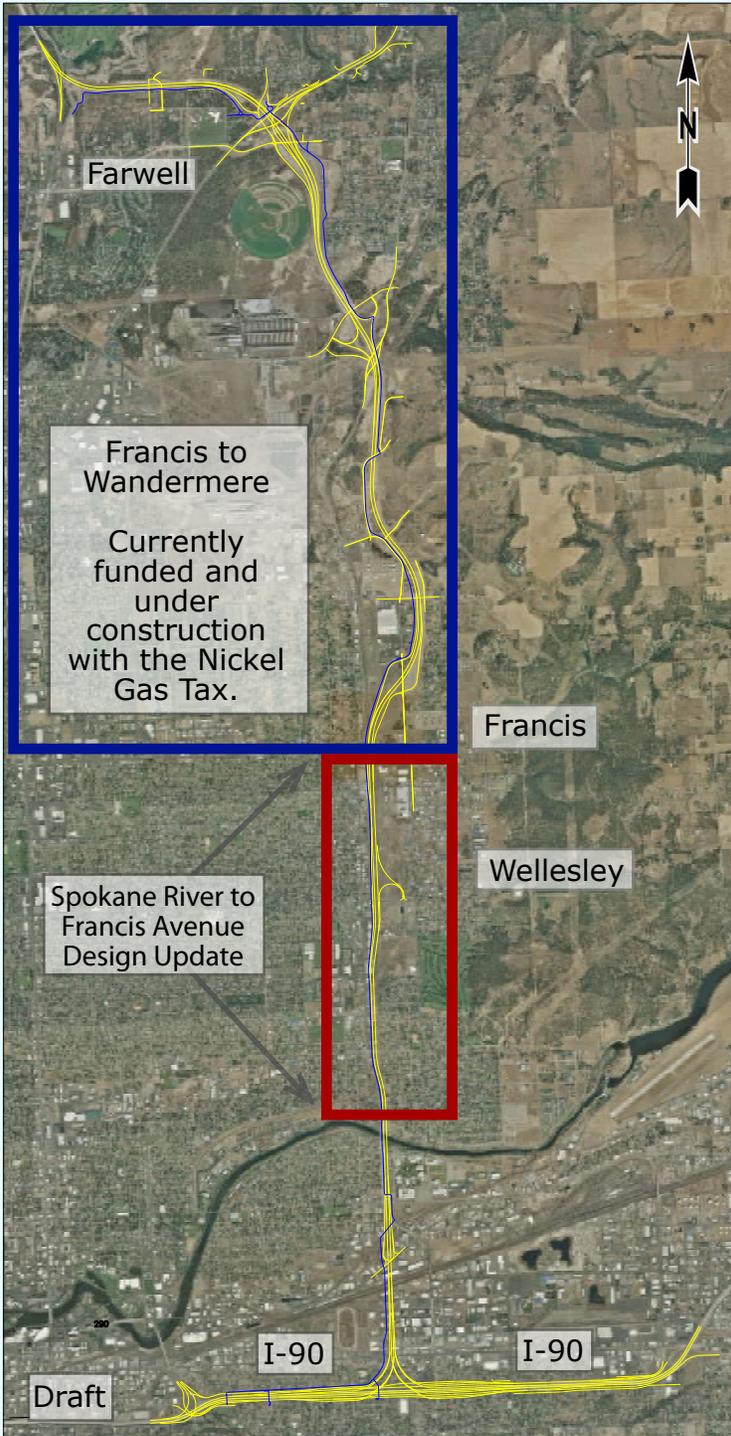




NORTH SPOKANE CORRIDOR (NSC) SPOKANE RIVER TO FRANCIS AVE DESIGN UPDATE



Since 1997, when the North Spokane Corridor (NSC) Final Environmental Impact Statement (FEIS) was completed and approved, the Washington State Department of Transportation (WSDOT) has continually reviewed design features such as: impacts to community, property, environment and businesses; cost; constructability; inflation; and funding assumptions/availability.

