

Many factors come into play in determining the effectiveness of an HCT system such as HOV, and it is impossible to predict what will occur. Consequently, the key to the NSF facility is flexibility. A staged approach to facility development would allow future assessment of the needs and help determine the timing of system development.

**Alternative 6 — Market/Greene (Preferred Alternative)**

**Major Transportation Design Features**

The Market/Greene corridor begins at the I-90 interchange and runs due north and parallel to Greene Street (see Appendix D). The alternative maintains this northerly alignment until it reaches the North and South Option split in the vicinity of Lincoln Road.

The approximate length of this alternative is 8.0 kilometers (5 miles) from the divergence point at the I-90 interchange to the divergence point of the North and South Option split.

From the I-90 divergence point to Illinois Avenue, the Market/Greene Alternative is a viaduct structure (see Figure 2-4). From Illinois Avenue to just north of Francis Avenue, the facility is depressed (see Figures 2-7 and 2-8). The remainder of the route follows basically the existing terrain (see Figure 2-3). Interchanges are located at major arterial and state highway crossings along the route.

**Access To, From, and Across the NSF Facility**

Access to or from the freeway would be only at ramp terminals at all interchanges, using signalized intersections or directional ramps between arterials (see Table 2-12).

<b>Access To, From, and Across the NSF Facility</b>	
● I-90 to Vic. Illinois Avenue Viaduct streets; also crosses the Spokane River	Allow access across NSF via local
● Euclid Avenue	Cross over NSF
● Wellesley Avenue Interchange	Access to/from and across NSF
● Francis Avenue Interchange	Access to/from and across NSF
● Freya Street between Francis Ave and	Cross over NSF
● Lincoln Road	Cross under NSF

**NSF Market/Greene Alternative (Preferred Alternative)**

**Access and/or Grade Separation Locations**

**Table 2-12**

A portion of Freya Street located just east of Tosco tank farm would require relocation. Relocation would be to the west of the present Freya Street location.

### *Interchanges*

A partial cloverleaf interchange would be located in the vicinity north of Trent Avenue. All movements would enter and exit the facility from Trent Avenue/US 290.

There would be a standard diamond configuration interchange at Wellesley Avenue, and another at Francis Avenue.

### *Railroad Crossings*

A Burlington Northern Railroad (BNRR) switch track lies between I-90 and the Spokane River. Branching from this switch track are numerous spur lines serving industries and businesses in the area. The proposed viaduct section would be built to maintain the required 7.2 meter (23.5 foot) minimum clearance over any tracks crossing under the freeway corridor.

North of the Spokane River from about Grace Avenue north to about Rich Avenue, the existing active BNRR line will require relocation to the west of the present location. This relocation will require track realignment and construction of a new railroad bridge across Market/Greene Street. Design options leaving the BNRR line at its existing location were eliminated due to construction issues or impacts to the adjacent neighborhood. See the Design Technical Report for details. The only other crossings on this route involve spur lines serving businesses on the eastern edge of the vacant BNRR property in East Hillyard. With the proposed depressed section through this area, spur lines will be constructed over the NSF, allowing for use of a 5 meter (16.5 foot) minimum clearance.

### *River Crossings*

The freeway would cross the Spokane River to the east of the existing Greene Street bridge on the proposed viaduct. There are no other river crossings.

### *Pedestrian and Bicycle Crossings*

There would be a pedestrian and bicycle bridge in the vicinity of Wild Horse Park. Sidewalks would also be provided at major arterial crossings.

## **Alternative 7 — Havana**

### **Major Transportation Design Features**

The Havana Alternative (see Appendix D) begins at the divergence point of the I-90 interchange. This alternative curves east to Havana Street, where it maintains a northerly course roughly parallel to Havana Street until it reaches the North and South Option split in the vicinity of Lincoln Road.

The approximate length of this alternative from where it separates from the I-90 Interchange to the North and South Option split is 8.5 kilometers (5.3 miles).

From the I-90 divergence point to the north side of the Spokane River, the Havana Alternative will be a viaduct structure (see Figure 2-4). From the north side of the river to its connection to US 395, the freeway will basically follow the existing terrain, requiring a cut through the west edge of Beacon Hill (see Figures 2-3 and 2-8). Interchanges will be located at major arterial crossings along the route.

### Access To, From, and Across the NSF Facility

Access to or from the freeway would be only at ramp terminals at all interchanges, using signalized intersections or directional ramps between arterials (see Table 2-13).

Access To, From, and Across the NSF Facility		
●	I-90 to Vic. Illinois Avenue Viaduct	Allow access across NSF via local streets; also crosses the Spokane River
●	Euclid Avenue/Frederick Ave	Cross under NSF
●	Wellesley Avenue Interchange	Access to/from and across NSF
●	Francis Avenue Interchange	Access to/from and cross NSF
●	Freya Street between Francis Ave and	Cross over NSF
●	Lincoln Road	Cross under NSF

### NSF Havana Alternative Access and/or Grade Separation Locations

**Table 2-13**

A portion of Freya Street located just east of Tosco tank farm would require relocation. Relocation would be to the west of the present Freya Street location.

