Appendix I
Hearing Exhibits

Final Supplemental EIS
North Spokane Corridor

Real Estate Acquisition Summary

Engineering creates the right of way plan sheets that show the areas needed to build the highway project. Real Estate Services is charged with the responsibility to acquire the needed property and assure the acquisitions are accomplished within the law. Eminent domain laws require the government to pay just compensation for the property needed for public uses. The steps in the acquisition process are as follows:

- Real estate appraisers will determine the market value of the property. The appraiser will:
  - *Contact you for a joint inspection.*
  - *Research sales of similar property in the market area.*
  - *Value the property before and after the project.*
  - *Determine the damages, cost to cure items, or special benefits (increase in value due to the project).*
  - *Some parcels with minor acquisitions will be valued administratively using the appraiser's sales research. You have the right to request an appraisal on this administrative value.*
- A review appraiser checks the appraiser's work and issues a 'Determination of Value' which is the just compensation that will be offered to you.
- A negotiation agent will contact you with the offer to purchase. You will be informed whether an appraisal or an administrative value is being used. The negotiator will:
  - *Explain the project and its impacts to your property.*
  - *Explain your rights under the Eminent Domain laws.*
  - *Listen to your concerns and, if necessary, convey them to engineering or appraisal for review.*
  - *Discuss the acquisition with your professional advisors (appraisers, real estate agents, lawyers, etc.).*
  - *Provide all the documents necessary to acquire the property for the project.*
  - *Submit the signed documents to headquarters for payment processing. Payments are processed within 45 days of signature.*
  - *If the negotiator is unable to reach an agreement with you, we refer the acquisition to the Attorney General to begin condemnation proceedings. Condemnation is a legal action to acquire the property needed for the project after negotiations have been unsuccessful.*
- If a residence or business is acquired by the state, you or your tenant may be entitled to relocation benefits. A relocation agent will:
  - *Explain the relocation benefits available to you under eminent domain laws.*
  - *Assist you in locating replacement housing.*
  - *Assist you in the move of your personal property.*
  - *Assist your business in re-establishing at their new location.*
  - Assist tenants in locating replacement housing.

Three brochures, ***Transportation Property Needs and You, Residential Relocation Assistance Program,*** and ***Business Relocation Assistance Program*** are published by the Department of Transportation. These booklets provide more detail into the acquisition and relocation processes. You may request a copy by contacting:

Washington State Department of Transportation
Eastern Region Real Estate Services
2714 North Mayfair Street
Spokane WA 99207
(509) 324-6286

Washington State Department of Transportation

2/10/00

Benefits of the North Spokane Corridor

Safety

The North Spokane Corridor is estimated to save approximately $22 million per year in societal costs from accident reduction.

Gas Savings

The North Spokane Corridor is estimated to save approximately 1.7 million gallons of gasoline annually.

Air Quality

The North Spokane Corridor is estimated to reduce regional emissions by 2.4 million pounds of carbon monoxide per year.

Travel Time

The savings in travel time is estimated to be 2 million hours, equating to $28 million annually.

Pedestrian/Bicycle Trail

Starting at the Spokane River, this commuter trail is approximately 8 miles long with connections to the Centennial Trail, SCC, and multiple access points.

Employment

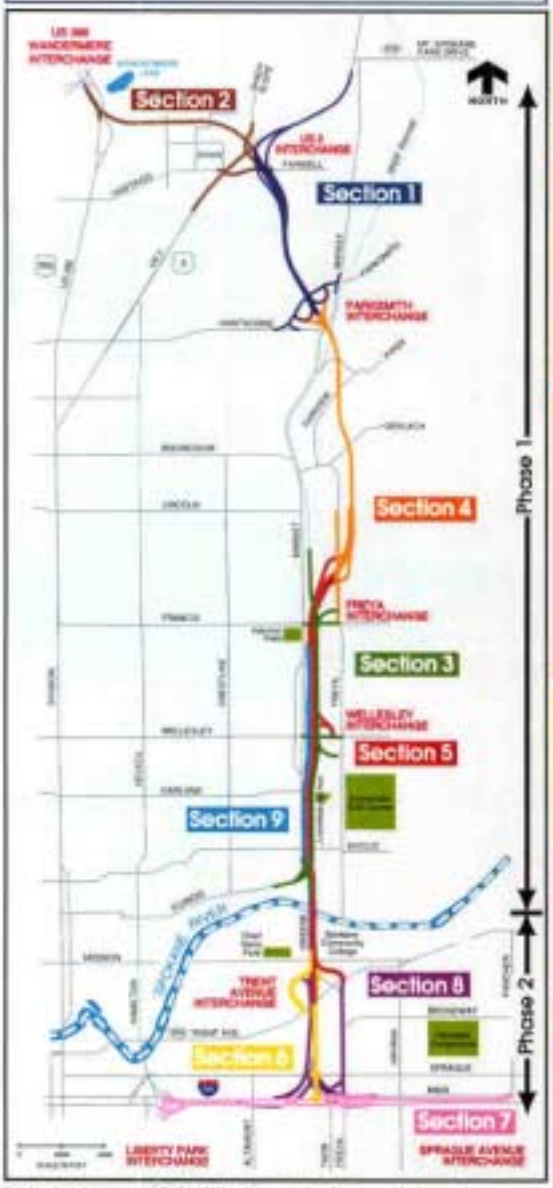
Based on Federal Highway Administration research, each million dollars spent on highway construction supports 42 jobs across the nation, of which 25 jobs would be supported within Washington State. Therefore, assuming a funding stream of $30 million per year in construction spending, the project could support 1250 jobs nationwide including 750 jobs within Washington State.

US 395 North Spokane Corridor
Construction Sequence

Completion time 10 to 20 years dependent upon funding

Section 1 Hawthorne to US 2

- **Project Length**: 1.72 Miles.
- **Paved Roadway**: Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between Hawthorne and US 2.
- **Interchange Construction**: Construct the Northbound on and Southbound off loop-ramps for the Parkwith Interchange. Construct the US 2 Interchange.
- **Grading**: from Garlach to Hawthorne, constructing the North and South alignments to subgrade only.
- **Construction Schedule**: Start Fall 2001 (Dependent upon funding).



The Limited Access and Right of Way Plans will be developed in two major phases:

Phase 1 Spokane River North: This phase will establish a limited access corridor between the Spokane River and US 395 at Wandermere.

Phase 2 Spokane River South: This phase extends the limited access corridor south from the Spokane River to I-90 and constructs a Collector/Distributor (C/D) System along I-90 between the Liberty Park and Sprague Avenue Interchanges, completing the overall transportation facility.

Washington State Department of Transportation

Section 2 US 2 to US 395 Wandermere

- **Project Length**: 1.71 Miles.
- **Paved Roadway**: Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between US 2 and US 395.
- **Interchange Construction**: Construct the Wandermere and Farrell/US 2 Interchanges.
- **Realign**: The existing Shady Slope roadway to include modifications to US 2.

Section 3 Spokane River to Francis

- **Project Length**: 2.75 Miles.
- **Realign**: The BNSF Railroad tracks at Illinois and between Garland and Francis.
- **Intersection Reconstruction**: At the intersection of Market/Greene & Illinois.
- **Existing Street Improvements**: At Wellesley and Francis.

Section 4 Francis to Hawthorne

- **Project Length**: 2.75 Miles.
- **Paved Roadway**: Construct a four lane divided highway to accommodate two Northbound and two Southbound lanes between Francis and Hawthorne.
- **Interchange Construction**: Complete the Parkwith Interchange and construct the Northbound on and Southbound off ramps of the Freya Interchange.
- **Existing Street Improvements**: Along Freya between Francis and Lincoln.
- **Grading**: From the Spokane River to Francis, construct the North and South alignments to subgrade only.

Section 5 Trent Avenue to Francis

- **Project Length**: 3.37 Miles.
- **Paved Roadway**: Construct a four lane viaduct on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from Trent Ave. to the Spokane River.

  Construct a four lane divided highway on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from the Spokane River to Garland.

  Construct four lane divided highway two Northbound and two Southbound lanes from Garland to Francis.
- **Interchange Construction**: Complete both the Wellesley and Freya Interchanges. Construct the Northbound on ramp for the Trent Ave. Interchange.

Section 6 I-90 to Trent Avenue

- **Project Length**: 0.85 Miles.
- **Paved Roadway**: Construct a four lane viaduct on the corridor's East half, (Northbound lanes) to accommodate two Northbound and two Southbound lanes from Main to Trent Ave.
- **Interchange Construction**: Construct the Southbound off ramp for the Trent Ave. Interchange.

Section 7 Collector/Distributor System

- **Project Length**: 3.32 Miles.
- **Paved Roadway**: Construct the Collector/Distributor System along I-90 between the Liberty Park Interchange and the Sprague Ave. Interchange. This work includes local access improvements and the construction of an overcrossing for the future Thor/Freya Couplet.