In 1998, a Value Engineering (VE) study considered design changes for the location of the NSC in relation to the Burlington Northern Sante Fe (BNSF) rail line and the interchanges at Wellesley Ave. and Francis Ave. The VE recommended the design that is currently planned in the Hillyard area.

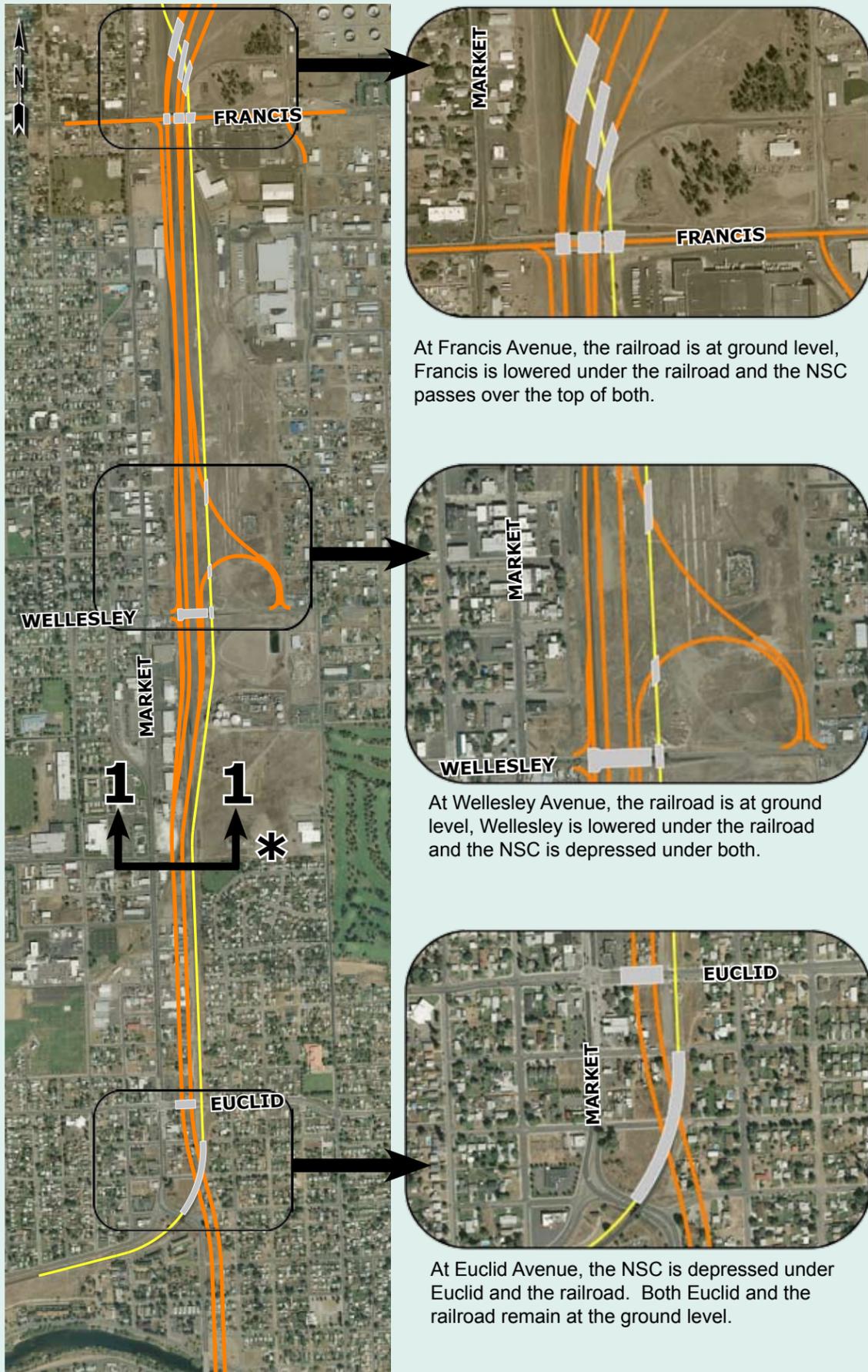
Ten years later, as WSDOT finishes work to the north of Hillyard, a variety of conditions have changed since the original VE study. Some of these changes are:

- construction cost for this section has more than doubled, mainly because of the inflation experienced for materials that comprise the large retaining walls and number of bridges.
- BNSF has expressed concerns with having a depressed freeway section next to an active rail line and asked that some structures be built larger to accommodate future rail expansion.
- excavated materials from the depressed section is no longer needed to construct embankment to the north.