#### *Interchanges*

A standard diamond interchange would be located in the vicinity of Trent/Mission Avenue. All movements would enter and exit the facility from US 290 (Trent Avenue).

Interchanges at Wellesley Avenue and Francis Avenue would be the same as described for Market/Greene, above.

#### *Railroad Crossings*

A BNRN switch track lies between I-90 and the Spokane River. Branching from this switch track are numerous spur lines serving industries and businesses in the area. The proposed viaduct section would be built to maintain the required 7.2 meter (23.5 foot) minimum clearance over any tracks crossing the freeway corridor.

North of the Spokane River there are no railroad crossings affected by this alternative.

#### *Pedestrian and Bicycle Crossings*

There are no pedestrian or bicycle crossings proposed on the Havana Alternative. However, sidewalks would be provided at arterial crossings where required.

## **Alignment Options Common To Both the Market/Greene (Preferred) and Havana Alternatives**

### **Option A — North Connection (Preferred Alternative)**

#### *Major Transportation Design Features*

The North Option begins at the convergence point of the Market/Greene and Havana Alternative located in the vicinity of Lincoln Road. From there, it extends in a northwesterly direction, passing north of the Kaiser Aluminum plant and connecting with US 2 and US 395. This option is approximately 6.4 kilometers (4 miles) in length.

The vertical design generally follows the existing terrain for the entire length (see Figure 2-3).

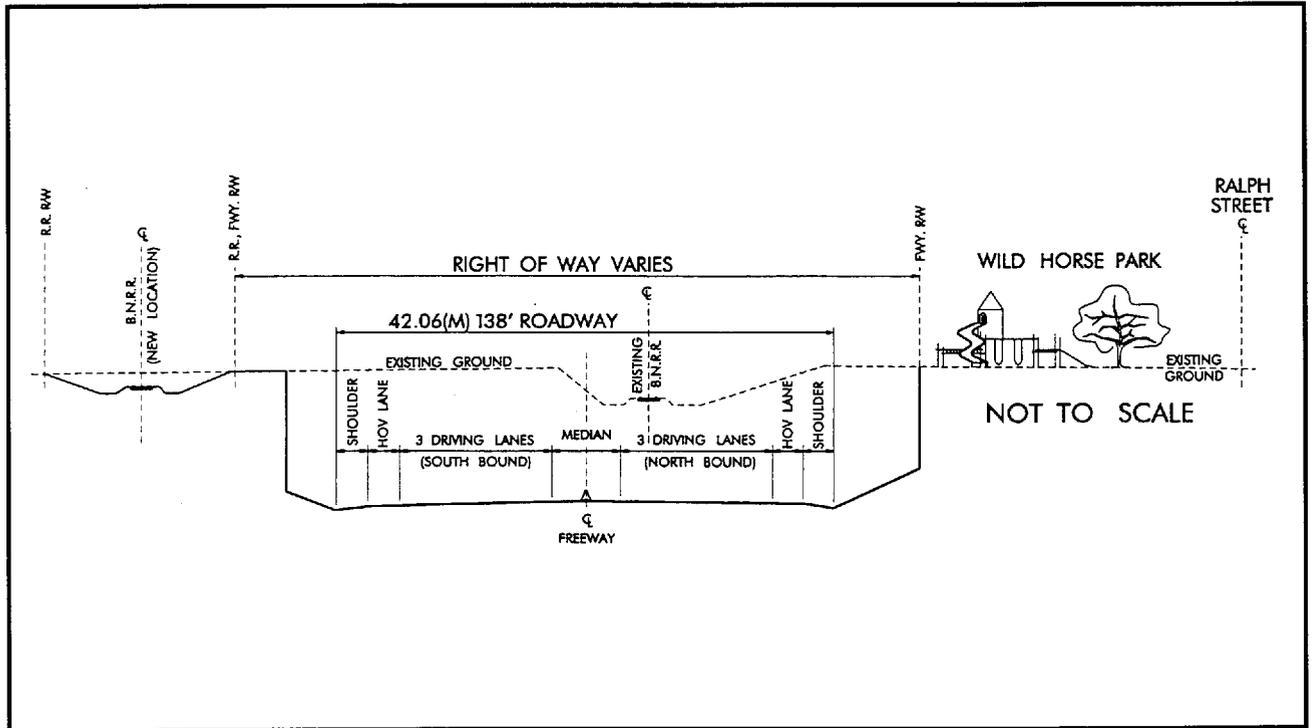
#### *Access To, From, and Across the NSF Facility*

Access to or from the freeway would be only at interchange ramp terminals, by way of signalized intersections or free flow movements with connecting arterials (see Table 2-14).

