

Americans with Disabilities Act (ADA) Information

If you would like copies of this document in an alternative format -- large print, Braille, cassette tape, or on computer disk, please call Larry Larson, Project Engineer at 509-324-6091 or the Office of Equal Opportunity at 360-705-7097. Persons who are deaf or hard of hearing, may access the Washington State Telecommunications Relay Service at 7-1-1.

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at 1-360-705-7098.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting the event sponsor, Larry Larson, Project Engineer at 509-324-6091, at least two weeks before the meeting date, May 25, 2010. Persons who are deaf or hard of hearing may call the Washington State Telecommunications Relay Service at 7-1-1, and ask to be connected to the event sponsor's phone number.

Check out our Website:
www.nscfreeway.com

QUESTIONS OR COMMENTS

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SOUTHBOUND LANES CONSTRUCTION STARTS SOON

WSDOT will continue work on the North Spokane Corridor (NSC) with the next "shovel ready" project - construction of the southbound lanes between Francis/Freya and Farwell Road.

The project was made possible by a \$35 million federal grant, awarded to WSDOT as part of the Transportation Investments Generating Economic Recovery (TIGER) grant program. The TIGER grant is a part of the American Recovery and Reinvestment Act (ARRA) of 2009. Nationally, over 1,400 projects totaling over \$50 billion was submitted from all 50 states, and just \$1.5 billion was available.



This project constructs five bridges and 3.5 miles of concrete roadway. Construction will start in mid 2010 and be completed in late 2011. In previous construction contracts, right of way was acquired, utilities were relocated, and local roads were reconfigured to accommodate this project.

Following this project, the only remaining work between Francis/Freya and Wandermere will be the interchange at Parksmith Road, which can be added in the future.

Bids were opened for this project April 29, 2010, and WSDOT expects to award the project within 45 days.

DESIGN VISUALIZATION OF NSC AND THE FUTURE SOUTHBOUND LANES LOOKING SOUTH EAST TOWARDS PARKSMITH



OPEN HOUSE ANNOUNCEMENT

As part of our continuing effort to keep the public informed, WSDOT cordially invites you to an Open House for the North Spokane Corridor.

TUESDAY MAY 25, 2010
5:00 PM TO 8:00 PM
EAST CENTRAL COMMUNITY CENTER
500 S. STONE

WSDOT will provide an update on the current real estate acquisition status as well as construction and design updates.

There will be no formal presentation, so plan to drop by anytime between 5:00 pm & 8:00 pm.

HOPE TO SEE YOU THERE!!

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

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CONSTRUCTION UPDATE

US 2 LOWERING

This contract was awarded to Graham Construction and Management of Spokane in October 2008. The project lowers US 2 between Farwell Road and Deadman Creek, constructs six bridges and multiple retaining walls for the interchange, completes the mainline paving through the interchange, constructs a frontage road system along US 2, and replaces the existing box culvert at Deadman Creek allowing fish passage and wildlife migration along the creek. There will be approximately one million cubic yards of fill material excavated on this project. Part of the excavated material is used to construct the embankment for the southbound lanes from Market Street to Freya Street. The other unusable clay material is disposed of at various locations on the project. Currently, there has been approximately 350,000 cubic yards of clay removed. The US 2 Lowering contract is 50% complete.



LOOKING SOUTH OVER THE US 2 INTERCHANGE. CONSTRUCTION OF THE SOUTHBOUND US 2 TO US 395 FLYOVER RAMP BRIDGE, RETAINING WALLS, AND EARTHWORK ARE UNDERWAY

LOOKING NORTHWEST OVER WANDERMERE ROAD TOWARD US 395 AND SHOWING THE PIERS FOR THE NORTH AND SOUTHBOUND BRIDGES. THE TALLEST OF THESE PIERS WILL BE OVER 90 FEET ABOVE THE EXISTING GROUND.



US 2 TO WANDERMERE

This contract, currently under construction, constructs two bridges over Wandermere Road, builds the US 395 / Wandermere Interchange, and paves the section between US 2 and Wandermere.

Work is progressing on the structures with traffic on existing US 395 in a temporary configuration, reduced to one lane in each direction. The contractor is beginning the work necessary to tie the new structures into the existing alignment. Currently, the columns that support the bridges are being erected and retaining walls are being built along Wandermere Road.

These two contracts are the last NSC jobs funded by the 2003 "Nickel" package.

When this construction, combined with the TIGER funded section, is complete in 2011, the freeway will have 5.5 miles of drivable lanes between Francis and Wandermere.

SPOKANE RIVER TO FRANCIS AVENUE REDESIGN

WSDOT is continuing its redesign 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 required that most of this section would be 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; and the compatibility of the roadway and railway are being examined by WSDOT, BNSF, and their consulting engineer.

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

I-90 AND RIVER TO FRANCIS PROGRESS

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 nearly four years ago, on the north side of I-90, and have purchased over 230 of these properties. Acquisition specialists will soon be wrapping up purchasing properties on the north side of I-90 and begin in the southeast quadrant in the summer of 2010.

Acquisition of properties from the Spokane River to Francis Avenue began in the fall of 2009. These acquisitions will be focused in the areas that match the planned construction sequencing, and will continue as funding is available.

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.