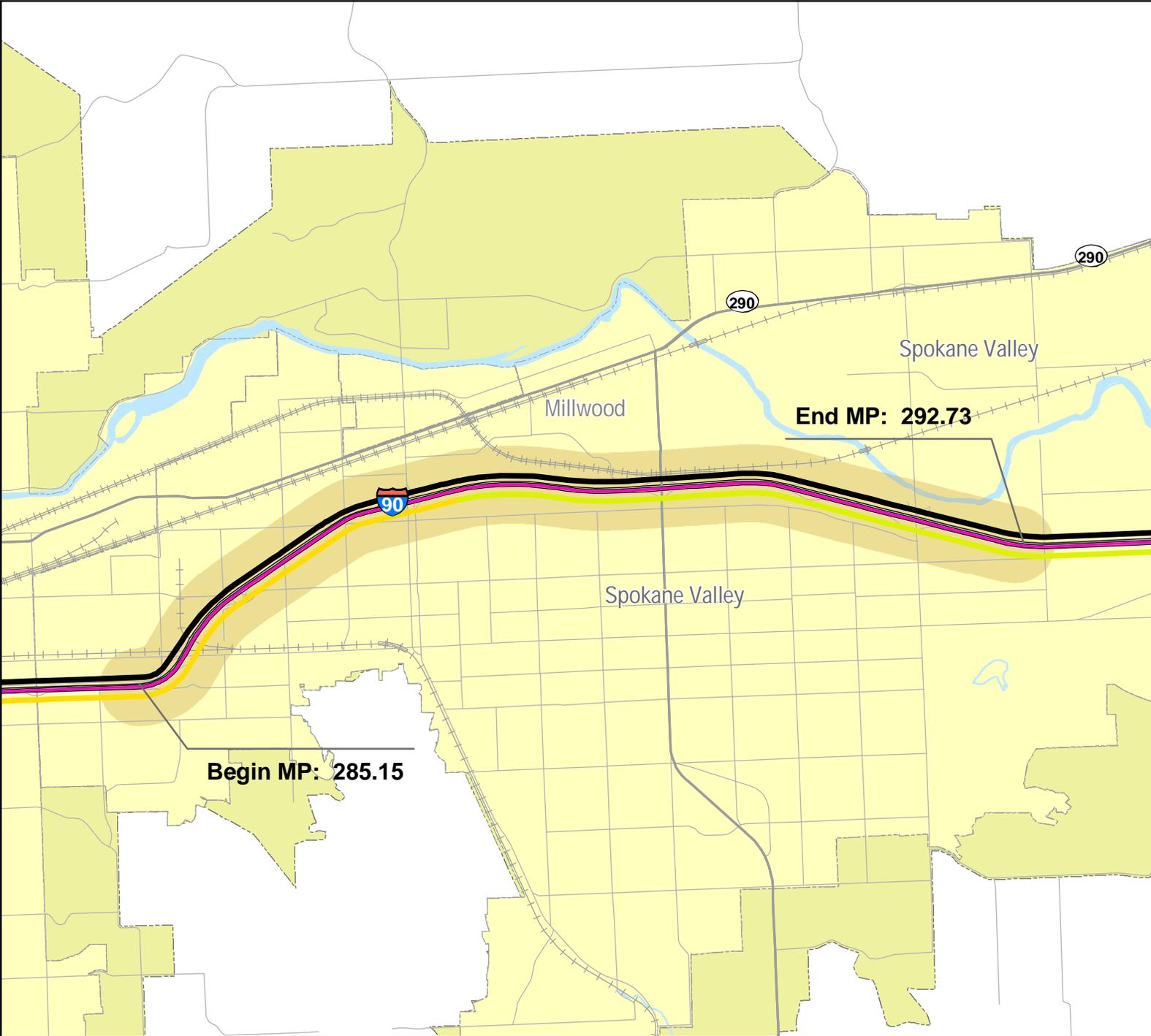
### Traffic Sections AADT

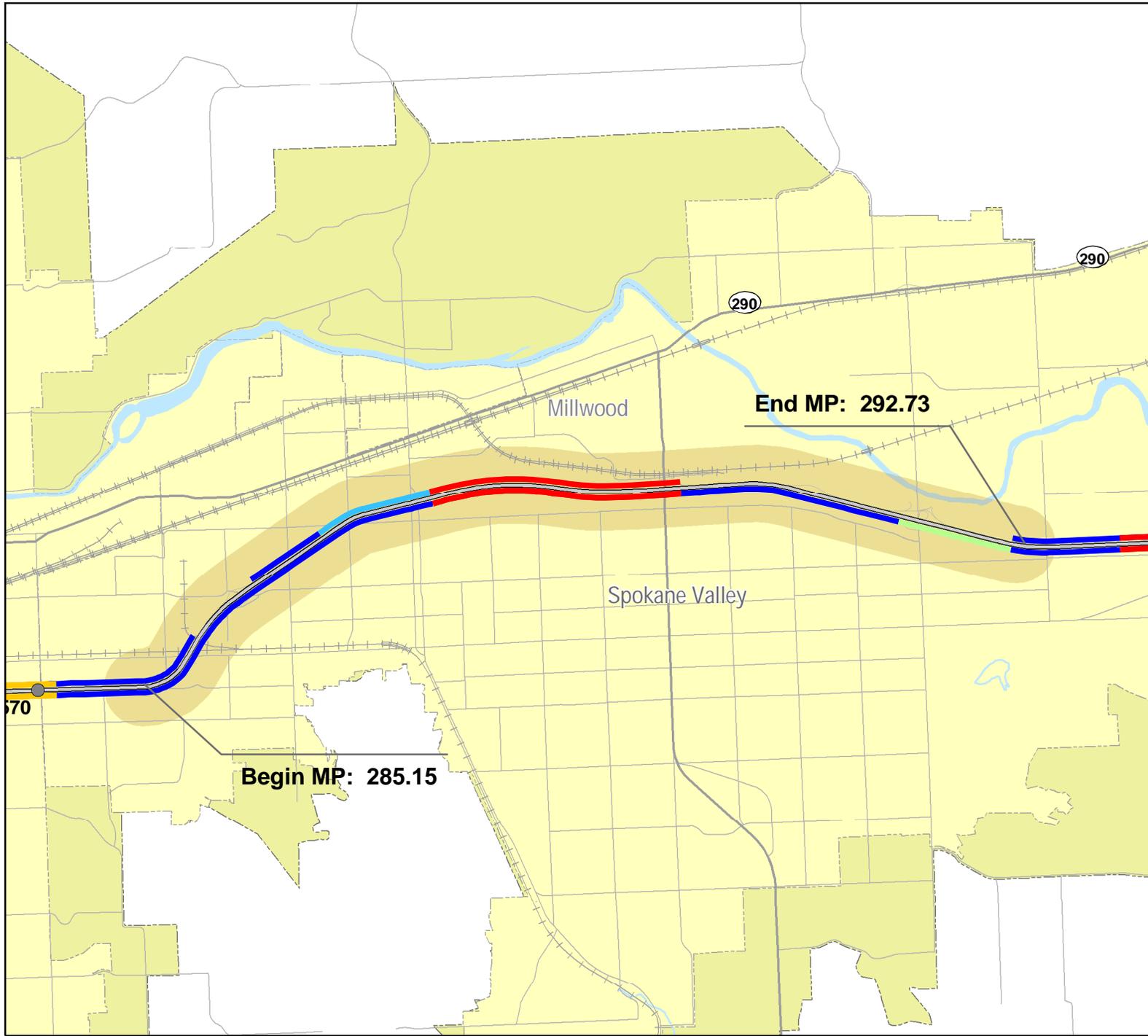
- < 3,000
- 3,001 - 10,000
- 10,001 - 20,000
- 20,001 - 40,000
- 40,001 - 80,000
- 80,001 - 100,000
- 100,001 - 120,000
- > 120,000
- Trucks 10% and Over

### 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





### HSP Corridor Series Interstate Needs

- HSP Corridor Location
- Bridge Replacement Priority**
- Replacement
- Seismic
- Special
- Scour
- Painting
- Miscellaneous
- Bridge Deck
- Other Bridge Issues**
- 2 Lane BW Narrow Bridge
- Restricted Bridge
- Posted Bridge
- Vert. Clearance 15.5' Or Less
- Fish Barriers**
- Require Repair
- Little Gain
- Undetermined
- Unstable Slope**
- Debris Flow
- Erosion
- Landslide
- Rockfall
- Settlement
- Paving Due**
- Past Due
- 2005 - 2007
- 2008 - 2009
- 2010 - 2011
- 2012 - 2026
- U.S. Interstate
- U.S. Highway
- State Route
- Local Roads
- Railroad
- Military Reservation
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- City Limits
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November, 2006