These significant changes have compelled WSDOT to re-analyze cost saving designs. In doing so only options which don't diminish the functionality of the ultimate facility have been considered. WSDOT is proposing a design option which raises the elevation of the NSC and shifts the BNSF tracks slightly to the west with the NSC on the east side of the tracks. The right of way footprint is almost identical to the original FEIS footprint. This proposal significantly reduces the cost of the construction, maintains operational functionality, and allows for the future full buildout.

This strategy of staging construction to build drivable links, while providing for future expansion is being used on the NSC sections currently under construction in the north half of the corridor.

1998 FEIS DESIGN OPTION

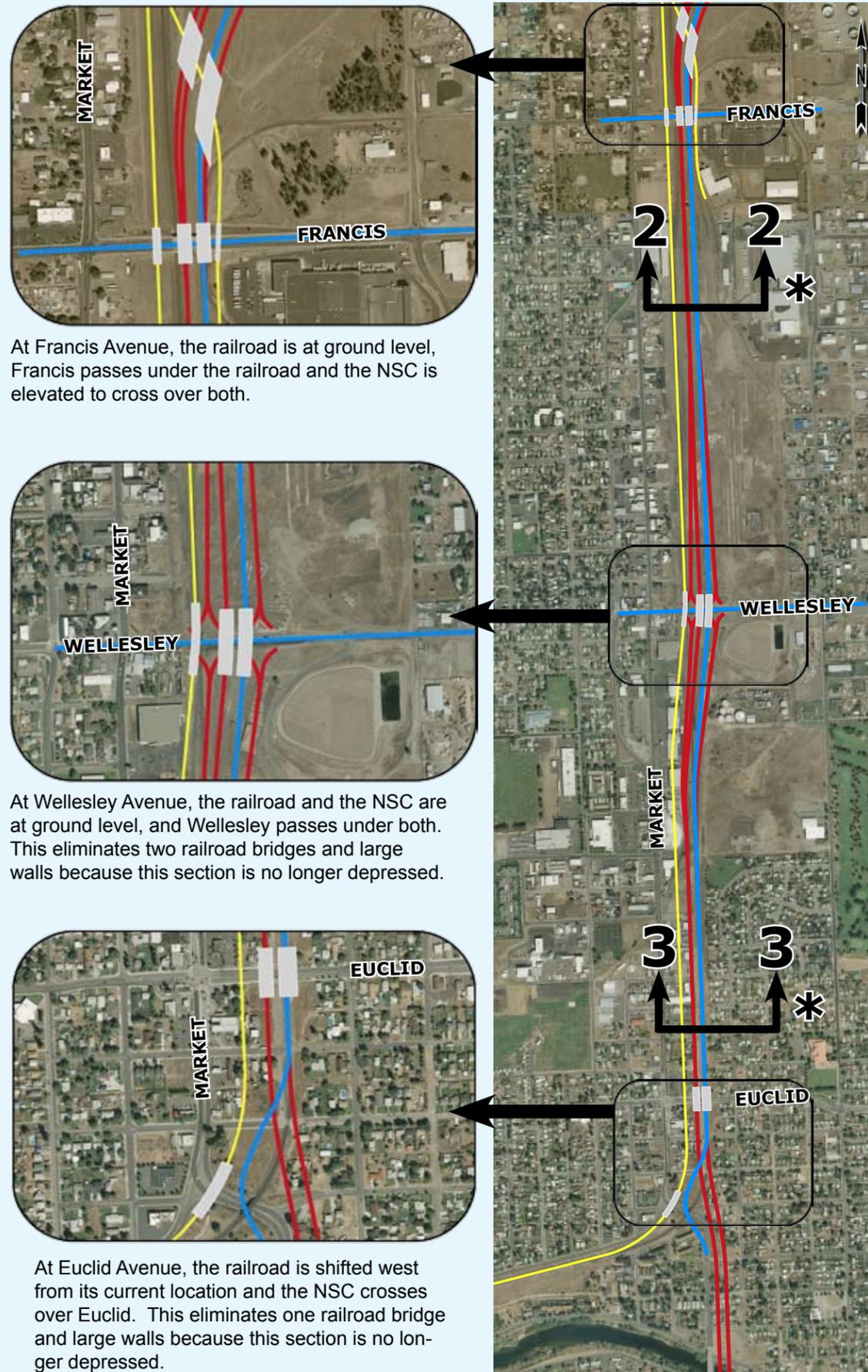


At Francis Avenue, the railroad is at ground level, Francis is lowered under the railroad and the NSC passes over the top of both.

At Wellesley Avenue, the railroad is at ground level, Wellesley is lowered under the railroad and the NSC is depressed under both.

At Euclid Avenue, the NSC is depressed under Euclid and the railroad. Both Euclid and the railroad remain at the ground level.

2008 UPDATED DESIGN OPTION



At Francis Avenue, the railroad is at ground level, Francis passes under the railroad and the NSC is elevated to cross over both.

At Wellesley Avenue, the railroad and the NSC are at ground level, and Wellesley passes under both. This eliminates two railroad bridges and large walls because this section is no longer depressed.

At Euclid Avenue, the railroad is shifted west from its current location and the NSC crosses over Euclid. This eliminates one railroad bridge and large walls because this section is no longer depressed.