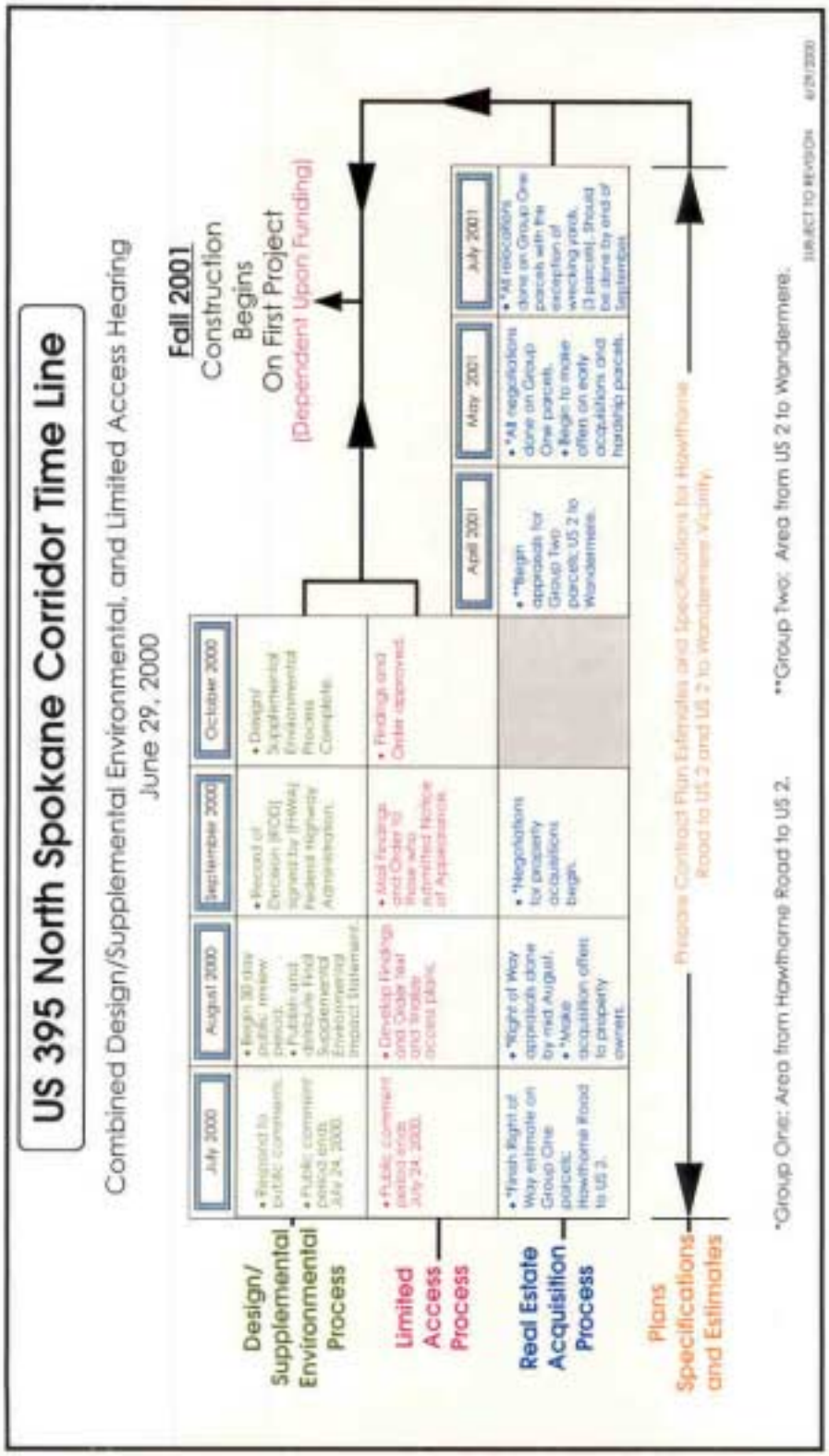
Section 8 I-90 to the Spokane River Access Connection

- **Project Length**: 1.66 Miles.
- **Paved Roadway**: Construct a four lane viaduct on the corridor's West half, (Southbound lanes) to accommodate Southbound traffic from Main to the Spokane River. This work will include local access improvements along Freya from I-90 to Trent Ave.
- **Interchange Construction**: Construct interchange ramp connections for the Collector/Distributor along I-90.

Section 9 Spokane River to US 2

- **Project Length**: 7.03 Miles.
- **Paved Roadway**: Pave the corridor's previously prepared subgrade, on the West half, (Southbound lanes) from the Spokane River to Francis. Also pave the General Purpose/High Occupancy Vehicle Lanes from Spokane River to US 2.

PRELIMINARY SUBJECT TO REVISION


US 395 North Spokane Corridor Time Line
Combined Design/Supplemental Environmental, and Limited Access Hearing
June 29, 2000
Fall 2001
Construction
Begins
On First Project
(Dependent Upon Funding)
July 2000
August 2000
September 2000
October 2000
April 2001
May 2001
July 2001
Design/
Supplemental
Environmental
Process
• Respond to public comments.
• Public comment period ends July 24, 2000.
• Begin 30 day public review period.
• Publish and distribute Final Supplemental Environmental Impact Statement.
• Record of Decision (ROD) signed by (FHWA) Federal Highway Administration.
• Design/ Supplemental Environmental Process Complete.
Limited
Access
Process
• Public comment period ends July 24, 2000.
• Develop Findings and Order for and invite public.
• Mail Findings and Order to those who submitted Notice of Appearance.
• Findings and Order approved.
Real Estate
Acquisition
Process
• *Finish Right of Way estimate on Group One parcels: Hawthorne Road to US 2.
• *Right of Way appraisals done by mid August.
• *Make acquisition offers to property owner.
• *Negotiations for property acquisitions begin.
• **Begin appraisals for Group Two parcels: US 2 to Wandermere.
• *All negotiations done on Group One parcels.
• Begin to make offers on early acquisitions and hardship parcels.
• *All relocations done on Group One parcels with the exception of wrecking yards. (3 parcels). Should be done by end of September.
Plans
Specifications
and Estimates
Process Contract Plan Estimates and Specifications for Hawthorne Road to US 2 and US 2 to Wandermere Vicinity.
*Group One: Area from Hawthorne Road to US 2.
**Group Two: Area from US 2 to Wandermere.
SUBJECT TO REVISION
6/28/2000

North Spokane Corridor Preferred Alternative

Looking West from Perry Street towards US 395 at Wandermere

You Are Here Looking West

The proposed design presented is a conceptual or theoretical design based on preliminary design data.

Final engineering design is possible only after final alignments, grades, safety, environmental concerns, economics, and input from public meetings and other interests are evaluated and the optimum design is established.

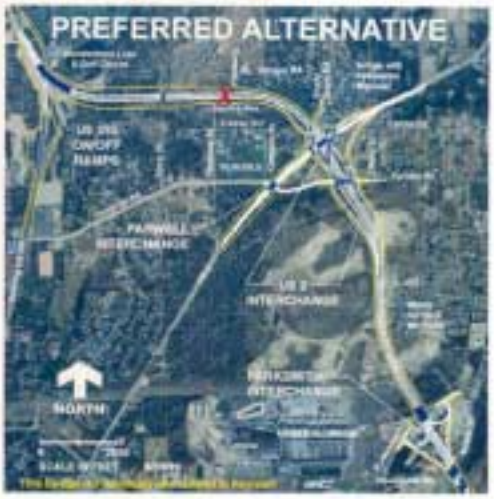
Washington State Department of Transportation

6/30/99

North Spokane Corridor - Preferred Alternative

Looking North from Garden Avenue just East of Pittsburg Street

You Are Here Looking North
X



The proposed designs presented are conceptual or theoretical designs based on preliminary design data.

Earth berms or concrete walls are possible solutions to reduce traffic noise and visual impacts for this area.

Final engineering design is possible only after final alignments, grades, safety, environmental concerns, economics, and input from public meetings and other interests are evaluated and the optimum design is established.

Washington State Department of Transportation

US 395

North Spokane Corridor Project

Looking North from Bridgeport Avenue Near the BNSF Railroad

The proposed design presented is a conceptual or theoretical design based on preliminary design data.

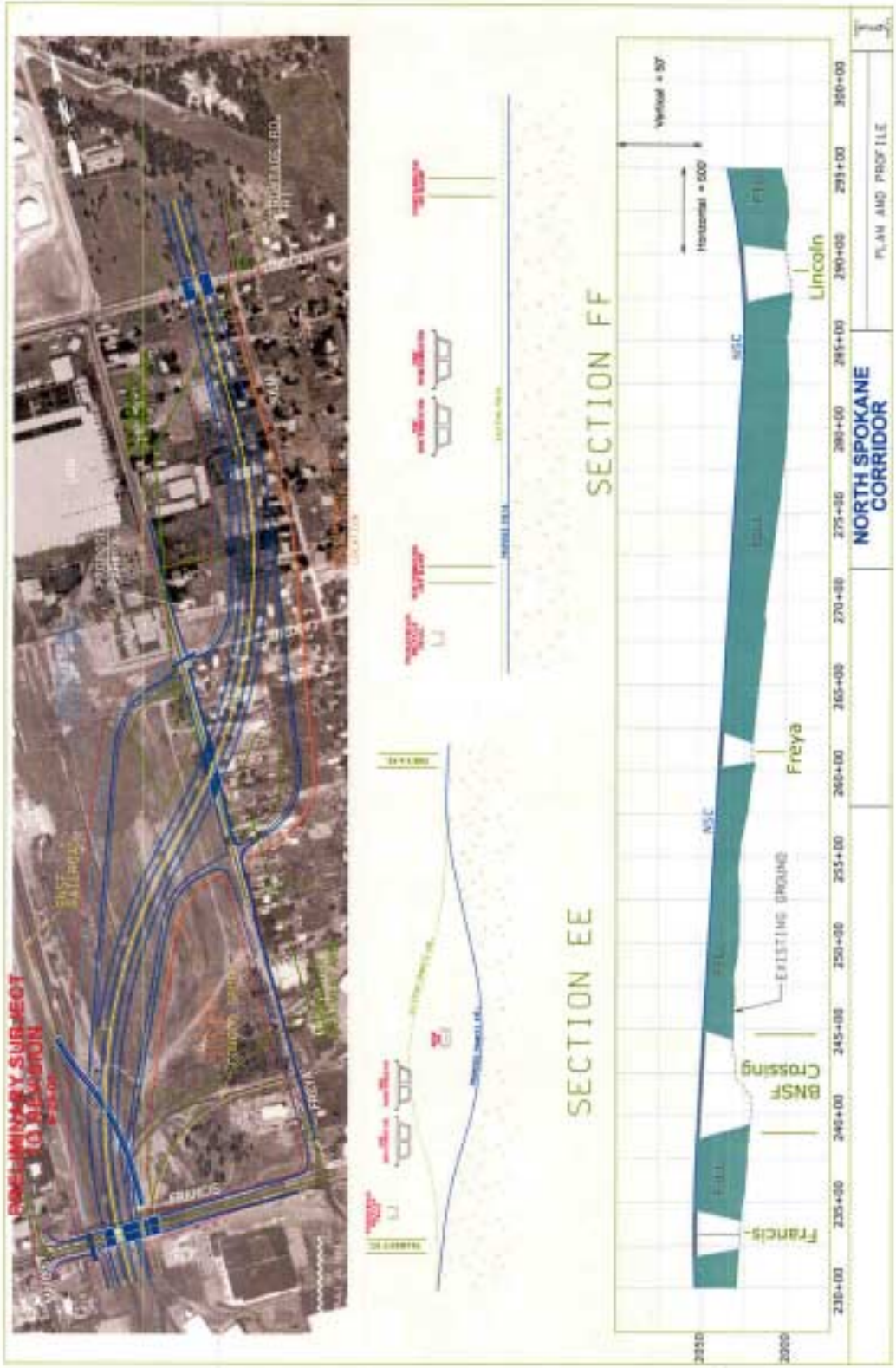
Final engineering design is possible only after final alignments, grades, safety, environmental concerns, economics, and input from public meetings and other interests are evaluated and the optimum design is established.