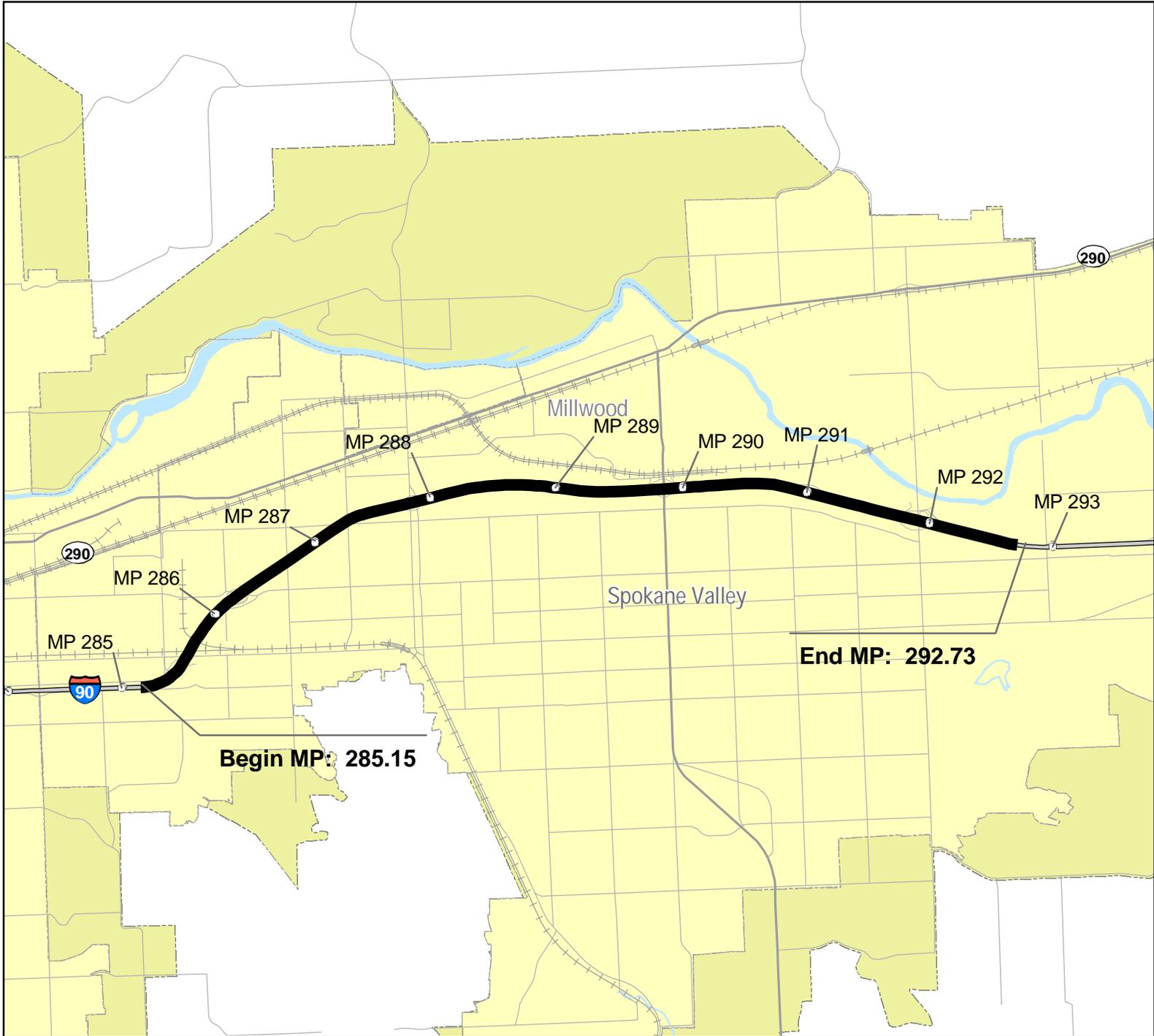


HSP Corridor Series  
Interstate

Solutions

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



**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

**I-90; Sullivan Rd. I/C to Idaho State Line**

Segment Number: 4  
7.09

Route: 90 BARM: 290.43 EARM: 297.52 Length:  
Region: Eastern County: Spokane

Number of GP Lanes		Number of HOV Lanes		Lane Width		Shoulder Width		Median Width		Posted Speed	
MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX	MIN	MAX
4	4	0	0	12	12	10	10	40	76	70	70

**Corridor Description:**

*This corridor segment begins at the Sullivan Rd. interchange, in the City of Spokane Valley, and proceeds east, ending at the Idaho State Line. The terrain is flat, and is urban, suburban and semi-rural in character. Although portions of the corridor are still semi-rural, the area is rapidly urbanizing, especially in the vicinity of the City of Liberty Lake, which is served by Harvard Rd. interchange, and is located about equidistant between Sullivan Rd. and the state line. In addition to being a large residential community, many major regional employers are also located at Liberty Lake, especially in the vicinity of Liberty Lake Rd./Harvard Rd. interchange. At the east end of the segment, the corridor is fairly close to the Spokane River. A weigh station facility is located at Idaho Rd. interchange, just west of the Spokane River and the state line.*

**Known Environmental Issues:**

*I-90 closely follows the Spokane River riparian area on this corridor segment. Widening of the corridor to the north would have impacts on the riparian area. There could also be impacts to wetland areas associated with widening of the facility. Elk use areas south of I-90. There are also archaeological sites along the river at various locations between Sullivan interchange and the state line.*

**Previously Identified Bottlenecks/Chokepoints:**

*Sullivan interchange, at the west end of this route segment, has been identified as a bottleneck. At the interchange, the number of general purpose lanes is reduced from three to two in the eastbound direction. With moderately high growth rates forecast for this section of I-90, and freight traffic expected to increase by 30% over the next 10 years, congestion and safety issues at the interchange will grow worse. The eastbound off-ramp at Harvard Rd. interchange has been identified as a bottleneck due to a lane reduction on the ramp.*

