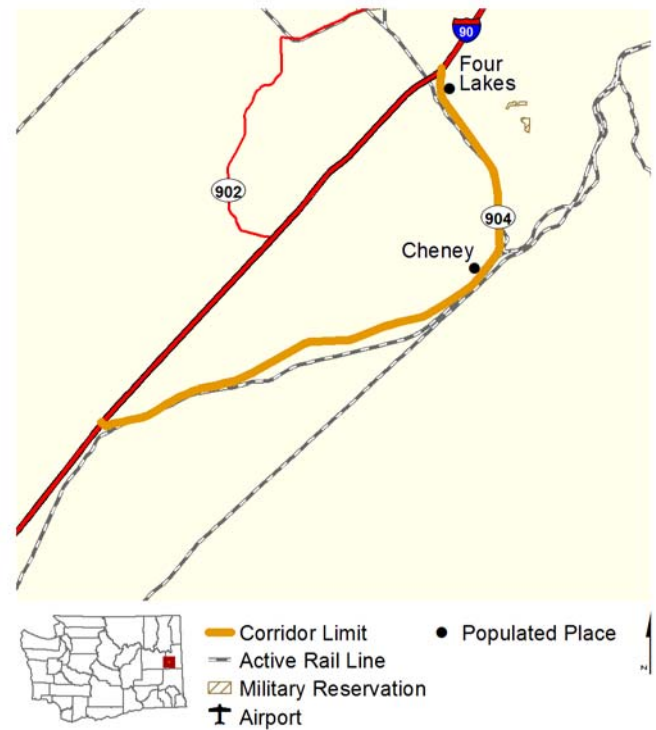


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 904: I-90 Jct (Tyler) to I-90 Jct (4 Lakes Rd)*

This 17-mile long north-south corridor is located in eastern Washington, southeast of the city of Spokane. The corridor travels between the Interstate 90 junction in the community in Tyler and the I-90 junction in the community Four Lakes, forming a “C” off I-90. The route passes through the city of Cheney. The corridor is predominately rural in character and land uses throughout the corridor consists of single- and multi-family homes, agriculture, and undeveloped, open space. The communities of Tyler and Four Lakes are denser and include more residential housing than the rural segments of the corridor. The city of Cheney is dense with more uses present, including residential, commercial, civic, and industrial, laid out in a grid-like pattern. Notable landmarks in and near Cheney are Eastern Washington University and the Turnbull National Wildlife Refuge. One airport, Spokane International, is located just to the northeast of the corridor. The Eastern Washington Gateway parallels the entire corridor, crossing it once in Cheney, while the Union Pacific Railroad parallels a portion of the corridor in Cheney.



**Current Function**

State Route 904, also known as Lt. Col. Michael P. Anderson Memorial Highway, is a state highway located entirely in Spokane County. This corridor primarily serves as a connector route to the communities of Tyler, Cheney – including EWU – and Four Lakes. This corridor is a heavily used commuter route for college students and employees of EWU. In addition to EWU, this route provides other significant connections such as the cities of Spokane and Spokane Valley, the Spokane International Airport, and the Spokane Amtrak station. The corridor provides access to recreational destinations including Meadow Lake and Turnbull National Wildlife Refuge. A portion of this route serves as the main street of Cheney. This is a corridor of significance or importance to the Spokane and Colville tribes. Spokane Transit Authority with fixed route transit serves Cheney. Wide shoulders are present along the corridor allowing for bicycle and pedestrian use. Sidewalks are present within Cheney.

**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

SR 904 is primarily a two-lane, undivided highway. In Cheney, it transitions to a three- and four- lane highway with several turn lanes present. Between Cheney and Four Lakes, the corridor is a three-lane undivided highway. The annual average daily traffic on this corridor is highest on the outskirts of Cheney and lowest at its junction with I-90 in Tyler.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no fish passage barriers present on the corridor.
- There are no vertical clearance or other restrictions on this corridor.
- The entire corridor has a low rating for climate vulnerability impacts.

### What needs to change?

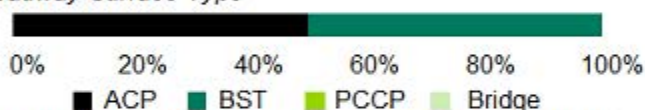
- Roughly 73% of pavement conditions have not been surveyed.

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

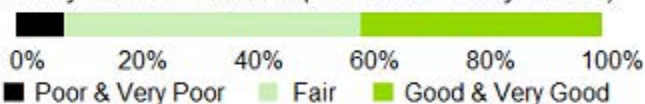
High	Low	
18,137	1,292	Annual Average Daily Traffic (AADT)
10.9%	4.0%	Bus/Truck Percent
36.39		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$1,926,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

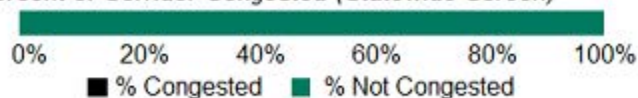


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	8 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

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:

- Concern over congestion and illegal passing on the corridor. [Mobility]
- Interest in passing lanes or additional lanes between Betz Road in Cheney and Four Lakes. [Mobility]

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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, pavement repair, and litter removal.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 75% 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:

### Bonnie Gow

Eastern Region Planning Office  
Senior Transportation Planner  
509-324-6109  
gowbl@wsdot.wa.gov

### Charlene Kay, P.E.

Eastern Region Planning Office  
Region Planning & Strategic Partnership Director  
509-324-6195  
kayc@wsdot.wa.gov

### Mike Gribner

Eastern Region  
Regional Administrator

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.

#### **Americans with Disabilities Act (ADA) Information**

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.

#### **Información del Acta (ADA) de Estadounidense con Discapacidad**

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](mailto: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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