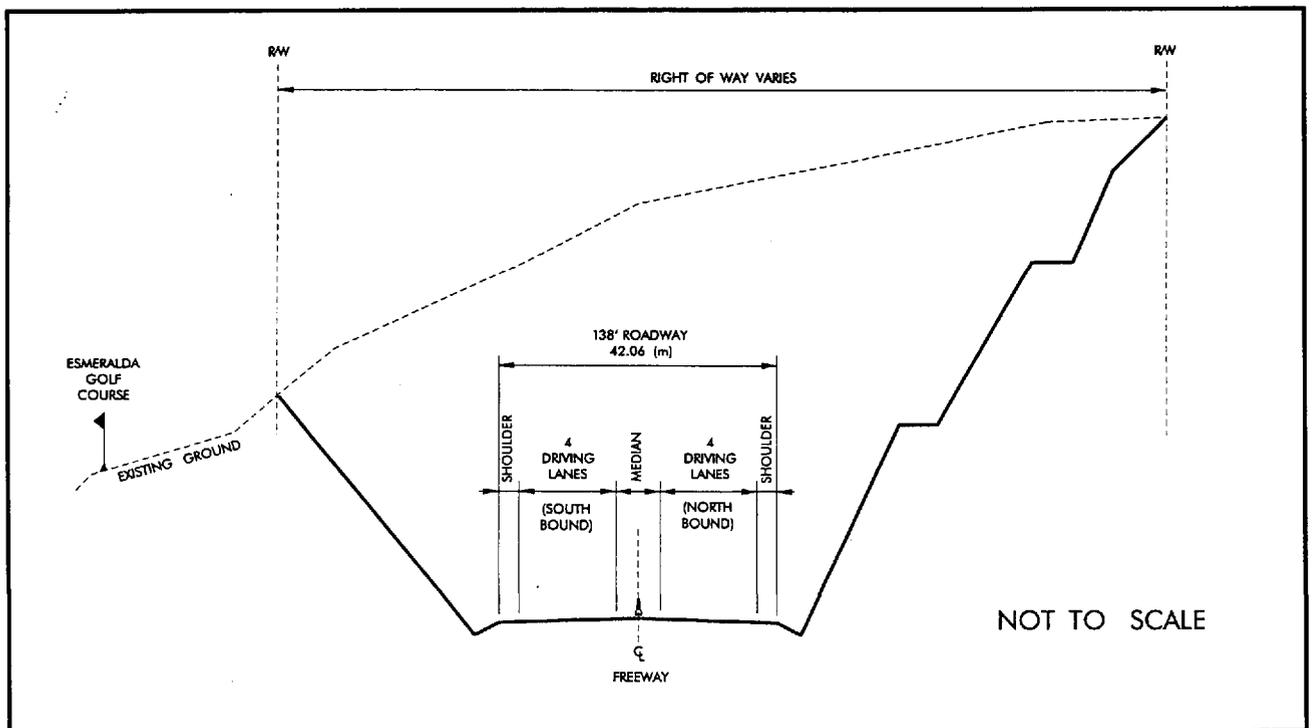
#### **Interchanges**

For purposes of this study, the Stoneman Road interchange was considered to be a standard diamond configuration. This interchange is proposed to accommodate a future county “Beltway” system.

The US 2 Interchange would be a cloverleaf design. Because of the close proximity of the intersection of Farwell Road and US 2, a special design was developed to allow for all major movements. To eliminate a need for a signal at US 2 and Farwell, an urban design “tight” diamond interchange is proposed to exchange traffic between US 2 and Farwell Road. This interchange will lie within the north side directional ramps and allow Farwell Road to cross over US 2.



**Typical Roadway Section E NSF Mainline Market/Greene Vicinity of Hillyard  
Figure 2-7**



**Typical Roadway Section F NSF Mainline, Vicinity of Havana & Beacon Hill  
Figure 2-8**

Access To, From, and Across the NSF Facility	
Location	Purpose
● BNRR Mainline (Vic. Market Street)	Cross under NSF
● Market Street	Cross under NSF
● Parksmith Dr. and Kaiser Rail Spur Line	Cross under NSF
● Stoneman Rd Interchange (Future)	Access to/from and across NSF
● US 2 Interchange	Access to/from and across NSF
● Farwell Road	Cross under NSF
● US 395 Interchange NSF	Limited Access to/from and across

**NSF North Option Access and/or Grade Separation Locations  
Table 2-14**

Movement to and from the facility at the US 395 interchange would be via directional ramps; however, due to the difficult terrain, limitations would exist. The design proposed includes only two ramps. US 395 southbound traffic can exit the freeway to southbound Division Street. This ramp would merge with Division Street south of Hastings Road. Northbound from Division Street, traffic headed northbound on the NSF will access the freeway using an on ramp with an entrance located just north of Hastings Road. There would be no opportunity for northbound NSF traffic to exit directly to Division Street from US 395 at this location. Also, there will be no opportunity for southbound NSF traffic to access northbound Division Street. Northbound freeway traffic must exit at the US 2 interchange or travel north to the future Hatch Road interchange to access local arterials in the area. Southbound traffic must exit at the Hatch Road interchange.

