



U.S. Department
of Transportation

**Federal Highway
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November 21, 2000

HFO-WA.2/ I-90-6

Mr. Sid Morrison
Secretary of Transportation
Department of Transportation
Olympia, Washington

Attention: Jerry Alb

**I-90/North Spokane Corridor (NSC)
Record of Decision (ROD) Phase I**

Dear Mr. Morrison:

Enclosed is the signed Record of Decision for the Final Supplemental EIS for the North Spokane Corridor Phase I.

Sincerely,

/s/ Gene K Fong

GENE K. FONG
Division Administrator

Enclosure

cc: Jim Prudente, Eastern Region
Keith Martin, PE, Eastern Region

file!



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RECORD OF DECISION

NORTH SPOKANE CORRIDOR

DECISION

The Federal Highway Administration (FHWA) concurs with the Washington State Department of Transportation (WSDOT) in the selection of the Preferred Alternative for the North Spokane Corridor between the Spokane River and US 395 at Wandermere. The elements of the selected alternative are described in the Final Supplemental Environmental Impact Statement (FSEIS) and Section 4(f) Evaluation FHWA-WA-EIS-95-4-FS which was approved on September 18, 2000. A brief description is provided below under Alternatives Advanced and Evaluated in the Environmental Impact Statement. The selected alternative is the environmentally preferred alternative and will incorporate all practical measures to minimize environmental harm.

The selection was based on an evaluation of information found in the FSEIS and the discipline studies for the project, the overall transportation needs in the corridor, and interagency and public inputs.

ALTERNATIVES CONSIDERED AND RATIONALE FOR THE DECISION

Four alternative corridors and the No Action alternative were evaluated in the Final EIS. Continued evaluation generated three additional alternatives to the 1997 Final EIS Preferred Alternative alignment.

Purpose and Objectives

The purpose of the project and the specific objectives against which the alternatives were measured are as follows:

Purpose: To improve the efficiency and the people- and freight-carrying capacity on and between city streets, county roads, and major northside transportation routes, particularly US 2 and US 395.

Objectives:

- As much as practicable, reduce congestion projected for Design Year 2020 in the overall transportation system.
- Improve System linkage between major northside arterials and State routes, resulting in reduced travel times.
- Support or facilitate the implementation of multimodal use, such as high capacity transit.
- Accommodate or improve facilities for intermodal transfers such as park-and-ride lots and rail/truck freight movement.

- Provide for safe movement of people and freight by controlling access and points of conflict along the facility.
- Improve energy efficiency in the moving of people and freight.

In addition, the facility will conform to the State Implementation Plan (SIP) for CO and PM10, and be consistent with regional planning to meet the provisions of the Washington Growth Management Act, as implemented in Spokane County.

Alternatives Considered and Rejected

Seven alternatives -- including No-Build, Mass Transit, Transportation System Management, Improvements to Existing Facilities, Bypass/Beltway, Facility of Lesser Scope, and the Havana Alignment, -- were considered and rejected in the 1997 North Spokane Freeway EIS. The Preferred Alternative from the 1997 North Spokane Freeway EIS was the Market/Greene Alignment with the North Option connection. The portion of this Alternative between the Spokane River and US 395 at Wandermere was further evaluated and compared with three additional alternatives in this Supplemental EIS:

From Spokane River to Hawthorne Road

1. FEIS Market/Greene Alternative
2. Revised Market/Greene Alternative

From Hawthorne Road to US 395 at Wandermere

1. FEIS North Option with Interchange at Stoneman Road
2. FEIS Modified North Option with Interchange at Parksmith Drive
3. VE South Alternative with Interchange at Parksmith Drive
4. VE North Alternative with Interchange at Parksmith Drive

All of the above alternatives were compared and evaluated through the Value Engineering process. The Revised Market/Greene Alternative and the VE North Alternative were carried forward for detailed impact analysis, and were compared with the FEIS Market/Greene and North Option in the SEIS.

Section 4(f) Considerations

There are no new or different parks or recreation properties in the corridor between the Spokane River and US 395 at Wandermere from the 1997 FEIS. None of these properties were found to be impacted by a use or constructive use.

TDM and TSM Strategies Expected to be Implemented to Reduce Future Single-Occupancy Demand

Construction of a new facility would be only part of the transportation solution. The continuation and further development of the TSM and Mass Transit alternatives would happen concurrently, and all these components would combine to make a complete area transportation system. Strategies identified that are planned to be implemented in conjunction with the selected alternative include the following:

- Pedestrian and Bicycle Facilities - A system of bikeways and pedestrian paths is part of the coordinated transportation plan for the greater Spokane area. The NSC includes a separate, paved pedestrian/bicycle trail from the Spokane River to the Wandermere vicinity, to be connected to the existing Centennial Trail, and coordinated with a proposed trail in the Wandermere/Little Spokane River area.
- Bus Service - Spokane Transit Authority (STA) provides fixed route bus service, para-transit, vanpools, and park and ride facilities. STA currently has 13 park and ride lots in the Spokane area.
- Operational Management Strategies - The City of Spokane has recently completed an update of all downtown intersection signals and of the central traffic master. The current operational plan provides for integrating traffic control management and strategies into a single regional operating environment with adjacent agencies, implementing regional Intelligent Traffic Systems (ITS) applications. The City, Spokane County, WSDOT, and STA are cooperating in the development of a Regional Transportation Management Center.

Measures to Minimize Harm

Implementation of the Preferred Alternative will include the mitigation measures discussed in Chapter 4 of the FSEIS. All practicable means to avoid or minimize environmental harm have been incorporated into the selected alternative. These mitigation measures are summarized below. Page numbers in parentheses refer to the FSEIS where more details may be obtained. Mitigation commitments are also found in the Commitment List within the FSEIS Summary.

Air Quality

No adverse impacts are expected; therefore, no mitigation is proposed (4-1).

Noise

Mitigation was considered for all areas impacted by noise (4-3). Barriers are recommended where it is feasible to construct them and the benefit/cost ratio is reasonable. Based on the noise impact analysis for the Preferred Alternative, approximately 268 residences would be impacted by the project prior to noise abatement measures. According to WSDOT criteria, sound walls are proposed in the following segments of the alignment:

- Spokane River to Grace Street, both east and west sides
- Grace Street to Wellesley Avenue Interchange, east side
- Parksmith Drive to Mead Royale Mobile Home Park, east side