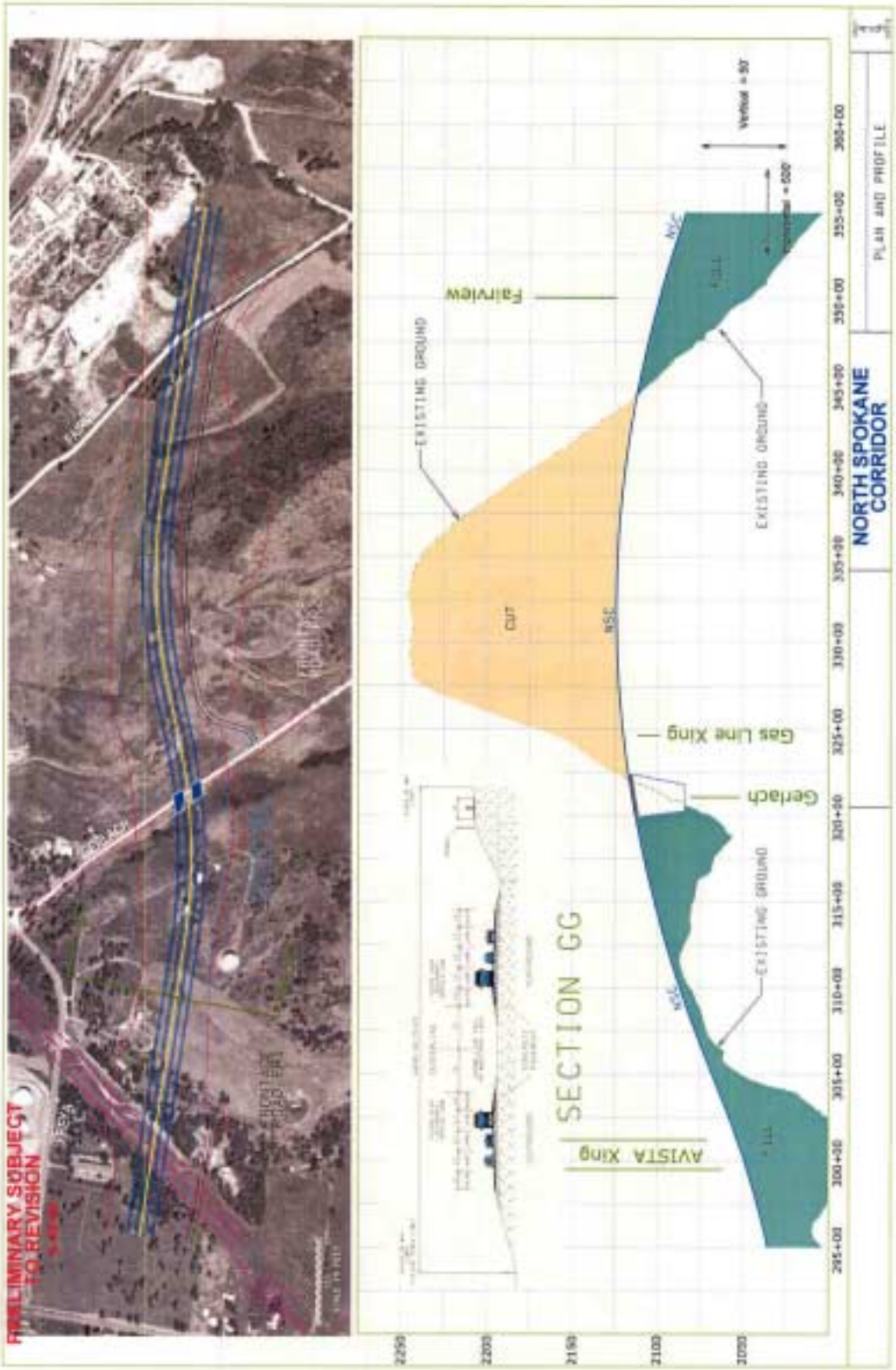
Washington State Department of Transportation

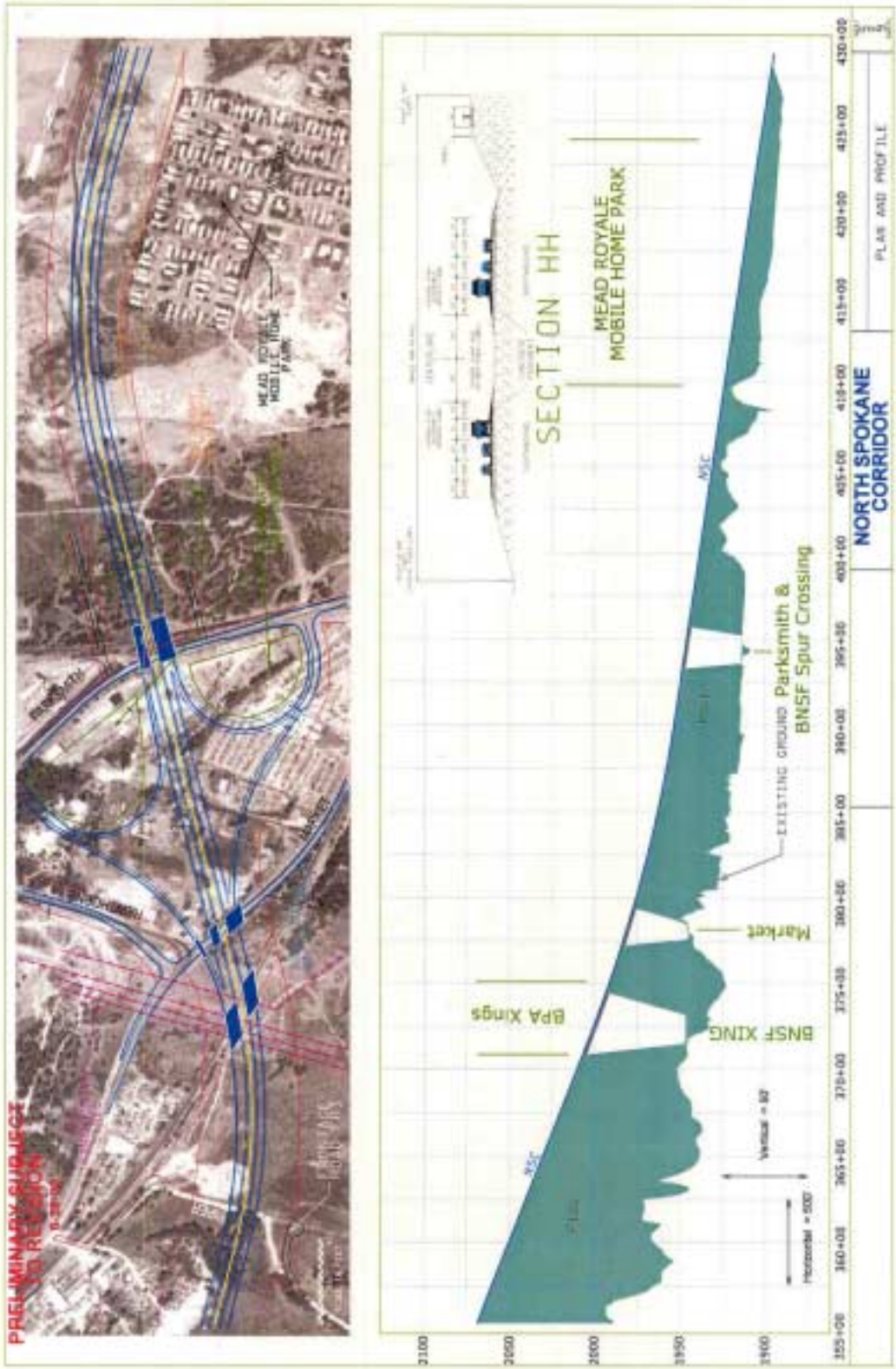
2/22/00

PRELIMINARY SUBJECT TO REVISION
SECTION BB
SECTION AA
EXISTING GROUND
Spokane River
Upriver Drive
Carlisle
Marietta
BNSF RR
Euclid
CUT
JJ Hill Park
EXISTING GREENE STREET BRIDGE
Vertical = 50'
Horizontal = 500'
NORTH SPOKANE CORRIDOR
PLAN AND PROFILE