**Railroad Crossings**

Railroad crossings would occur at the locations shown in Table 2-14 and would meet the 7.2 meter (23.5 foot) minimum clearance standards.

**Pedestrian and Bicycle Crossings**

There are no pedestrian or bicycle crossings proposed for the North Option. However, sidewalks would be provided at arterial crossings.

**Option B — South Connection**

*Major Transportation Design Features*

The South Option is approximately 4.8 kilometers (3 miles) in length and follows a line running just south of the Kaiser facility and between Northpointe Mall and the Camelot housing development. The vertical alignment would basically follow the existing terrain (see Figure 2-3). Interchanges will connect with the state routes.

*Access To, From, and Across the Facility*

Access to or from the freeway would be only at interchange ramp terminals, by way of signalized intersections or free flow movements with connecting arterials (see Figure 2-15).

Access To, From, and Across the Facility	
Location	Purpose
● BNRR Mainline (Vic. Market Street)	Cross under NSF
● Market Street	Cross under NSF
● BNRR spur line	Cross under NSF
● Utility road	Cross under NSF
● Hawthorne Road	Cross under NSF
● US 2 Interchange	Access to/from and across NSF
● US 395	Cross under NSF
● Hastings Road	Cross under NSF

**NSF South Option Access and/or Grade Separation Locations**  
**Table 2-15**

**Interchanges**

The interchange at US 2 would be a modified diamond with free flow movements in the following directions:

- US 2 southbound to NSF northbound
- NSF northbound to US 2 northbound
- US 2 northbound to NSF southbound
- NSF southbound to US 2 southbound

The remaining movements will be controlled by a signalized intersection.

The US 395 interchange would be the same basic configuration and limitations as discussed under the North Option, above. The exception is the location of the southbound NSF to southbound Division Street ramp, which would be just south of Hastings Road.

**Railroad Crossings**

Railroad crossings would be at the locations shown in Table 2-15 and would meet the 7.2 meter (23.5 foot) minimum clearance standards.

**Pedestrian and Bicycle Crossings**

There are no pedestrian or bicycle crossings proposed for the **South** ~~North~~ Option. However, sidewalks would be provided at arterial crossings.

**Project Costs and Scheduling**

Tables 2-16 through 2-19 outline estimated project costs. These costs are based on a 20-year construction scenario, with the earliest construction start being 2000. This

start is based on the availability of funding; the schedule could be shortened if funding was accelerated. Because completion would take as long as 20 years, construction is shown in stages. This could allow portions of the freeway to be used prior to completion of the entire facility (i.e., from Trent Avenue to US 395). This funding scenario also allows for accommodation of future HCT systems if and as the need exists.

For a project of this magnitude, funding will need to come from many different potential sources, including: special funding as a Federal Demonstration Project, National Highway System funds under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and state funds. The project could also compete with city and county projects for federal Surface Transportation Program (STP) funds.

### **Phase 1**

Phase 1 begins by constructing the full facility from US 395 south to US 2. This allows an operational link from US 395 to US 2 to be completed early in the project, providing a usable link of highway that can be designated a US route.

### **Phase 2**

Phase 2 relocates utilities and constructs grade separations and interchanges from US 2 south to the northern end of the proposed viaduct section (approximately Upriver Drive). This also allows the channeling of some money to begin purchasing right of way along the remainder of the route.

### **Phase 3**

Phase 3 constructs four lanes (the two outside lanes in each direction) from US 2 south to the vicinity of Upriver Drive. This allows for addition of the appropriate general purpose or High Capacity Transit facilities to be built later in the project, with minimal disruptions to existing traffic operation. Completion of Phases 1, 2, and 3 will provide for approximately 12 kilometers (7.5 miles) of a functional facility from US 395 to Upriver Drive by the year 2009.

### **Phase 4**

Phase 4 begins work from Upriver Drive to Trent (US 290), providing access to downtown Spokane and indirect access, via US 290, to I-90. The viaduct facility will be built to the ultimate design of eight lanes.

### **Phase 5**

Phase 5 begins the construction from I-90 to Trent, including the NSF to I-90 interchange and the necessary improvements to I-90 (i.e., the Collector Distributor (C/D) system). This will be completed so that once the connection to I-90 is established, the facility will be usable for its entire length.

### **Phase 6**

Phase 6 expands the section from US 2 south to the vicinity of Upriver Drive by constructing the additional transportation improvements.

