

**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.

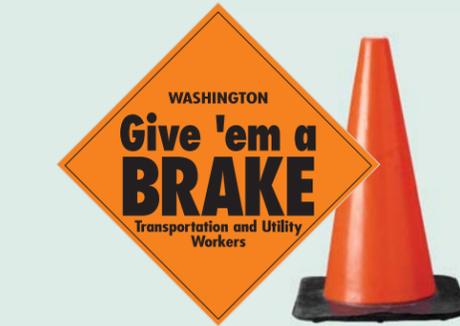
**Title VI Notice to Public**

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, October 27, 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](http://www.nscfreeway.com)



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)

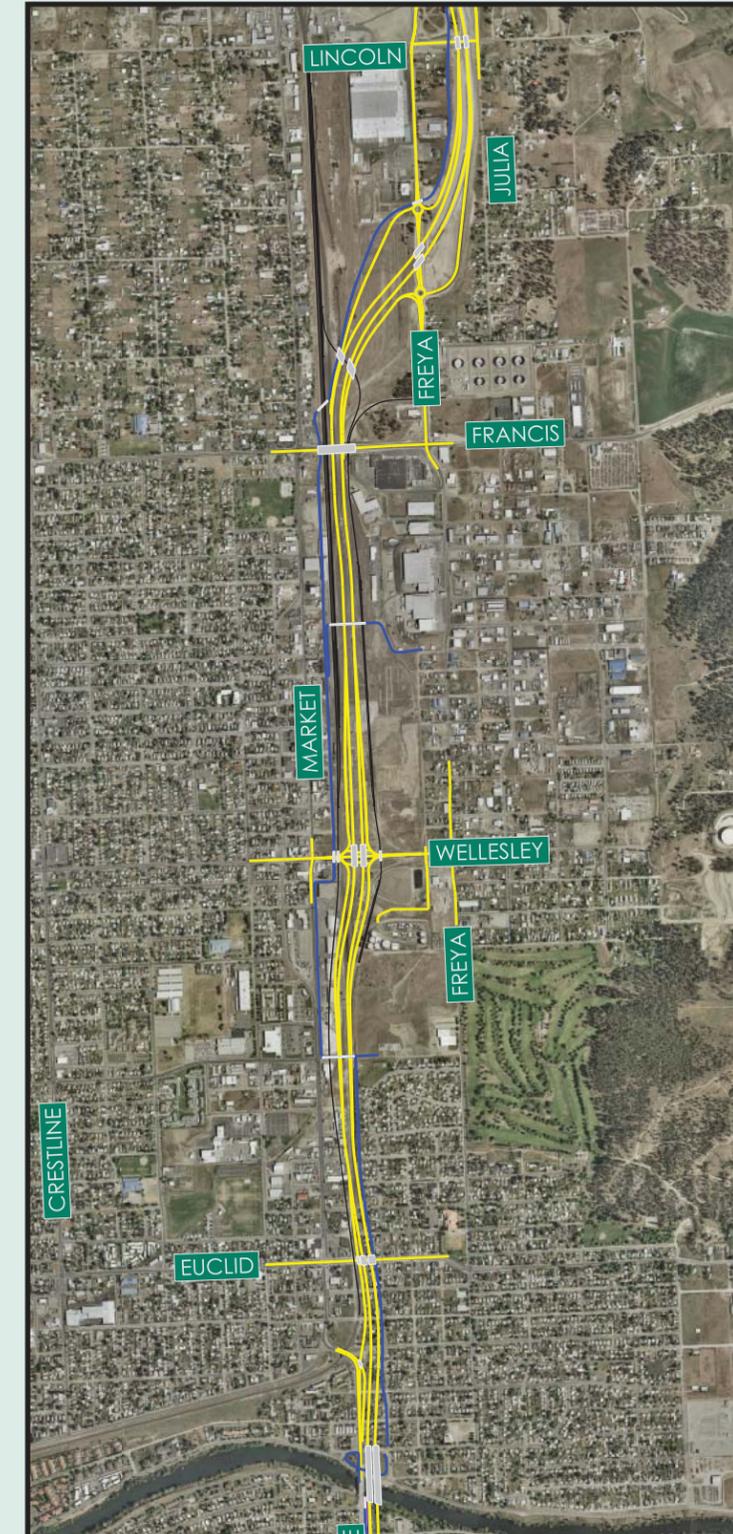
Washington State Department of Transportation  
Eastern Region  
2714 North Mayfair Street  
Spokane, WA 99207-2090