PRELIMINARY SUBJECT TO REVISION
SECTION CC
SECTION DD
EXISTING GROUND
BNSF RAILROAD
WELLESLEY AVE.
CUT
NSC
Wellesley
Columbia
Vertical = 50'
Horizontal = 500'
NORTH SPOKANE CORRIDOR
PLAN AND PROFILE


SECTION EE
SECTION FF
Francis
BNSF Crossing
EXISTING GROUND
Freya
Lincoln
NORTH SPOKANE CORRIDOR
PLAN AND PROFILE


PRELIMINARY SUBJECT TO REVISION
SECTION GG
AVISTA Xing
Gas Line Xing
Gerlach
Fairview
EXISTING GROUND
CUT
FILL
NORTH SPOKANE CORRIDOR
PLAN AND PROFILE


PRELIMINARY SUBJECT TO REVISION
MEAD ROYALE MOBILE HOME PARK
SECTION HH
MEAD ROYALE MOBILE HOME PARK
BPA Xings
BNSF XING
Market
EXISTING GROUND Parksmith & BNSF Spur Crossing
NSC
NORTH SPOKANE CORRIDOR
PLAN AND PROFILE
3100
3050
3000
3950
3900
355+00
360+00
365+00
370+00
375+00
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390+00
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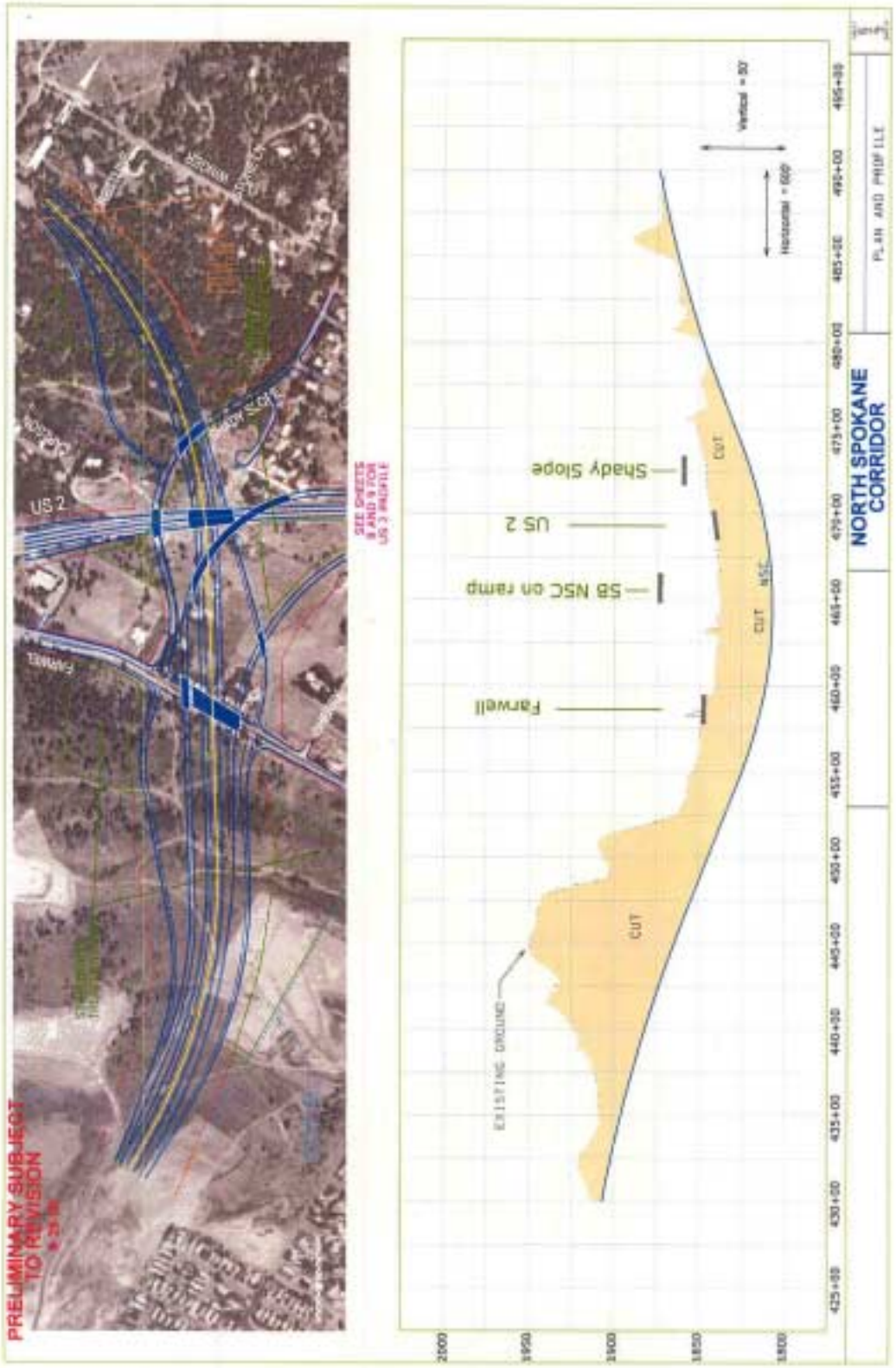
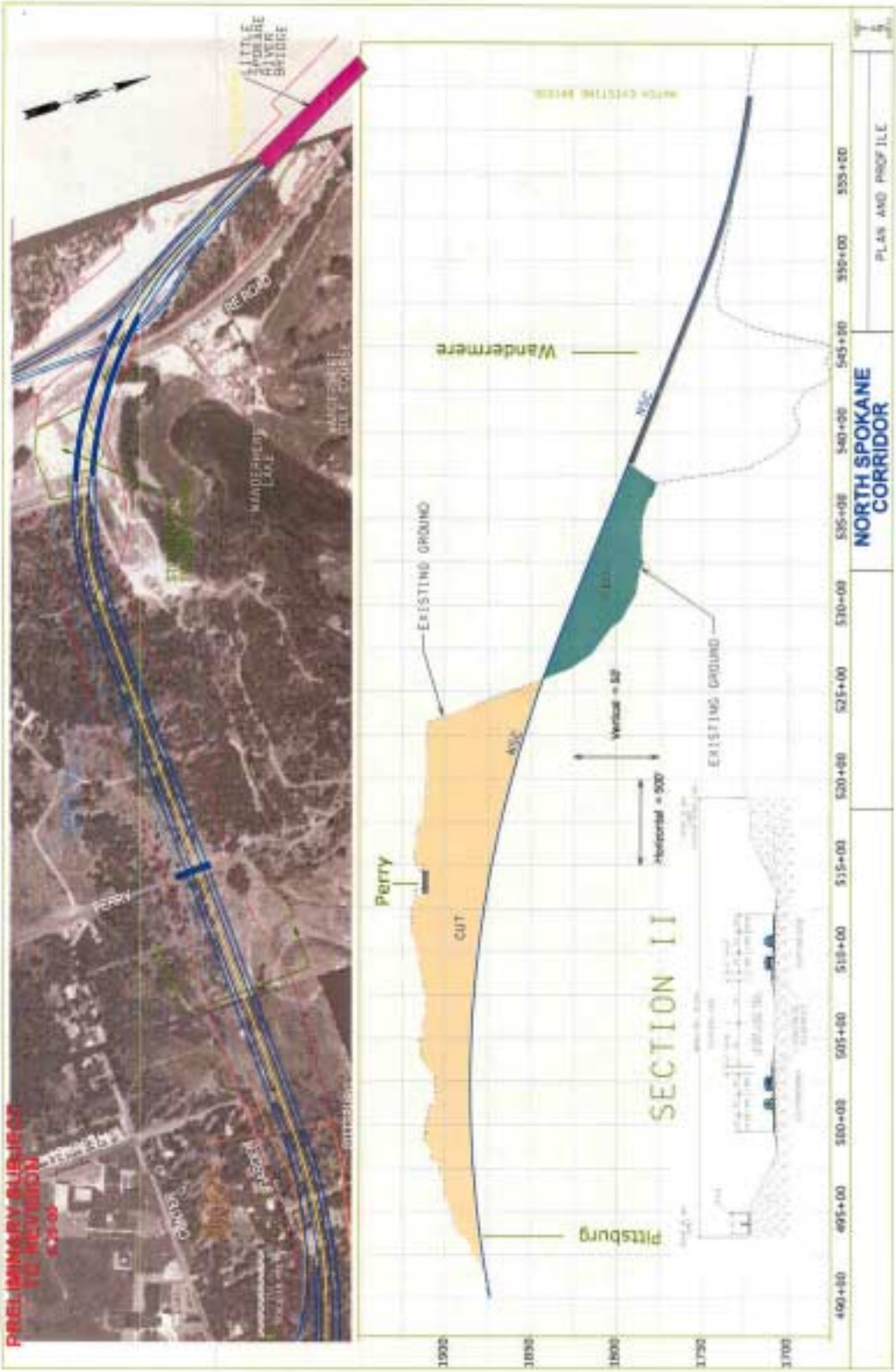
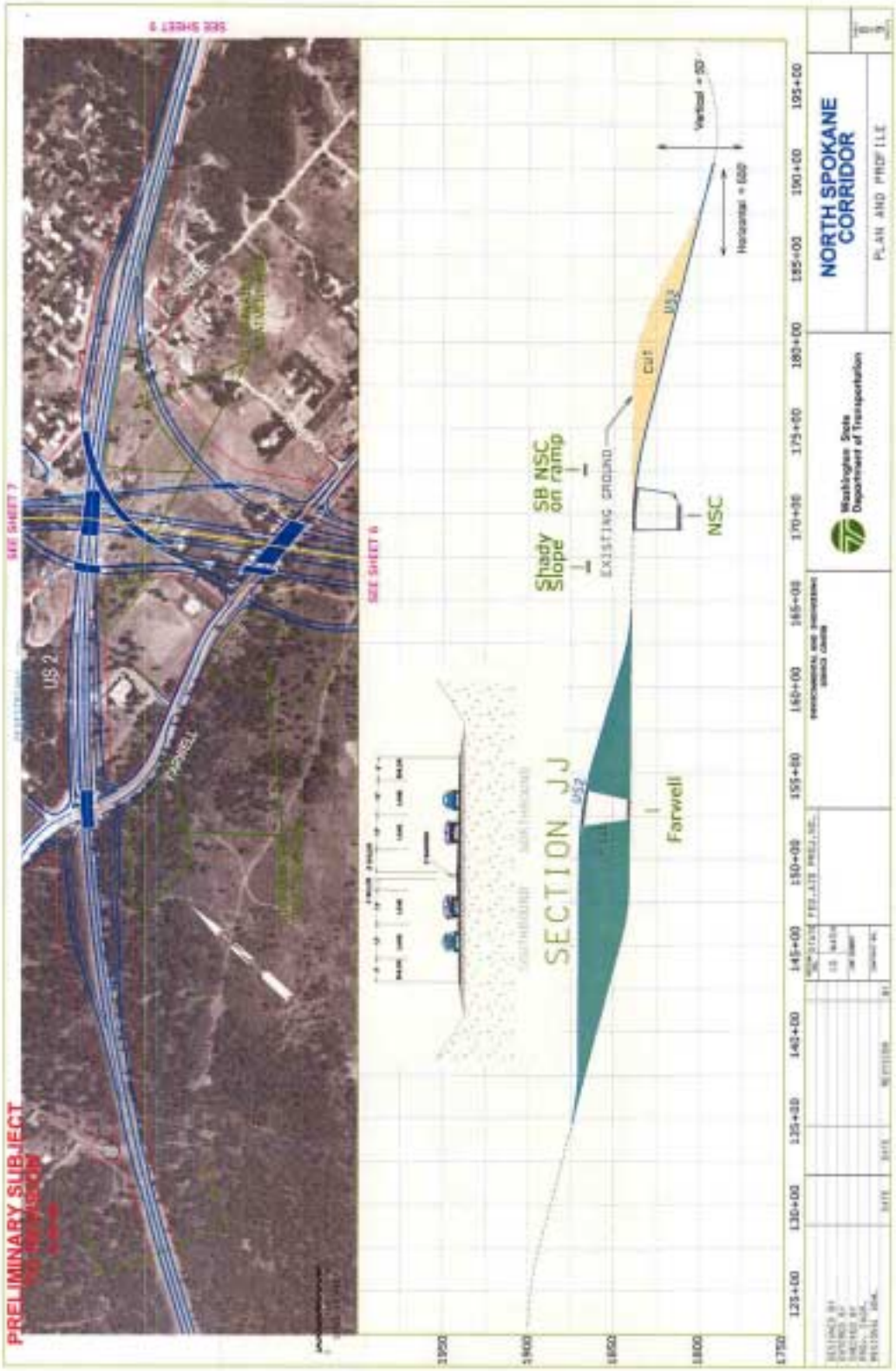
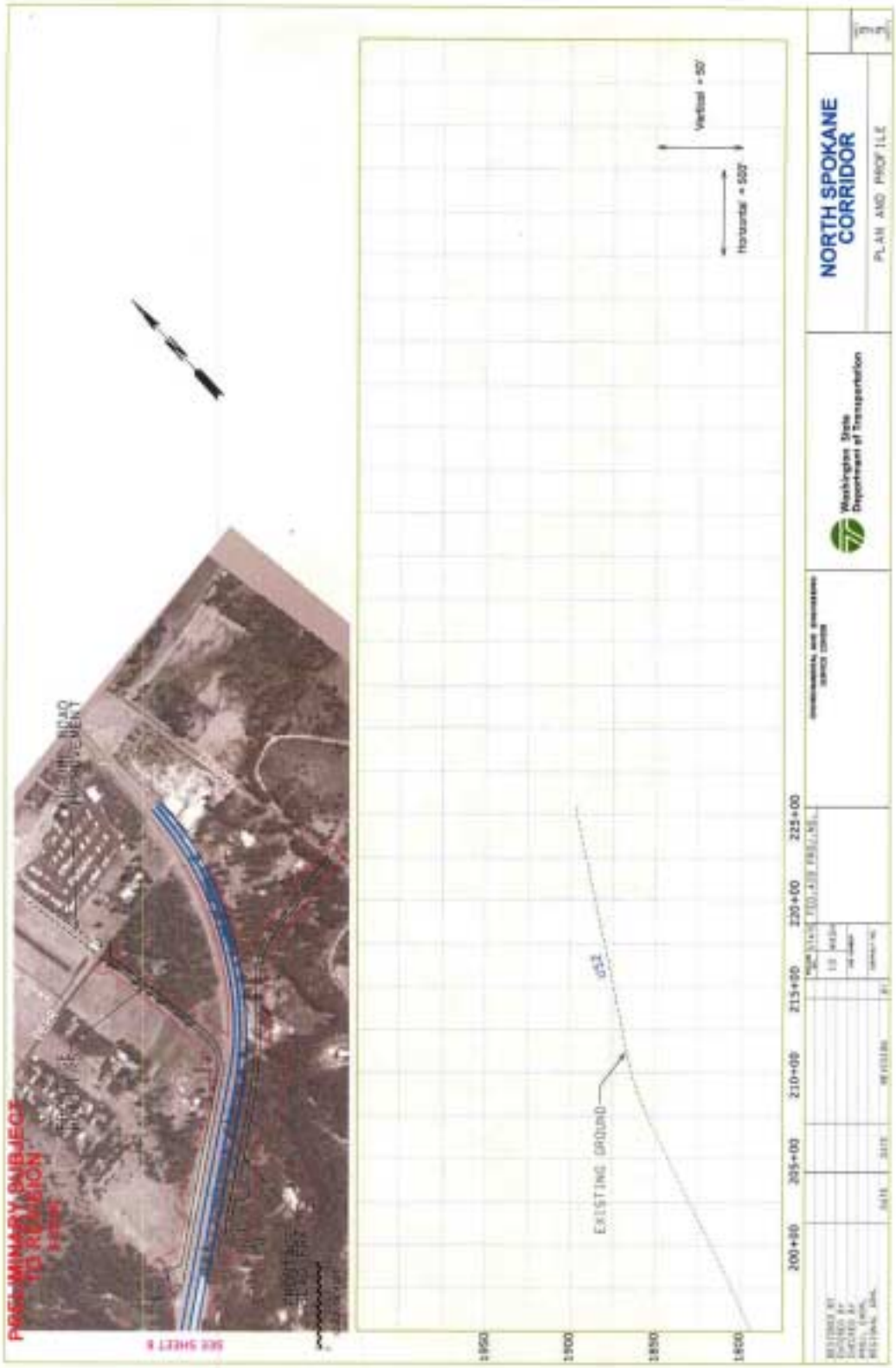
410+00
415+00
420+00
425+00
430+00

