

= Washington State Route 290 =

State Route 290 (SR 290) , named Hamilton Street and Trent Avenue , is a 18 @. @ 38 @- @ mile (29 @. @ 58 km) long state highway serving Spokane County in the U.S. state of Washington . SR 290 travels parallel to a Union Pacific railroad from Interstate 90 (I @- @ 90) in Spokane through Millwood and across the Spokane River three times towards Spokane Valley , where the highway intersects SR 27 . From Spokane Valley , the roadway continues to the Idaho state border , where it becomes Idaho State Highway 53 .

The current route of SR 290 was formerly county roads between 1901 and 1937 , when it became Secondary State Highway 2H (SSH 2H) . The highway ran from U.S. Route 2 (US 2) and US 395 in Downtown Spokane to Idaho until a 1964 renumbering of state highways , which re @- @ designated SSH 2H as SR 290 . A short spur route connecting the main highway to I @- @ 90 was also added during the renumbering , but SR 290 was realigned to replace the route in 2005 .

= = Route description = =

SR 290 begins as a short divided highway at a directional T @- @ interchange with Interstate 90 (I @- @ 90) east of downtown Spokane . This interchange was originally built for a planned North Spokane Corridor in the 1970s . The freeway continues north to an interchange with 2nd Avenue that only allows eastbound traffic to enter and westbound traffic to exit the freeway . The highway is named Hamilton Street and travels north over Sprague Avenue , BNSF Railway tracks , and the Spokane River before intersecting Trent Avenue , the former route of the roadway prior to 2005 . At the intersection , located near Gonzaga University , SR 290 turns east and becomes Trent Avenue before crossing the Spokane River again . Trent Avenue travels northeast through an industrial district , paralleling the Spokane International branch of the Union Pacific Railroad , through Millwood before intersecting SR 27 , locally named Pines Road . The highway crosses the Spokane River a third time and enters the Trentwood neighborhood of Spokane Valley , where it intersects Sullivan Road by way of a diamond interchange . From Spokane Valley , the roadway travels northeast through farmland to Newman Lake , where it crosses into Idaho and becomes Idaho State Highway 53 , which continues east to Rathdrum as Trent Road .

Every year the Washington State Department of Transportation (WSDOT) conducts a series of surveys on its highways in the state to measure traffic volume . This is expressed in terms of average annual daily traffic (AADT) , which is a measure of traffic volume for any average day of the year . In 2009 , WSDOT calculated that as few as 6 @, @ 800 cars traveled through Millwood , and as many as 35 @, @ 00 cars on the short divided highway north of I @- @ 90 .

= = History = =

A road following the Great Northern Railway and Northern Pacific Railway line from Spokane to the Idaho state border at Newman Lake has existed since 1901 . In 1937 , the road became Secondary State Highway 2H (SSH 2H) and ran from Primary State Highway 2 in Spokane to Wellesley Avenue at the Idaho state border . SSH 2H was scheduled to be designated SR 290 in 1970 after a highway renumbering in 1964 . The new designation was made to align with the sign route , now state route , system . In 1967 , the eastern terminus of SSH 2H was shifted north to align with Idaho State Highway 53 (ID 53) . In 1970 , the state route system came into effect and SR 290 was established along with a spur route connecting the main highway to Interstate 90 (I @- @ 90) . In 2005 , the western terminus of SR 290 was moved southeast to an exit with I @- @ 90 , replacing the spur route .

= = Major intersections = =

The entire highway is in Spokane County .

= = Spur route = =

Washington State Route 290 Spur was a 0 @. @ 67 @- @ mile (1 @. @ 08 km) long spur route of SR 290 prior to 2005 . The spur route served as a short connector to Interstate 90 (I @- @ 90) east of downtown Spokane and ran from SR 290 at the intersection of Trent Avenue and Hamilton Street near Gonzaga University to a directional T @- @ interchange with I @- @ 90 , via a bridge over the Spokane River . The highway was originally established along with SR 290 , which went east from U.S. Route 2 (US 2) and U.S. Route 395 (US 395) in downtown Spokane to Idaho . This spur route was proposed to be the southern terminus of the North / South Freeway that would bypass Downtown Spokane and a freeway segment was built , but never finished due to priority going to the Interstate Highways . The western terminus of SR 290 was realigned in 2005 , ending at I @- @ 90 along the former route of SR 290 Spur .

Major intersections

The entire highway was in Spokane , Spokane County .