## Cost Estimate and Schedule, 20-Year Scenario (In Million of Dollars)

Market/Greene (Preferred Alternative) With Option A — North Connection				Market/Greene With Option B — South Connection		
Phase 1 — US 395 — US 2	Year \$	* Inflated \$	Scheduled Years	1994 \$	* Inflated \$	Scheduled Years
Preliminary Engineering	6.3	7.9	1997 - 2001	6.8	8.7	1997 - 2001
Right Of Way	13.4	17.6	1997 - 2000	12.2	15.9	1997 - 2000
Construction	63.1	91.4	2000 - 2004	68.2	100.3	2000 - 2004
<i>Phase 1 Total</i>		82.8	116.9	87.1	124.9	
<b>Phase 2 — Utility and Separation</b>						
Preliminary Engineering	8.2	12.4	2000 - 2004	6.5	9.6	2000 - 2004
Right Of Way	17.2	24.0	2000 - 2002	18.0	24.9	2000 - 2002
Construction	82.0	130.7	2002 - 2005	64.3	102.7	2002 - 2005
<i>Phase 2 Total</i>		107.5	167.1	88.7	137.2	
<b>Phase 3 — Mainline Construction</b>						
Preliminary Engineering	10.5	19.0	2003 - 2007	9.3	16.6	2003 - 2007
Right Of Way	25.8	40.6	2001 - 2005	27.0	41.5	2001 - 2005
Construction	105.3	207.4	2005 - 2009	92.2	179.2	2005 - 2009
<i>Phase 3 Total</i>		141.6	267.0	128.5	237.3	
<b>Phase 4 — Trent Access</b>						
Preliminary Engineering	13.1	28.5	2006 - 2011	13.1	29.0	2006 - 2011
Right Of Way	9.5	17.1	2004 - 2007	9.5	16.9	2004 - 2007
Construction	131.0	341.7	2008 - 2014	131.0	335.2	2008 - 2014
<i>Phase 4 Total</i>		153.5	387.3	153.5	381.1	

**Alternative 6 — Market/Greene (Preferred Alternative) Project Estimate and Construction Schedule**  
Table 2-16

**Cost Estimate and Schedule, 20-Year Scenario (In Million of Dollars)**  
(Continued)

Market/Greene (Preferred Alternative) With Option A — North Connection			Market/Greene With Option B — South Connection			
<i>Phase 5 — I-90 Trent I/C (includes C/D)</i>	Year \$	* Inflated \$	Scheduled Years	1994 \$	* Inflated \$	Scheduled Years
Preliminary Engineering	22.3	65.9	2010 -2016	22.3	65.9	2010 -2016
Right Of Way	91.8	209.0	2005 - 2012	91.8	206.5	2005 - 2012
Construction	223.5	770.2	2012 - 2020	223.5	768.9	2012 - 2020
<i>Phase 5 Total</i>	337.6	1045.1		337.6	1041.3	
<b>Phase 6 — North Lane Expansion</b>						
Preliminary Engineering	4.2	14.8	2015 - 2017	3.8	13.3	2015 - 2017
Right Of Way	0.0	0.0		0.0	0.0	
Construction	42.3	162.5	2016 - 2020	38.2	147.4	2016 - 2020
<i>Phase 6 Total</i>	46.5	177.3		42.0	160.7	
<b>EIS</b>	3.0	3.0		3.0	3.0	
<b>Design Report + R/W Plans</b>	2.5	3.0		2.5	3.0	
<b>Total Preliminary Engineering</b>	64.6	148.5		61.7	143.1	
<b>Total Right Of Way</b>	157.7	308.3		158.5	305.7	
<b>Total Construction</b>	647.1	1703.9		617.3	1633.7	
<i>Project Total*</i>	874.9	2166.7		843.0	2088.5	

**Alternative 6 — Market/Greene (Preferred Alternative) Project Estimate and Construction Schedule**  
Table 2-16 (Continued)

## Cost Estimate and Schedule, 20-Year Scenario (In Million of Dollars)

Havana With Option A — North Connection				Havana With Option B — South Connection		
<i>Phase 1 — US 395 — US 2</i>	Year \$	* Inflated \$	Scheduled Years	1994 \$	* Inflated \$	Scheduled Years
Preliminary Engineering	6.3	8.0	1997 - 2001	6.8	8.6	1997 - 2001
Right Of Way	13.4	17.5	1997 - 2000	12.2	16.0	1997 - 2000
Construction	63.1	91.6	2000 - 2004	68.2	99.2	2000 - 2004
<i>Phase 1 Total</i>	82.8	117.1		87.1	123.8	
<b><i>Phase 2 — Utility and Separation</i></b>						
Preliminary Engineering	6.7	9.9	2000 - 2004	5.4	7.9	2000 - 2004
Right Of Way	13.6	18.8	2000 - 2002	12.9	17.8	2000 - 2002
Construction	66.7	140.5	2002 - 2005	54.0	84.3	2002 - 2005
<i>Phase 2 Total</i>	87.0	169.2		72.3	110.0	
<b><i>Phase 3 — Mainline Construction</i></b>						
Preliminary Engineering	11.0	19.5	2003 - 2007	8.8	15.6	2003 - 2007
Right Of Way	20.4	30.8	2001 - 2005	19.3	29.9	2001 - 2005
Construction	109.7	214.4	2005 - 2009	88.6	168.7	2005 - 2009
<i>Phase 3 Total</i>	141.1	264.7		116.8	214.2	
<b><i>Phase 4 — Trent Access</i></b>						
Preliminary Engineering	8.3	18.0	2006 - 2011	8.3	18.3	2006 - 2011
Right Of Way	15.9	28.4	2004 - 2007	15.9	28.4	2004 - 2007
Construction	83.3	212.8	2008 - 2014	83.3	203.6	2008 - 2014
<i>Phase 4 Total</i>	107.5	259.2		107.5	250.3	