**Known Restrictions:**

*Constructing 1 additional lane in each direction would entail the rebuilding of two bridges in the corridor segment; the Harvard Rd. bridge at Liberty Lake, and the Idaho Rd. bridge near the Idaho state line. Constructing two additional lanes in each direction would require rebuilding of all the bridges in the corridor; Flora Rd., Barker Rd., Harvard Rd. and Idaho Rd. bridges. In addition to bridge constraints, the Spokane River is located very close to the corridor in part of the corridor segment. Its proximity to the right-of-way may pose additional challenges. Finally, the ultimate effectiveness of adding lanes to I-90 in Washington State, especially with respect to interstate and regional travel, will be impacted by Idaho's plans to add capacity to I-90.*

**Studies:**

Existing Study Name	Completion Date		
<i>I-90: Four Lakes to Idaho State Line Environmental Impact Statement</i>	<i>Fall, 1989</i>		
<i>Recommendation of the Steering Committee: Preferred Alternative for High Capacity Transit in the South Valley Corridor</i>	<i>June, 2006</i>		
<i>Sullivan Rd. to Idaho State Line Noise Technical Report</i>	<i>Spring, 2006</i>		
Current/Underway: Study Name	Expected Completion Date		
<i>I-90: Sullivan Rd. to Barker Rd. Six Lanes Traffic Impact Analysis</i>	<i>July, 2006</i>		
<i>Harvard Rd. Mitigation Plan - Phase 2 (a study for the City of Liberty Lake, conducted by Ruen-Yeager &amp; Associates)</i>	<i>Fall, 2006</i>		
<i>Harvard Rd. Access Point Decision Report ( a study prepared for the City of Liberty Lake by Lochner Engineers &amp; Associates)</i>	<i>Fall, 2006</i>		
<b>Recommended: (Identify Purpose, Need, Study Limits, Estimated Time to Complete, and Approximate Cost)</b>			
BARM	EARM	Identify Purpose, Need, Study Limits and Estimated Time to Complete	Approximate Cost

*There are no recommended studies at this time, though this is subject to future, near-term, developments in the corridor.*

**HOV/HOT Lanes:**

*Existing:*

*There are no HOT/HOV lanes on this corridor segment.*

*Planned:*

*There are no HOT/HOV lanes planned for this corridor segment.*

**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

I-90; Sullivan Rd. I/C to Idaho State Line

Segment Number: 4

**Programmed Projects:**

**Fully Funded: (List the PIN and project title for each project funded through construction)**

PIN	Project Title

**Not Fully Funded: (List the PIN and project title for each project that is not fully funded through construction)**

PIN	Project Title
609049B	Spokane to Idaho State Line - Corridor Design

**Deficiencies:**

*Current*

*The existing deficiencies on this route segment pertain primarily to design deficiencies at interchanges located within the route segment.*

*Future (5-10 years)*

*Eastbound I-90 PM Peak Level-of-Service for mainline operations deteriorates to LOS D by 2010 between Sullivan and Barker interchanges. Additionally, failing conditions at ramp merge and diverge points grow worse.*

*Future (15-20 years)*

*By the forecast year of 2030, several segments of the route, as well as interchange merge/diverge sections, are operating at LOS E.*

**Concrete Data**

<i>(lane miles calculated exclude bridges, other major gaps, add/drop lanes)</i>	<i>Lane Miles</i>	<i>BARM</i>	<i>EARM</i>	<i>BARM</i>	<i>EARM</i>
<b>Number of High Priority Concrete Miles:</b>	12	290.43	293.43		
<b>Number of Medium Priority Concrete Miles:</b>					
<b>Number of Low Priority Concrete Miles:</b>	16.28	293.43	297.52		

**Comments:**

**DRAFT: Congested Interstate Corridor Report for WA State Highway System Plan**

**I-90; Sullivan Rd. I/C to Idaho State Line**

**Segment Number: 4**

**New Solutions:**

<i>BARM</i>	<i>EARM</i>	<i>Near-term (Minimum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
290.43	291.93	Construction of an additional lane in each direction between	8%	0	\$12,000,000
<i>BARM</i>	<i>EARM</i>	<i>Mid-term (10-years) (Moderate Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
291.43	297.52	Additional lane in each direction between Barker Rd. interchange and the Idaho State Line, including the cost to	6.5%		\$130,000,000
<i>BARM</i>	<i>EARM</i>	<i>Long-term (15-20 years) (Maximum Fix)</i>	<i>Delay Reduction</i>	<i>Accident Reduction</i>	<i>Estimated Cost</i>
290.43	297.52	Provide four lanes in each direction, between Sullivan interchange and Idaho State Line, including cost to reconstruct Flora Bridge			\$50,000,000

**Future Corridor Vision:**

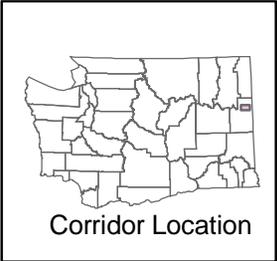
Preserve corridor as a high speed limited access facility through the construction of additional general purpose lanes and interchange improvements.