DESCRIPTION OF CURRENT AND PROPOSED HILLIARD DESIGN UPDATE

- The design developed in 1998 consisted of a mostly depressed freeway section with the BNSF railroad on the east side of the corridor. This required six bridge crossings and large retaining walls. Ultimately, eight lanes with interchanges at Wellesley Avenue and Freya Street would be constructed. Estimated cost -- \$720 million.
- Given the increasing costs, due to material inflation, engineers began analyzing alternative designs. The new design for the ultimate facility proposes to raise the elevation of the corridor, reduce retaining wall size, and keep the railroad on the west side. This will eliminate several railroad bridges. This facility also provides eight lanes with interchanges at Wellesley Avenue and Freya Street and remains in basically the same footprint as the 1998 design. Estimated cost -- \$370 million.
- In addition to lower cost, the new staged proposal also has the advantage that it can be built in increments to provide four of the ultimate eight lanes. This interim construction will provide on and off access at Greene Street near Illinois Avenue, and connect with the current construction north of Francis creating 8.5 miles of drivable roadway. As currently designed, the interim construction will not provide access to the corridor at Wellesley. Estimated cost -- \$285 to \$300 million.

PROPOSAL BENEFITS

- Greater likelihood of funding due to lower cost.
- Creates an additional 3 mile, drivable link with identifiable travel time savings, as well as related safety, congestion, and environmental benefits.
- Builds on existing investments in the NSC (\$543 million to date from all sources).
- Provides significant capacity improvements in the near-term.
- Preserves long-term options for facility expansion and build-out.