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**SPOKANE RIVER TO FRANCIS/FREYA**



**PUBLIC MEETING ANNOUNCEMENT**

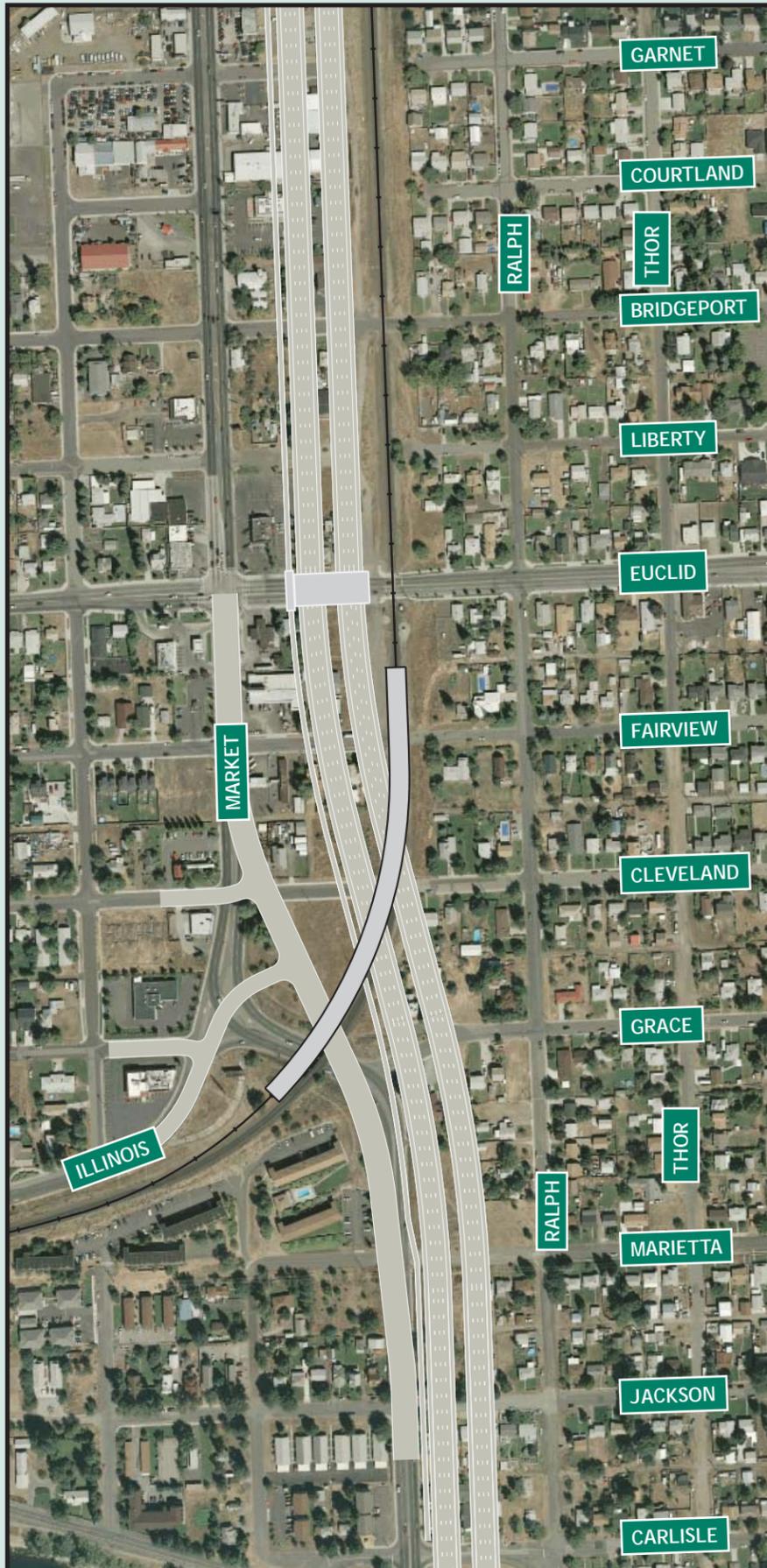
You are cordially invited to attend a public meeting concerning changes made in the alignment of the North Spokane Corridor (NSC). The new alignment has additional right of way impacts to the Minnehaha neighborhood on the east side of the corridor. These impacts will be described in greater detail at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