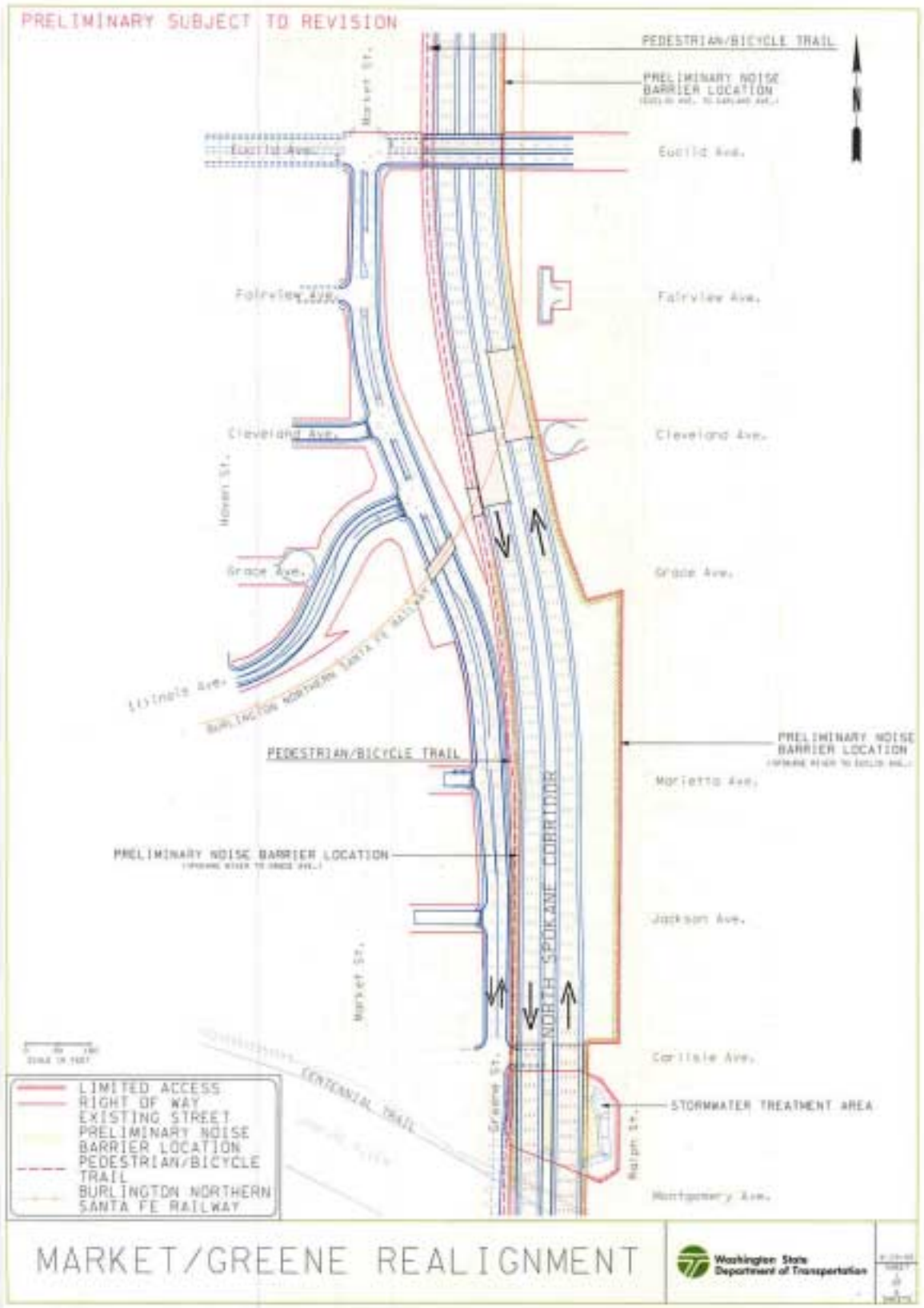

PRELIMINARY SUBJECT TO REVISION
US 2
Farwell
Shady Slope
US 2
SB NSC on ramp
Farwell
CUT
NSC
EXISTING GROUND
NORTH SPOKANE CORRIDOR
PLAN AND PROFILE

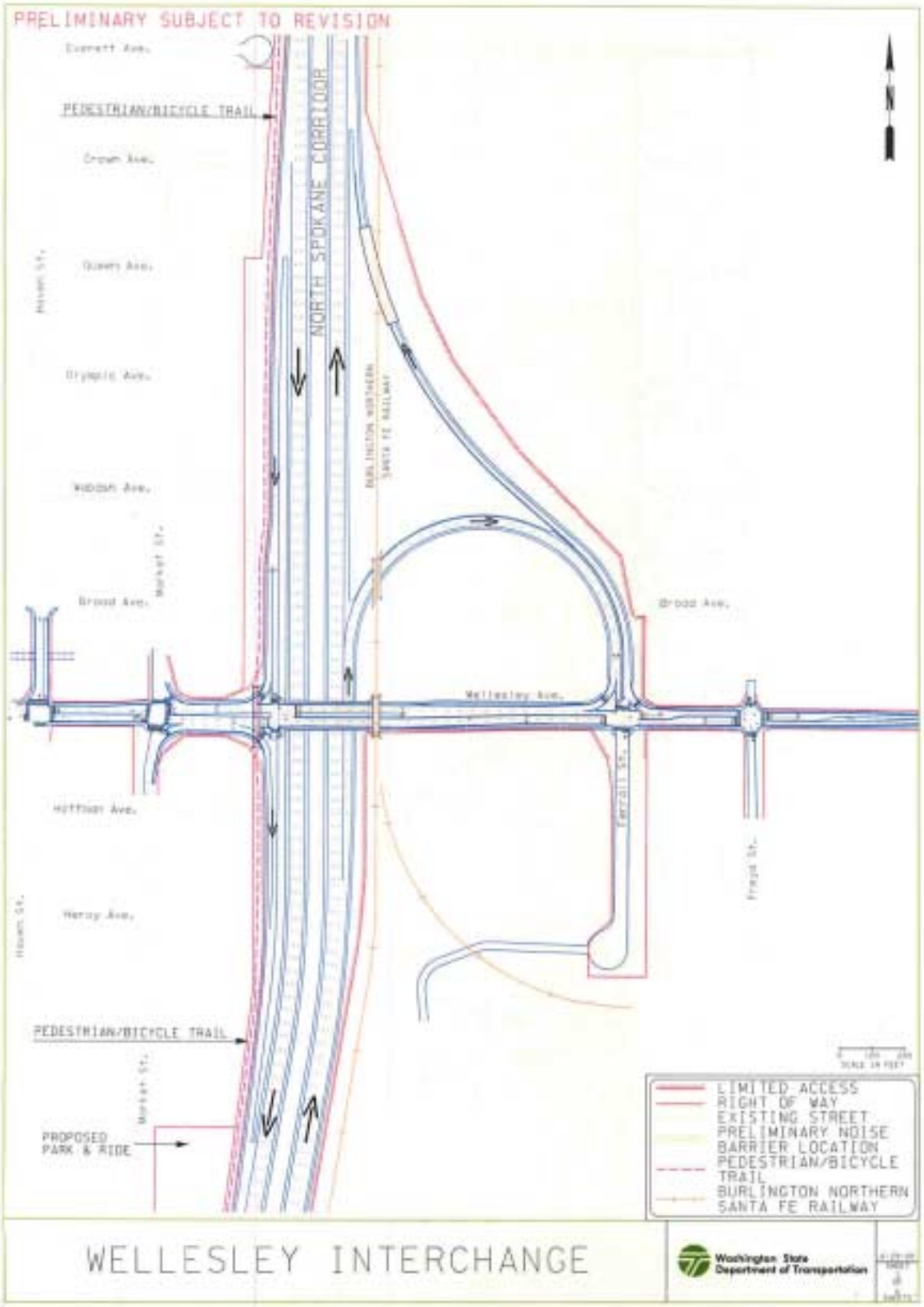

PRELIMINARY SUBJECT TO REVISION
LITTLE SPOKANE RIVER BRIDGE
PERRY
Perry
Wandermere
Pittsburg
EXISTING GROUND
EXISTING GROUND
CUT
NSC
SECTION II
NORTH SPOKANE CORRIDOR
PLAN AND PROFILE

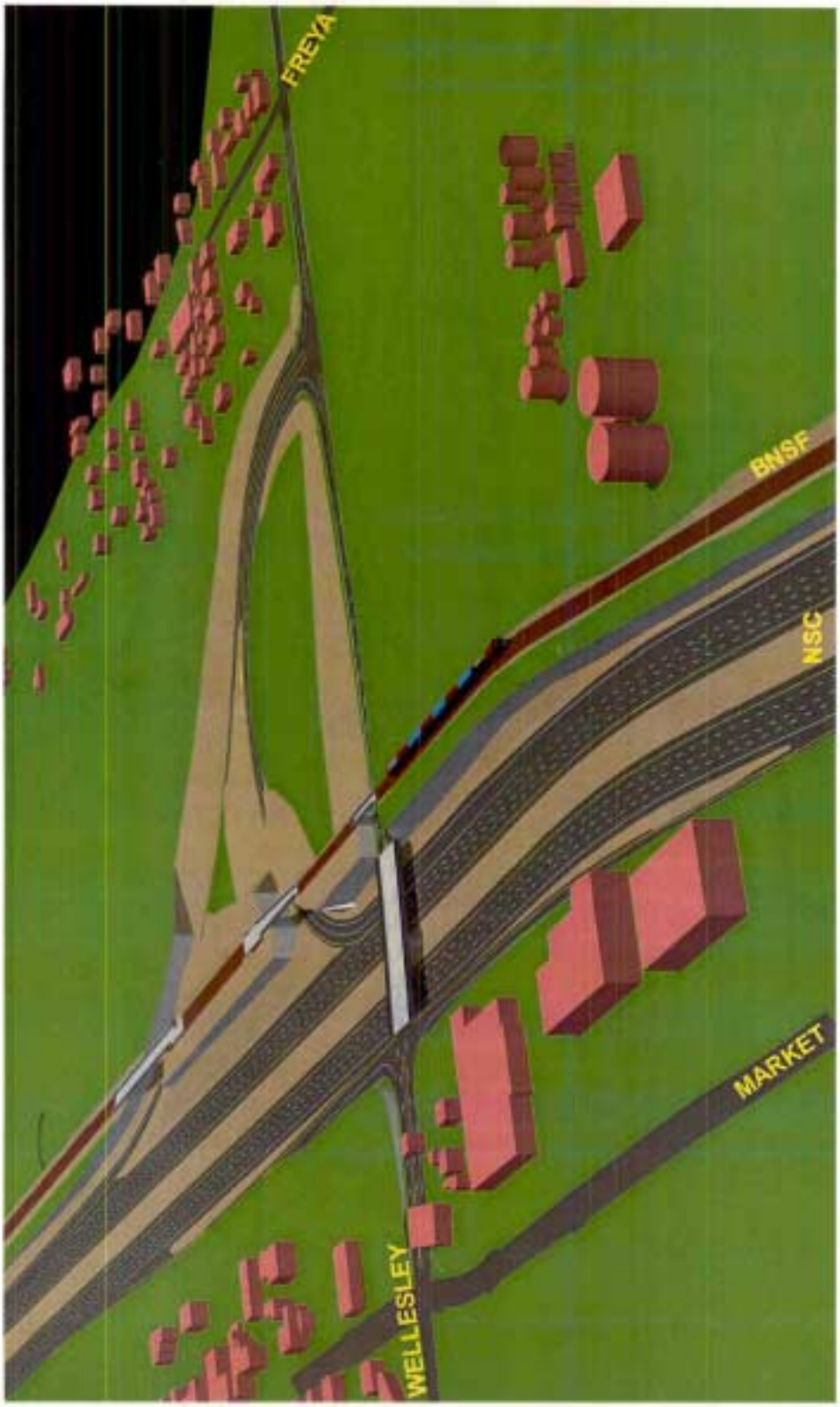

PRELIMINARY SUBJECT
SEE SHEET 7
SEE SHEET 9
SEE SHEET 8
US 2
FARWELL
SECTION JJ
Shady Slope
SB NSC on ramp
EXISTING GROUND
NSC
Farwell
Cut
Vertical = 50'
Horizontal = 600'
1950
1900
1850
1800
1750
125+00
130+00
135+00
140+00
145+00
150+00
155+00
160+00
165+00
170+00
175+00
180+00
185+00
190+00
195+00
Washington State Department of Transportation
NORTH SPOKANE CORRIDOR
PLAN AND PROFILE