**HSP Corridor Series  
Interstate**

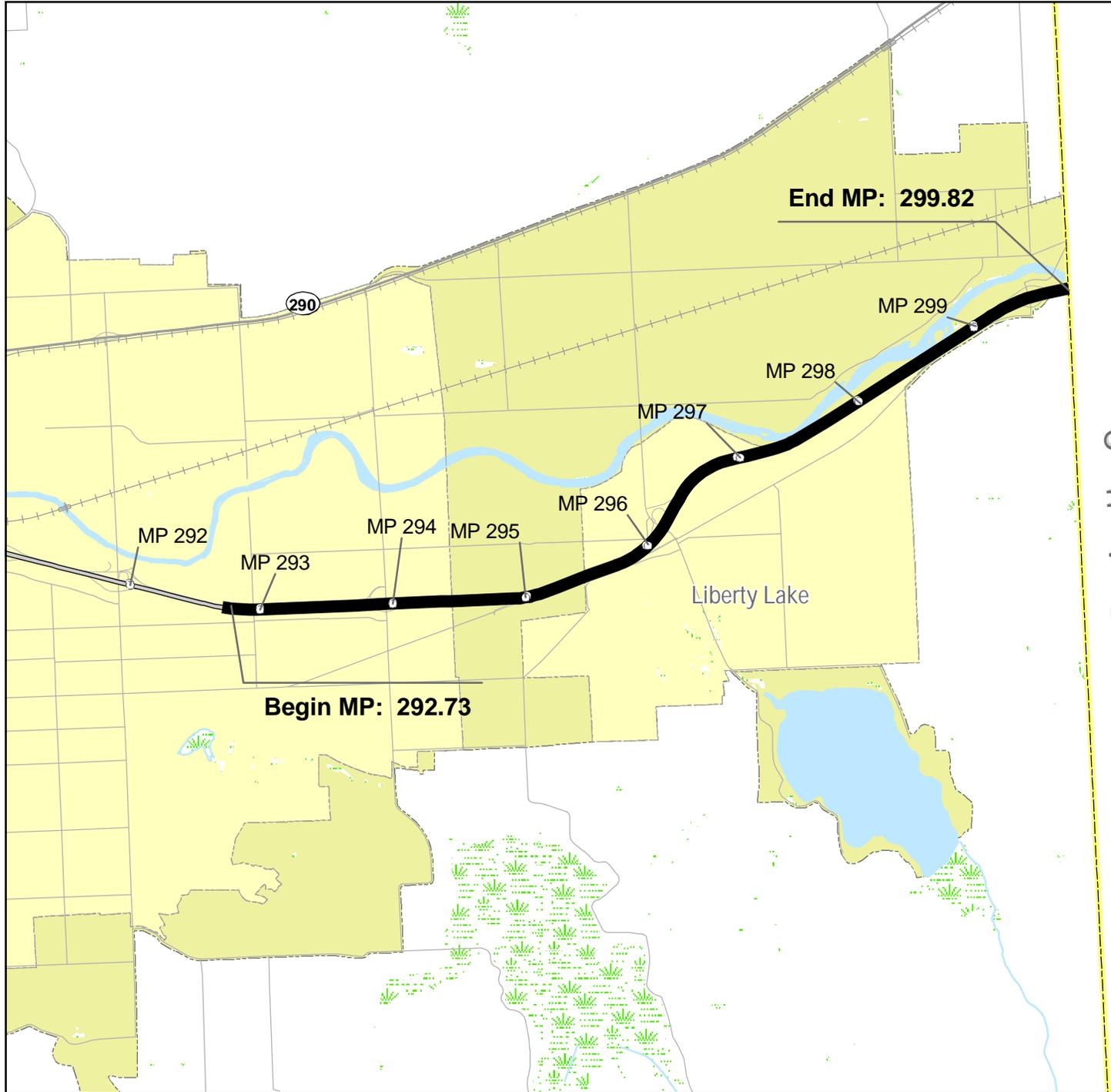
**Characteristics**

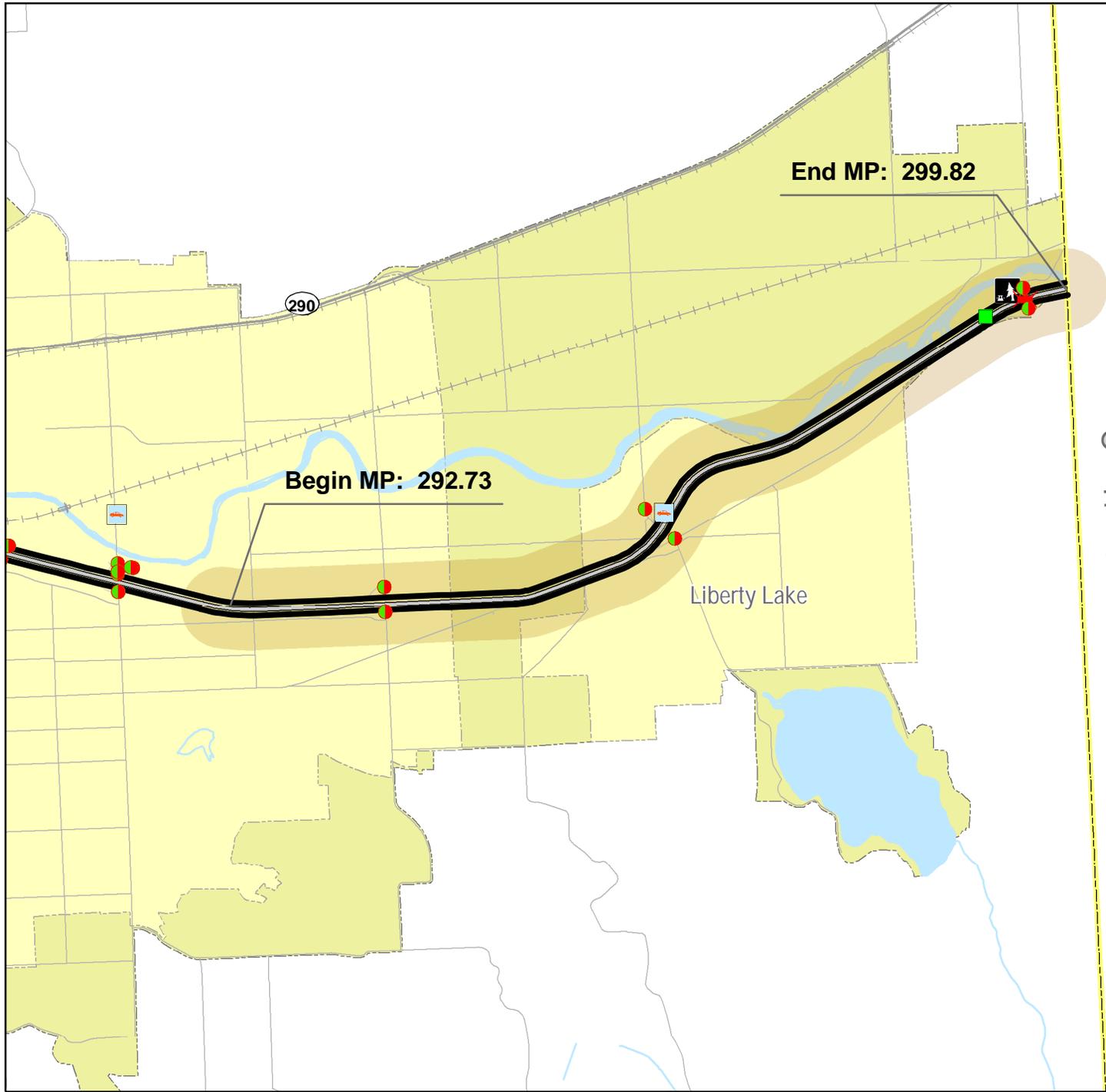
**Other Features**

-  U.S. Interstate
-  U.S. Highway
-  State Route
-  Local Roads
-  Railroad
-  Wetlands
-  Tribal Lands
-  Military Reservation
-  City Limits
-  Urban Area
-  County Line



