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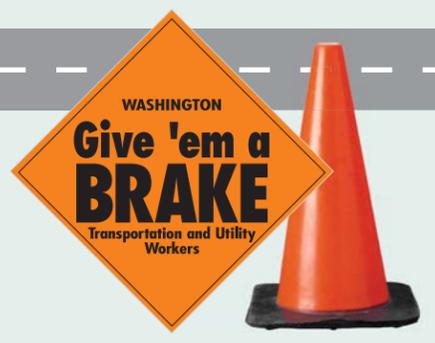
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**QUESTIONS OR COMMENTS**

Washington State Department of Transportation  
 Larry Larson, P.E.  
 Project Engineer  
 2714 North Mayfair Street  
 Spokane, WA 99207-2050  
 Phone: (509) 324-6091  
 Fax Number: (509) 324-6099  
 Or via e-mail: [SR395NSC@wsdot.wa.gov](mailto:SR395NSC@wsdot.wa.gov)



**Check out our Website:**  
[www.nscfreeway.com](http://www.nscfreeway.com)

**FIRST SEGMENT OF THE NORTH SPOKANE CORRIDOR NOW OPEN TO TRAFFIC!!**

After six years of construction, the first drivable link of the North Spokane Corridor (NSC) is open, carrying traffic between Francis/Freya and Farwell Road, a distance of approximately three and a half miles. The second drivable link between Farwell Road and Wandermere will open in 2011, providing another two miles of completed freeway. Funding for this work was provided by the 2003 Nickel gas tax.



**LOOK FOR OPEN HOUSE ANNOUNCEMENT COMING SPRING 2010**

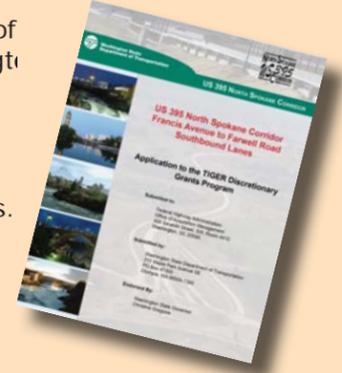
This open house will be in the East Central Neighborhood and will focus on the residential acquisition progress that is nearly complete north of I-90. The process for the next phase of residential acquisitions, south of I-90 will also be discussed. Engineering and Real Estate Services staff will be on hand to listen, receive comments, and answer your questions.

**WSDOT APPLIES FOR TIGER GRANT FUNDS**

In February of 2009 Congress passed a \$787 billion American Recovery and Reinvestment Act (ARRA), which includes \$1.5 billion for TIGER (Transportation Investment Generating Economic Recovery) grants. WSDOT has applied for a \$35 million TIGER grant for the NSC. The U.S. Department of Transportation will review and score each application through a competitive process. U.S. Transportation Secretary Ray LaHood is expected to select projects in January 2010.

The North Spokane Corridor TIGER project would fully fund the construction of the southbound lanes from Francis Avenue to Farwell Road. This project is shovel-ready and finalizes the last piece of construction between Francis Avenue and US 395, completing more than half of the 10 long mile North Spokane Corridor. The northbound lanes of this project have already been completed and are currently carrying both northbound and southbound traffic.

- This \$35 million US 395 North Spokane Corridor project would add 3.7 miles of new highway to an economically important NAFTA corridor in Eastern Washington.
- This project reinforces our considerable state investment in completing a **multimodal** corridor that includes **highway, pedestrian/bicycle facilities, park and ride lots**, and right-of-way for **high capacity transit**.
- This project is "shovel ready" - construction can begin with the award of funds.
- This project creates a route for traffic passing through Spokane, reducing congestion on local city streets.
- This project will provide direct job benefits during construction, while providing long term benefits to economically distressed areas of Spokane through better access to job and commercial centers in the region.



**Washington State Department of Transportation**  
 Eastern Region  
 2714 North Mayfair Street  
 Spokane, WA 99207-2090

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## RIBBON CUTTING CEREMONY - AUGUST 22, 2009

Exactly eight years to the day after the initial groundbreaking in 2001, the first drivable section of the NSC was open to traffic. This three and a half mile section of roadway stretches from Francis Avenue on the south to Farwell Road on the north. Travelers can access the facility via Farwell Road or the Freya roundabout just north of Francis Avenue.

WSDOT held a ribbon cutting ceremony for the completed segment, which was attended by several hundred people, making it a memorable event. Some of the festivities included:

- Free bus service to and from the event site - provided by Spokane Transit Authority (STA)
- Free hot dogs and water - provided by Inland Northwest Associated General Contractors of America (AGC)
- Blessing of the Children of the Sun Trail - by the Spokane Tribe of Indians
- Souvenir US 395 hand held fans, water bottles, and mini hard hats - provided by AGC
- Kids bike ride on the Children of the Sun Trail - This included some of the same kids that participated in the 2001 groundbreaking ceremony.
- Presenting of colors by Scout Troop #419 (University Elementary School)
- Dukes Auto Club of Spokane - Classic Car Parade
- Lilac City Volkssport Association Walk
- Washington Air National Guard Band



Several of our federal, state, and local representatives were in attendance and spoke of their support for the project, as well as their commitment to secure funding for the completion of the NSC.