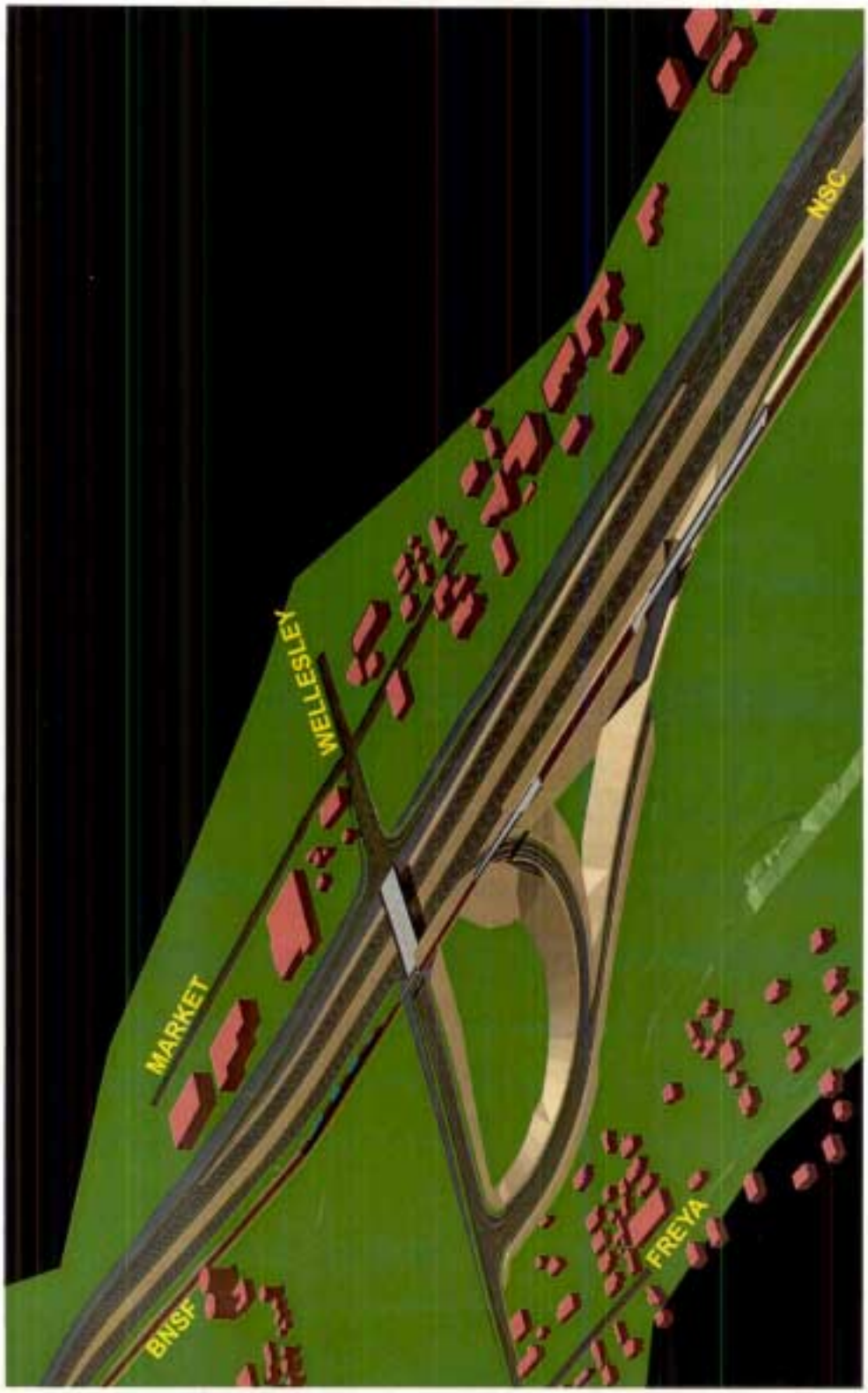

PRELIMINARY SUBJECT TO REVISION
SEE SHEET 6
EXISTING GROUND
Vertical = 50'
Horizontal = 500'
200+00
205+00
210+00
215+00
220+00
225+00
1950
1900
1850
1800
NORTH SPOKANE CORRIDOR
PLAN AND PROFILE
Washington State Department of Transportation

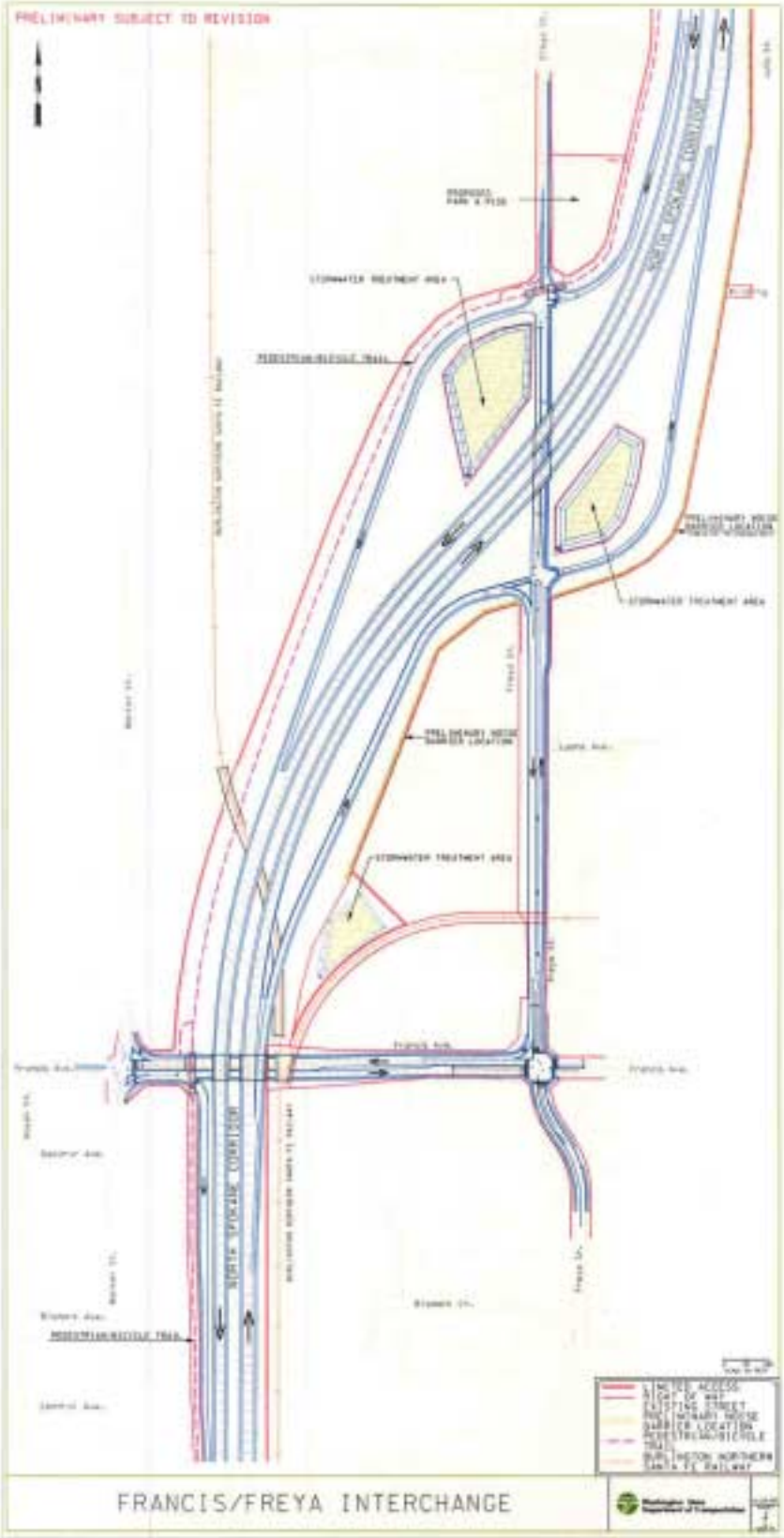
LITTLE SPOKANE RIVER
N
1ST PROPOSED AREA OF ACQUISITION 2000-2001
2ND PROPOSED AREA OF ACQUISITION 2001-2002 *
* (DEPENDENT UPON FUNDING)
SUBJECT TO REVISION
REAL ESTATE
ACQUISITION SEQUENCE
Washington State
Department of Transportation
6-29-2000