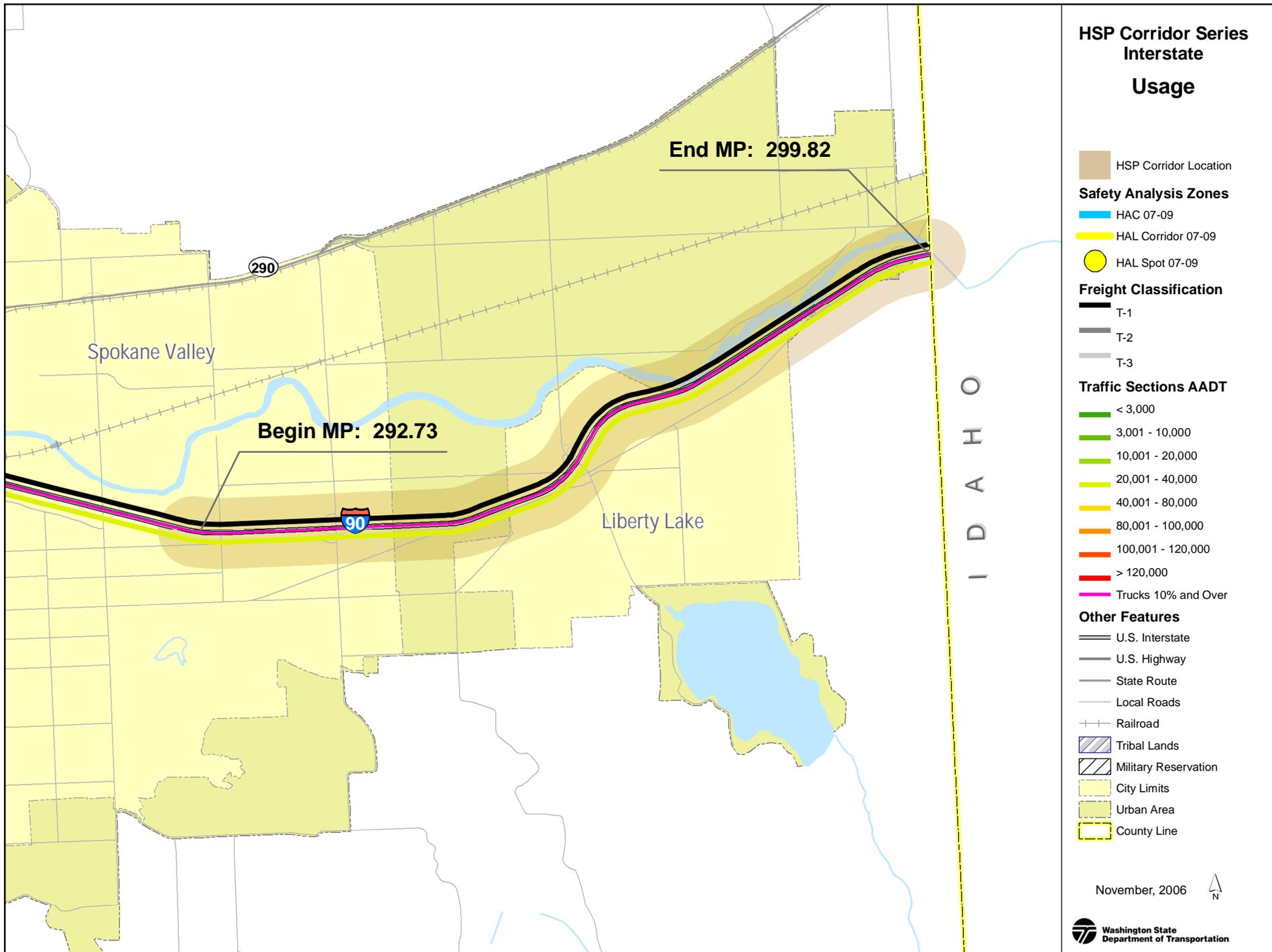
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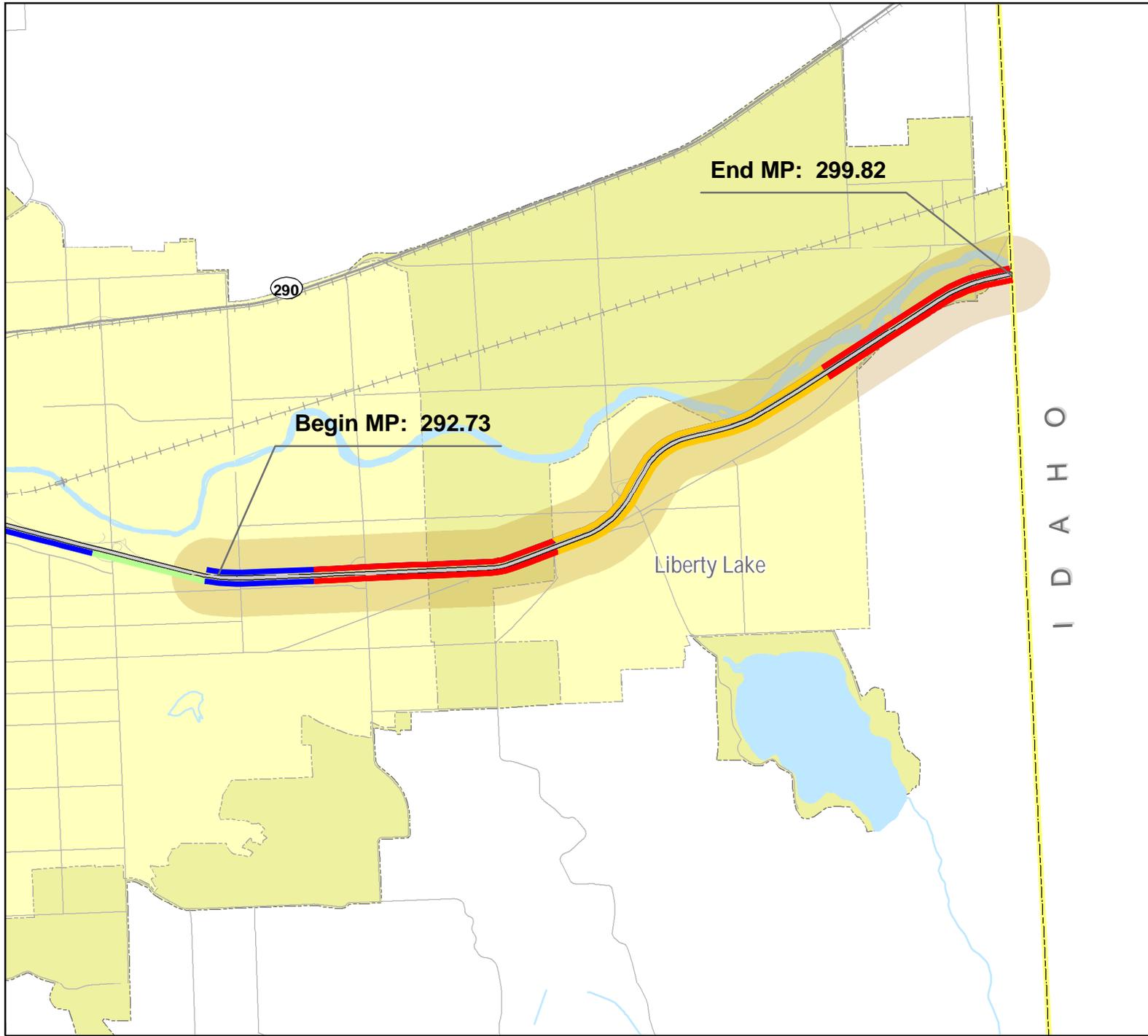