Washington State Secretary of Transportation Paula Hammond got the crowd to raise their US 395 fans in the air to show their support for the NSC



Jim Sijohn of the Spokane Tribe of Indians blessed the Children of the Sun Trail



Parade of classic cars



Kids that rode the Children of the Sun Trail helped cut the ribbon

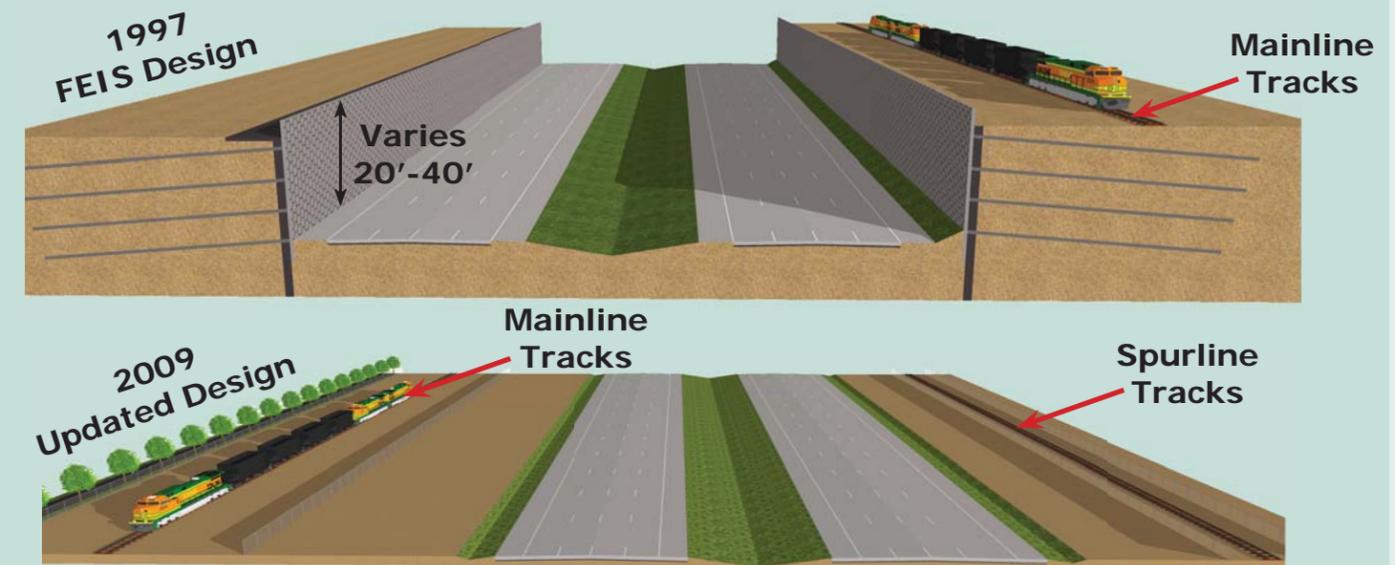
## SPOKANE RIVER TO FRANCIS AVENUE REDESIGN

WSDOT is continuing its design efforts on the section of the NSC from the Spokane River to Francis Avenue. Many Spokane residents want to know why the redesign is beneficial, and what the main differences are.

Since the 1997 Final Environmental Impact Statement (FEIS) was approved, estimated construction costs for this section have more than doubled. This is mainly due to inflation for materials that are necessary for the large retaining walls and number of structures needed.

The FEIS design shows that most of this section is depressed 20 to 40 feet below the original ground, creating the need for large retaining walls. WSDOT is proposing a new design which raises the profile (elevation) of the NSC, eliminating the costly retaining walls. In the FEIS design, the NSC was on the west side of the Burlington Northern Santa Fe (BNSF) railroad tracks, and also included structures for mainline BNSF/NSC crossings. The new design shifts mainline BNSF tracks slightly to the west of the current location, putting the NSC east of the realigned tracks, and eliminating mainline BNSF/NSC crossings. The NSC right-of-way footprint for this design is nearly identical to the FEIS design, minimizing additional impacts to the neighborhood. Currently, environmental impacts related to the new design are being evaluated.

The new design significantly reduces the cost of construction, maintains operational functionality, and allows for staged construction, providing drivable links as they are completed.



Typical Cross Section - Vicinity of Sanson Street Looking North

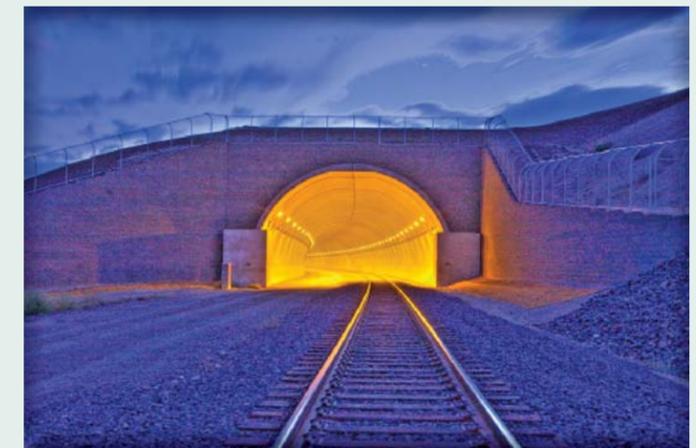
## I-90 TO FRANCIS REAL ESTATE ACQUISITION

In order to connect I-90 to the NSC, a total of 439 residential properties along I-90 need to be acquired. WSDOT Real Estate Services began the acquisition process three years ago, on the north side of I-90, and have purchased over 150 of these properties. Acquisition specialists are currently purchasing residential properties north of I-90 and east of Freya Street.

The next phase of property acquisition will begin in the spring of 2010 and includes all residential properties south of I-90 that are in the footprint of the NSC.

Acquisition of properties from the Spokane River to Francis Avenue began this fall and will continue until all necessary parcels are purchased, and as funding allows.

If you have any questions regarding this process, or are unsure if your property will be affected, please contact the Real Estate Services Office at 324-6286.



Early morning picture of the recently completed BNSF Railroad tunnel with lights on