* See next page for section views

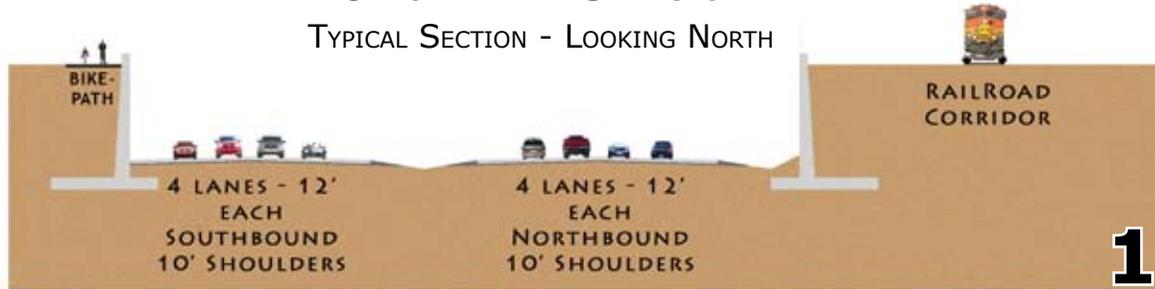
LEGEND

	FEIS DESIGN
	RAILROAD
	INTERIM CONSTRUCTION (4 LANES)
	FUTURE BUILDOUT (8 LANES)

FREEWAY CROSS SECTIONS
***(NUMBERS AT RIGHT CORRESPOND TO LOCATIONS ON PREVIOUS PAGE)**

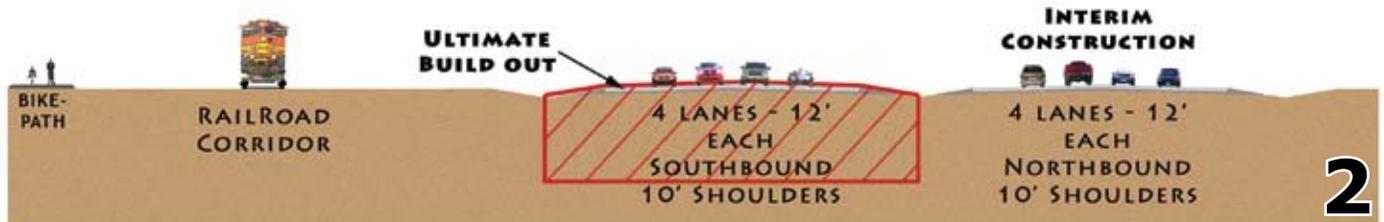
ORIGINAL FEIS DESIGN

TYPICAL SECTION - LOOKING NORTH

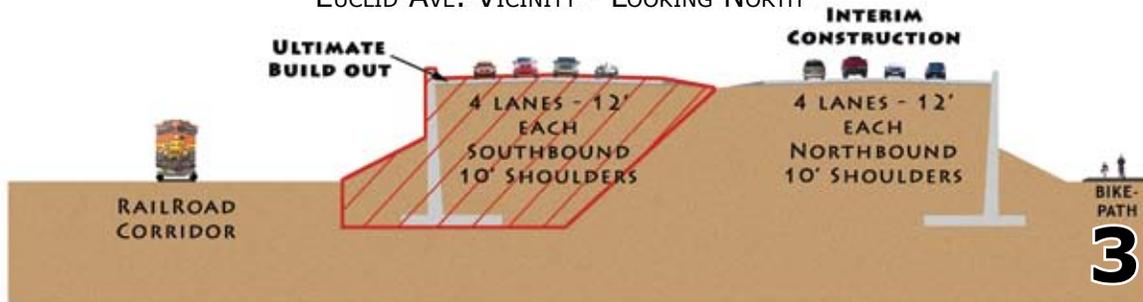


UPDATED DESIGN OPTION

WELLESLEY TO FRANCIS AVE. - LOOKING NORTH



EUCLID AVE. VICINITY - LOOKING NORTH



Next steps are to continue:

Refining the new NSC Design.

The changes outlined in the proposed staged construction concept are preliminary and have not been finalized.

Working with rail officials.

The location of the Burlington Northern Santa Fe Railroad is a critical component of the proposed staged construction design.

The public involvement process.

Work closely with local officials and neighborhood representatives on design issues.

Providing project information for possible funding scenarios.

Although funding is in place for the preliminary design of this section, final design, right-of-way acquisition, and construction dollars are not yet allocated and will require state and/or federal funding decisions.



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Question or Comments

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