**Alternative 7 — Havana Project Estimate and Construction Schedule  
Table 2-17**

**Cost Estimate and Schedule, 20-Year Scenario** (In Million of Dollars)  
(Continued)

Havana With Option A — North Connection			Havana With Option B — South Connection			
<i>Phase 5 — I-90 Trent I/C (includes C/D)</i>	Year \$	* Inflated \$	Scheduled Years	1994 \$	* Inflated \$	Scheduled Years
Preliminary Engineering	24.6	70.9	2010 - 2016	24.6	71.1	2010 - 2016
Right Of Way	111.9	252.9	2005 - 2012	111.9	254.0	2005 - 2012
Construction	246.1	830.6	2012 - 2020	246.1	829.5	2012 - 2020
<i>Phase 5 Total</i>	382.6	1154.4		382.6	1154.6	
<b>Phase 6 — North Lane Expansion</b>						
Preliminary Engineering	4.3	15.3	2015 - 2017	3.7	12.9	2015 - 2017
Right Of Way	0.0	0.0		0.0	0.0	
Construction	43.7	167.5	2016 - 2020	36.7	141.1	2016 - 2020
<i>Phase 6 Total</i>	48.0	182.8		40.4	154.0	
<b>EIS</b>	3.0	3.0		3.0	3.0	
<b>Design Report + R/W Plans</b>	2.5	3.0		2.5	3.0	
<b>Total Preliminary Engineering</b>	61.2	141.6		57.7	134.4	
<b>Total Right Of Way</b>	175.2	348.4		172.2	346.1	
<b>Total Construction</b>	612.6	1657.4		576.8	1526.4	
<i>Project Total*</i>	854.5	2153.4		812.2	2012.9	

**Alternative 7 — Havana Project Estimate and Construction Schedule**  
Table 2-17 (Continued)

## Right of Way Estimate

The following right of way estimates show a comparison between all route alternatives. The figures were derived from base data provided in the property value report. The properties identified in the report were checked and the cost projections for the needed right of way for construction were then made.

Assessed values obtained from the Spokane County Assessor's Office were the foundation on which the costs were calculated. The assessed value was inflated by 150 percent to convert property values to an approximate fair market value. Additional cost factors to cover administrative costs such as negotiation fees, appraisals, condemnation, and other processing were added to develop the final true cost estimates reflected in the following tables.

### Right of Way Estimate (Costs Shown in Millions of Dollars)

Study Area	Number of Single Family	Cost of Single Family	Number of Mult-Family Complexes	Number of Mult-Family Apartments	Cost of Multi-Family
Collector Distributor and North Spokane Freeway Interchange at I-90	368	\$40.1	20	51	\$2.5
NSF I/C to Option A/B	52	\$8.2	2	11	\$0.6
Option A — North	30	\$5.6	0	0	\$0
Option B — South	16	\$3.4	0	0	\$0

Study Area	Number of Businesses (Community and Industry)	Cost of Businesses	Cost of Vacant Land	Total Costs Per Study Area	Total Alternative 6 Market-Greene
Collector-Distributor and North Spokane Freeway Interchange at I-90	50	\$28.8	\$0.1	\$71.5	
NSF I/C to Option A/B	50	\$42.1	\$10.4	\$61.3	
Option A — North	15	\$8.3	\$11.2	\$25.1	
Option B — South	18	\$11.2	\$11.2	\$25.8	
Alt 6 — Market/Greene with Option A — North					\$158
Alt 6 — Market/Greene with Option B — South					\$159
Total Single Family (Includes mobile):					
<ul style="list-style-type: none"> <li>Alternative 6 — Market-Greene with Option A — North Connection <b>450</b></li> <li>Alternative 6 — Market-Greene with Option B — South Connection <b>436</b></li> </ul>					

### Right of Way Acquisition Requirements Alternative 6 — Market/Greene (Preferred Alternative)

Table 2-18

## Right of Way Estimate (Costs Shown in Millions of Dollars)

Study Area	Number of Single Family	Cost of Single Family	Number of Mult-Family Complexes	Number of Mult-Family Apartments	Cost of Multi-Family
Collector Distributor and North Spokane Freeway Interchange at I-90	368	\$40.1	20	51	\$2.5
NSF I/C to Option A/B	110	\$11.7	0	0	\$0
Option A — North	30	\$6.4	0	0	\$0
Option B — South	16	\$3.7	0	0	\$0

