North Spokane US 395 Corridor

PUBLIC MEETING ANNOUNCEMENT
SCREEN READER VERSION

Washington State Department of Transportation

Spokane River to Francis/Freya

You are cordially invited to attend a public meeting concerning changes made in the alignment of the North Spokane Corridor (NSC). The new alignment has additional right of way impacts to the Minnehaha neighborhood on the east side of the corridor. These impacts will be described in greater detail at the meeting and you will have the opportunity to ask questions and submit comments.

Two years ago WSDOT began trying to find cost reductions in the 2000 NSC design between The Spokane River and Francis Avenue. A concept was developed that would significantly reduce the cost of the project, maintain full functionality, and improve constructability of the NSC. Once the concept was determined to be feasible, issues with city street alignments, highway design, structural clearances, railroad standards, earthwork and real estate evaluations needed to be worked through. This effort is continuing and has progressed to the point that a final alignment appears to be established. Therefore, in our continuing effort to keep the public informed, we are holding a public meeting to present and discuss the changes. We are specifically inviting those who are directly impacted by the change or live nearby. The design change, as well as ongoing updates, were presented several times in public meetings. However we feel it important to discuss this with you and your neighbors specifically.

Wednesday
October 27, 2010
6:00 - 8:00 pm
Rogers High School
1622 E Wellesley Ave
Common Area

Doors open	6:00
Formal Presentation	6:15 - 7:00
Question & Answer	7:00 - 8:00

DESCRIPTION OF NEW PROPOSALS

- The design developed in 2000 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 Francis/Freya 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 Francis/Freya and retains much of the same basic footprint as the 2000 design.

- In addition to lower cost, the new proposal can be built in stages. This provides flexibility in construction and allows WSDOT to build according to available funding. Interim construction will provide four lanes of drivable roadway with connections to Greene Street near Illinois.

  Estimated cost -- $350 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.
- Provides significant capacity improvements in the near-term.
- Preserves long-term options for facility expansion and build-out.
- Completes 80% of the facility between I-90 and Wandermere.