### HSP Corridor Series Interstate Assets

- HSP Corridor Location
- Assets**
- ● Signalized Intersection
- X At Grade Railroad Crossings
- X Bridge
- ⚓ Ferry Terminals
- Ferry Route
- P&R Park and Ride
- Weigh Stations
- R 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





### HSP Corridor Series Interstate Needs

- HSP Corridor Location
- Bridge Replacement Priority**
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I D A H O

End MP: 299.82

Begin MP: 292.73

Liberty Lake

290

November, 2006

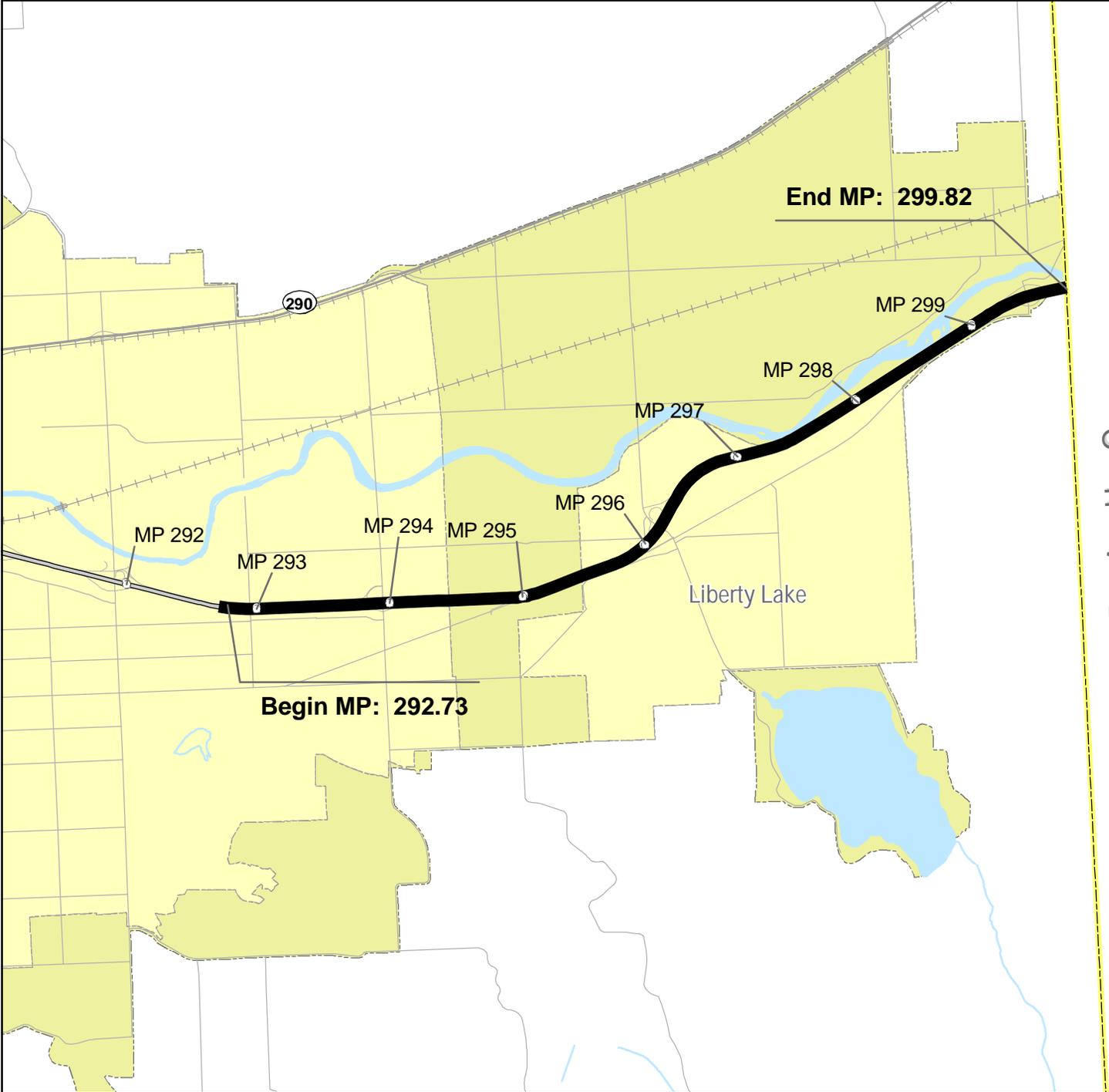


HSP Corridor Series  
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Solutions

Other Features

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