Study Area	Number of Businesses (Community and Industry)	Cost of Businesses	Cost of Vacant Land	Total Costs Per Study Area	Total Alternative 6 Market-Greene
Collector-Distributor and North Spokane Freeway Interchange at I-90	50	\$28.8	\$0.1	\$71.5	
NSF I/C to Option A/B	78	\$64.7	\$2.2	\$78.6	
North Option	11	\$7.0	\$11.6	\$25.0	
South Option	18	\$9.3	\$9.1	\$22.1	
Alt 7 — Havana North Option					\$175
Alt 7 — Havana South Option					\$172
Total Single Family (Includes mobile):					
<ul style="list-style-type: none"> <li>Alternative 7 — Havana with Option A — North Connection <b>508</b></li> <li>Alternative 7 — Havana with Option B — South Connection <b>494</b></li> </ul>					

## Right of Way Acquisition Requirements Alternative 7 — Havana Table 2-19

### *Preferred Alternative*

After evaluating the remaining alternatives, Alternative 6, the Market/Greene build alternative with the North Option Connection has been identified as the preferred alternative. The preferred alternative is the course of action that is the most desirable in terms of functional efficiency and social and environmental effects. Alternative 6 is the alternative that best meets the purpose and needs described in Chapter 1 of this statement. The North Option Connection is the most functional connection at no greater environmental cost than the South Option Connection.

Evaluation of all alternatives has been an integral part of the process of developing this environmental impact statement. The EIS is an evaluation tool that documents the degree that each alternative satisfies the purpose and need of the statement. Comparisons are made on all social, economic and environmental impacts and whether or not those impacts can be mitigated. Relative estimates are compared for financial costs but more importantly, for environmental consequences. The IDT used the environmental study in determining the alternative to recommend as the preferred alternative.

Alternative 1, the No Build Alternative, is undesirable because it meets none of the key objectives that define the purpose and needs of the EIS. The primary goal of improving transportation safety and mobility through the city of Spokane and Spokane County between Interstate 90 and Northeastern Washington and Canada cannot be met with only the minor capacity improvements included under the No Build Alternative. The inability of this alternative to manage congestion, resulting in increases in traffic accidents, traffic delay, energy consumption, and carbon monoxide levels within the non-attainment area is the main reason why this alternative was not designated the preferred alternative. The No Build Alternative is no longer under consideration by the IDT for the reasons stated above.

Alternative 6, the Market/Greene Alternative and Alternative 7, the Havana Alternative are the 2 build alternatives still under consideration. Either of these alternatives is expected to satisfy the purpose and need of this statement and has been subjected to a detailed analysis. These alternatives must also connect to US 395. The North Option and South Option Connections that provide this connection have been studied in a similar manner to the build alternatives. Discussion of major distinguishing characteristics of the 2 remaining build alternatives is followed with a discussion of distinguishing characteristics of the 2 options around the Kaiser plant.

Many aspects of each alternative were compared and contrasted in reviews by the IDT prior to publishing the draft statement, and they have now received further scrutiny and analysis relevant to comments to the draft. The IDT and the CAC independently concluded that the Market/Greene Alternative with the North Option Connection be designated the preferred alternative. The following aspects of these remaining build alternatives, briefly presented here and covered in detail in respective portions of the statement, are the basis for the designation of the preferred alternative by IDT. Characteristics shared by these alternatives where Best Management Practices (BMPs) are the only necessary measures warranted to protect the environment, or whenever few if any impacts are anticipated with little

to distinguish between characteristics, is not recapped here because the decision for a preferred alternative cannot be supported by them. For example, both alternatives overlie the sole source aquifer which will be protected through BMPs but this does not help determine the preferred alternative.

Each of these 2 build alternatives requires construction of the collector/distributor. Both utilize the same design and location of an interchange with I-90. Therefore the impacts and mitigation associated with each of these alternatives south of Main Street, at the north end of the NSF I/C with the interstate, are not considered in designating a preferred alternative.

Most of the people displaced by the project live along I-90 in the area that is common to both Market/Greene and Havana Alternatives. North of Main Street, where the alternatives diverge, to Lincoln Road where each alternative connects to either the North or South Option, there would be about 140 people displaced under Market/Greene or about 285 people displaced under Havana. The estimated number of employees displaced within the same limits is 630 from 50 businesses for Market/Greene and 965 from 79 businesses for Havana.

The Havana Alternative is less desirable than Alternative 6 because of impacts to Esmeralda Golf Course and Minnehaha Park both, classified as 4(f) properties. The golf course could no longer function as an eighteen hole course with the construction on the Havana Alignment. While Minnehaha Park would still be a city park the loss of land at this site could not reasonably be replaced to restore the park to its original size or condition. These impacts are avoided by selection of the Market/Greene Alternative.