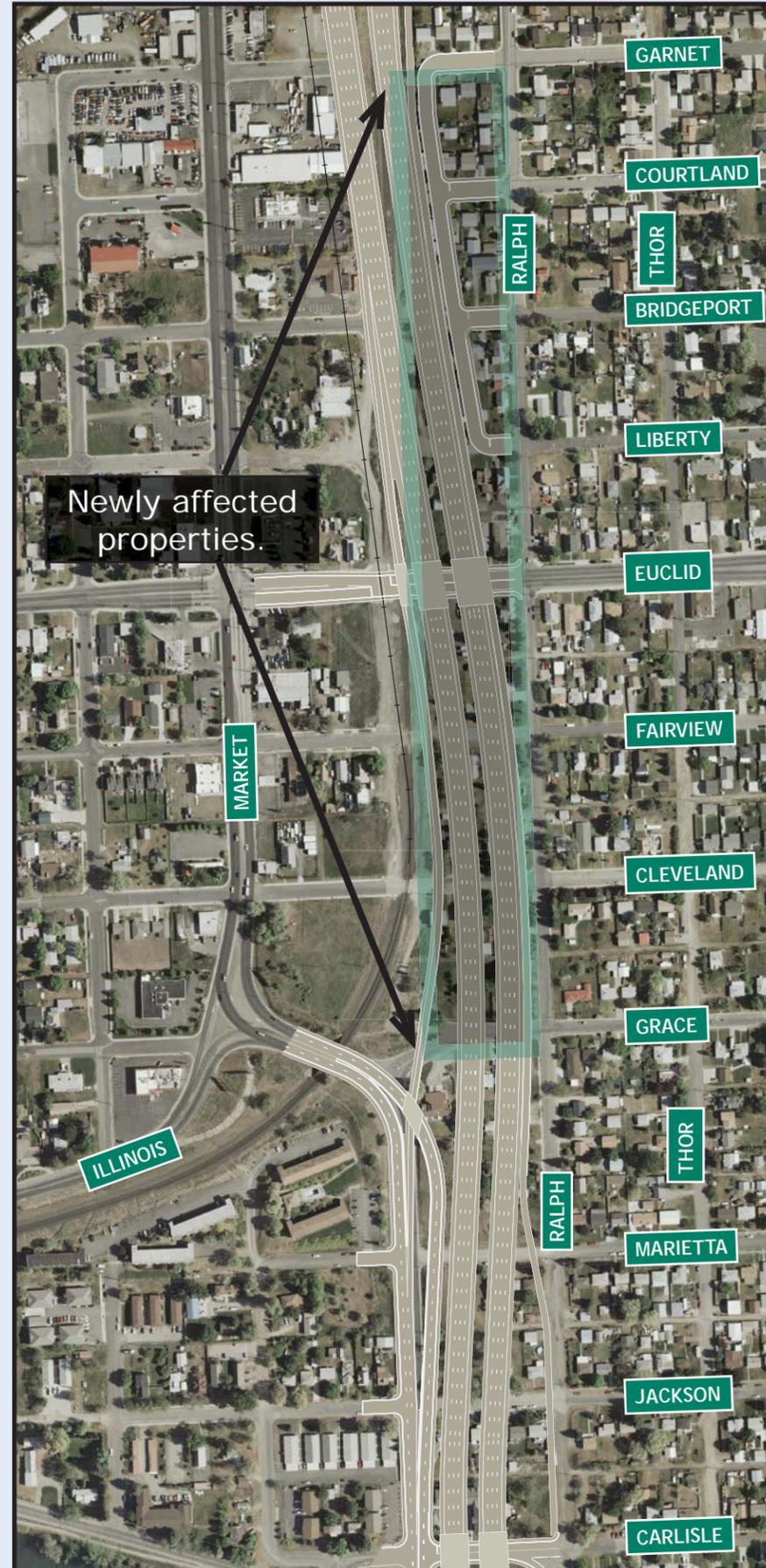
WEDNESDAY  
OCTOBER 27, 2010  
6:00 - 8:00 PM  
ROGERS HIGH SCHOOL  
1622 E WELLESLEY AVE  
COMMON AREA

DOORS OPEN 6:00  
FORMAL PRESENTATION 6:15 - 7:00  
QUESTION & ANSWER 7:00 - 8:00

## 2000 FEIS DESIGN



## 2010 PROPOSED DESIGN



## DESCRIPTION OF NEW PROPOSAL

- 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.