The estimated construction and right of way costs of the 2 alternatives including either the north or south connections to US 395, before inflation factors are applied, differ by less than 10 percent. For this reason the financial costs were viewed as essentially the same and are not the basis for distinguishing between Alternatives 6 and 7.

Interchanges would be located at Trent, Wellesley and Francis Avenues along either of these alternatives. Diamond interchanges are proposed for each location except Trent Avenue on the Market/Greene alignment. Under Market/Greene the Trent Avenue I/C would be a partial cloverleaf. This is a more costly interchange design selected to satisfy interchange spacing requirements and avoid unnecessary relocation of businesses immediately south and adjacent to Trent Avenue. Trent Avenue will serve a higher traffic demand under Market/Greene than it would under Havana.

The viaduct segment of the Havana Alternative is longer than that for Market/Greene. This results in about 15 more Trent Industrial sites being spanned by the viaduct which could result in as many additional industrial relocations required under the Havana Alternative. South of the Spokane River the number of employees affected, either disrupted or displaced, by Market/Greene is about 550 fewer than those affected by Havana south of the river. North of the Spokane River, through the Hillyard business district, the Market/Greene Alternative affects about 240 employees whereas along the Havana Alternative approximately 80 employees would be affected.

Although the number of hazardous waste sites is about equal, the nature of the waste that needs to be cleaned up prior to freeway construction is different for the Market/Greene Alternative than for the Havana Alternative. Market/Greene follows the railroad corridor which once served a high volume of freight as well as engine construction and repair. This corridor, with industrial sites that required rail service, results in Market/Greene crossing over several sites requiring extensive remediation. The Havana Alternative is near the General Electric transformer repair site which is on the National Priority List for clean-up. Although 3 other sites identified in the Hazardous Waste discipline report that are crossed by the Havana Alternative have potential for high remediation costs it is believed that the estimated Market/Greene clean-up would be greater.

Operationally the Havana Alternative would function similar to the Market/Greene route. Development of future HOV and Mass Transit would be hindered however due to the location of the route on the east edge of the city of Spokane. Population densities will remain much lower along the Havana route than on the Market/Greene route. Proposed GMA boundaries should not alter this because both alternatives are fully within those boundaries.

There are substantially more unmitigated noise impacts along the Havana Alternative than along the Market/Greene Alternative. This is because the scattered housing along the Havana Alternative contribute to unfavorable cost/benefit ratios.

The roadway prism requires much more cutting away of the hillside in the vicinity of Beacon Hill on the Havana route than required anywhere on the Market/Greene route. From the aspect of visual quality this distinguishes between the 2 alternatives, favoring Market/Greene.

Designation of an option to connect to US 395 involves a comparison of similar routes. The North and South Options were evaluated by applying the same methods used to determine the preferred alternative. Designation of the North Option Connection as a part of the preferred alternative was based on the following facts.

Proper interchange spacing is maintained under the North Option. The South Option, on the other hand, is in close proximity to the separation point of US 2 and US 395, commonly called the Division Wye. There are 2 elements pertaining this location that are less than desirable. The first is that the design standards for spacing between interchanges of 1.6 kilometers (1 mile) is not met. Secondly, the potential for delay stemming from the influences of queuing of freeway bound traffic mixing with other traffic is greater at this diamond interchange than would be the case at the free-flow interchange proposed for the North Option.

The South Option is located between the Camelot and Carriage Hills Neighborhoods. Because of this there are more disruptions to the community from the South than the North Option. Displacements are more numerous along the North Option due to the interchange design that affords the superior traffic flow. The North Option Connection will displace approximately 90 people from 30 homes; the South Option Connection, displaces about 50 people from 16 homes. The opposite is true in businesses and employees displaced or disrupted. The South Option Connection displaces about 140 employees and disrupts 250 others. The North Option Connection displaces or disrupts about 180 employees.

Selection of the Market/Greene Alternative with North Connection Option and C/D System as the preferred alternative was supported by these agencies : The City of Spokane has adopted resolutions through the Mayor's Office and the City Planning Commission for this corridor and this selection is also in agreement with their Comprehensive Plan of record. The Department of Ecology preferred the North Option Connection as an avoidance alternative to the Market Street Superfund site and offered no opinion on other segments of the alternative. The US Department of Interior supported the Market/Greene Alternative as an avoidance alternative to the Section 4(f) impacts of the Havana Alternative. The Environmental Protection Agency supported the Havana Alternative citing fewer Environmental Justice impacts; this in fact is true of the Market/Greene Alternative that uses the railroad corridor. The Spokane Parks and Recreation Department supports the Market/Greene Alternative and was ardently opposed to the Havana Alternative due to Section 4(f) impacts.

The final adoption of an alternative has not been made. WSDOT and FHWA will make the decision following circulation of the Final EIS. A Record of Decision will be issued no earlier than 30 days after the notice of availability of the FEIS in the Federal Register.