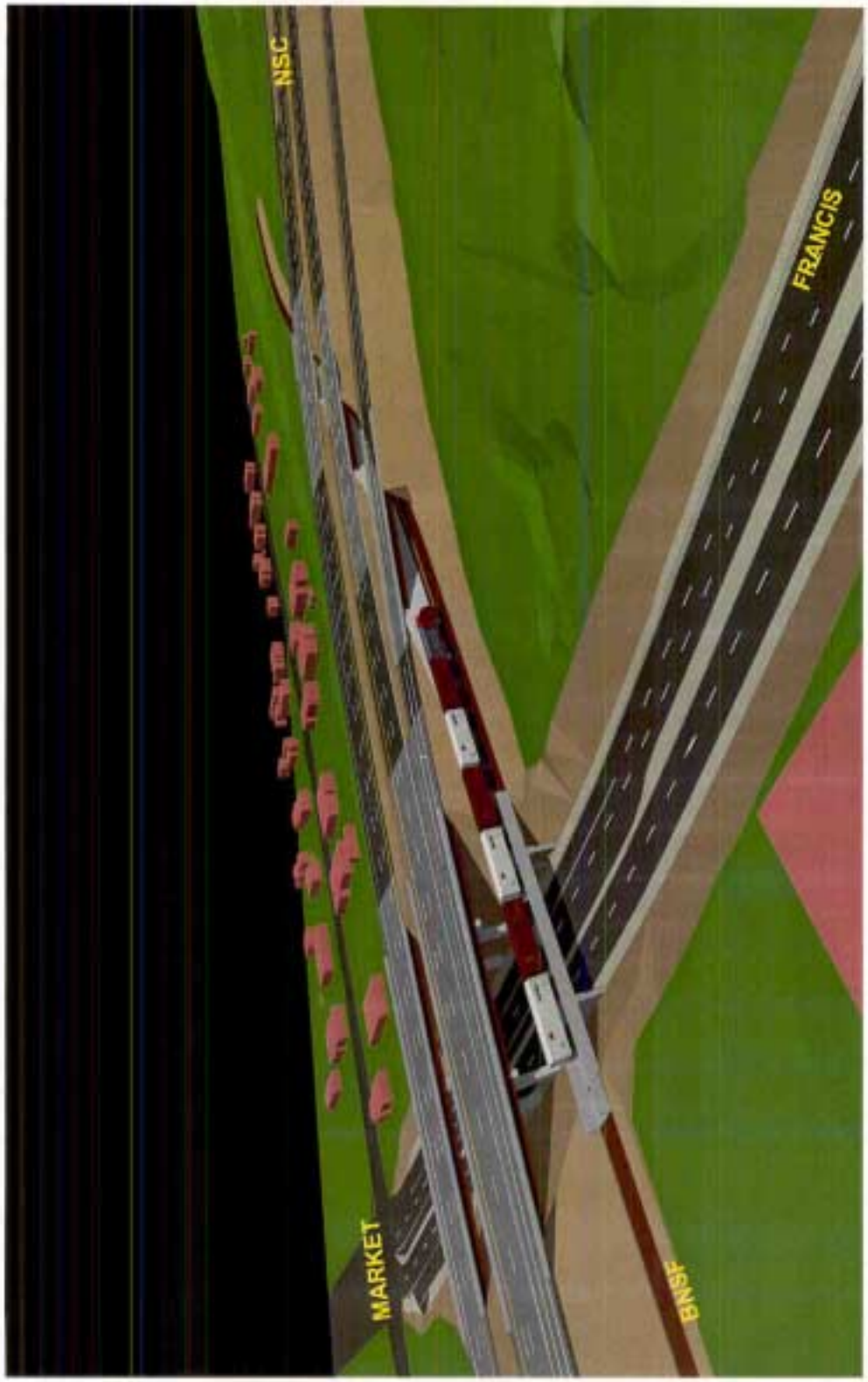

PRELIMINARY SUBJECT TO REVISION
PEDESTRIAN/BICYCLE TRAIL
PRELIMINARY NOISE BARRIER LOCATION
Euclid Ave.
Fairview Ave.
Cleveland Ave.
Grace Ave.
Lincoln Ave.
BURLINGTON NORTHERN SANTA FE RAILWAY
Market St.
Howard St.
PEDESTRIAN/BICYCLE TRAIL
PRELIMINARY NOISE BARRIER LOCATION
PRELIMINARY NOISE BARRIER LOCATION
Marietta Ave.
Jackson Ave.
NORTH SPOKANE CORRIDOR
Carlisle Ave.
CENTENNIAL TRAIL
Greene St.
STORMWATER TREATMENT AREA
Ralph St.
Montgomery Ave.
LIMITED ACCESS
RIGHT OF WAY
EXISTING STREET
PRELIMINARY NOISE BARRIER LOCATION
PEDESTRIAN/BICYCLE TRAIL
BURLINGTON NORTHERN SANTA FE RAILWAY
MARKET/GREENE REALIGNMENT
Washington State Department of Transportation

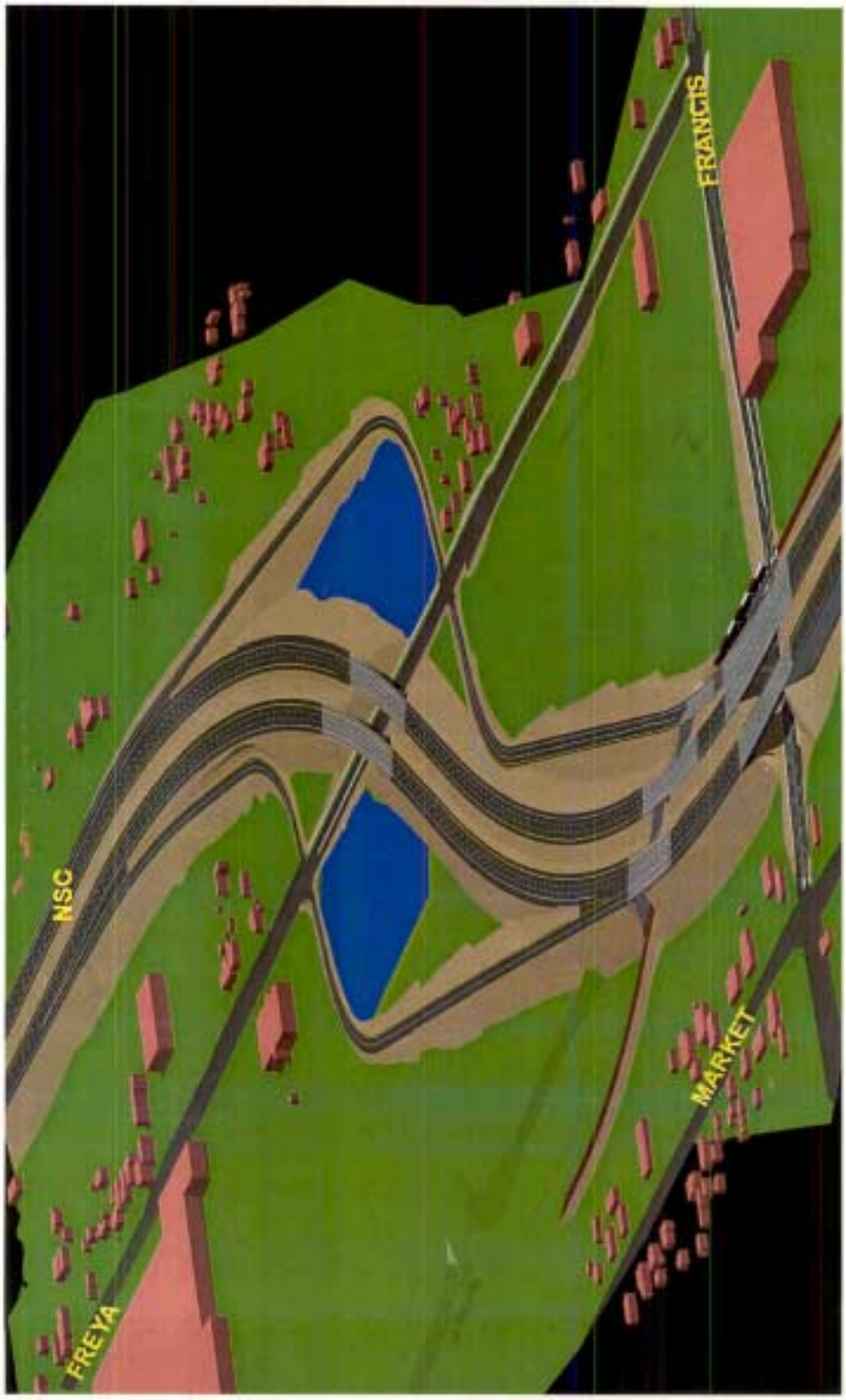

PRELIMINARY SUBJECT TO REVISION
Everett Ave.
PEDESTRIAN/BICYCLE TRAIL
Crown Ave.
Queen Ave.
Haven St.
Olympic Ave.
Wabash Ave.
Market St.
Broad Ave.
NORTH SPOKANE CORRIDOR
BURLINGTON NORTHERN SANTA FE RAILWAY
Broad Ave.
Wellesley Ave.
Ferrall St.
Freyd St.
Hatthan Ave.
Haven St.
Heroy Ave.
PEDESTRIAN/BICYCLE TRAIL
Market St.
PROPOSED PARK & RIDE
LIMITED ACCESS
RIGHT OF WAY
EXISTING STREET
PRELIMINARY NOISE BARRIER LOCATION
PEDESTRIAN/BICYCLE TRAIL
BURLINGTON NORTHERN SANTA FE RAILWAY
WELLESLEY INTERCHANGE
Washington State Department of Transportation


FREYA
WELLESLEY
BNSF
NSC
MARKET

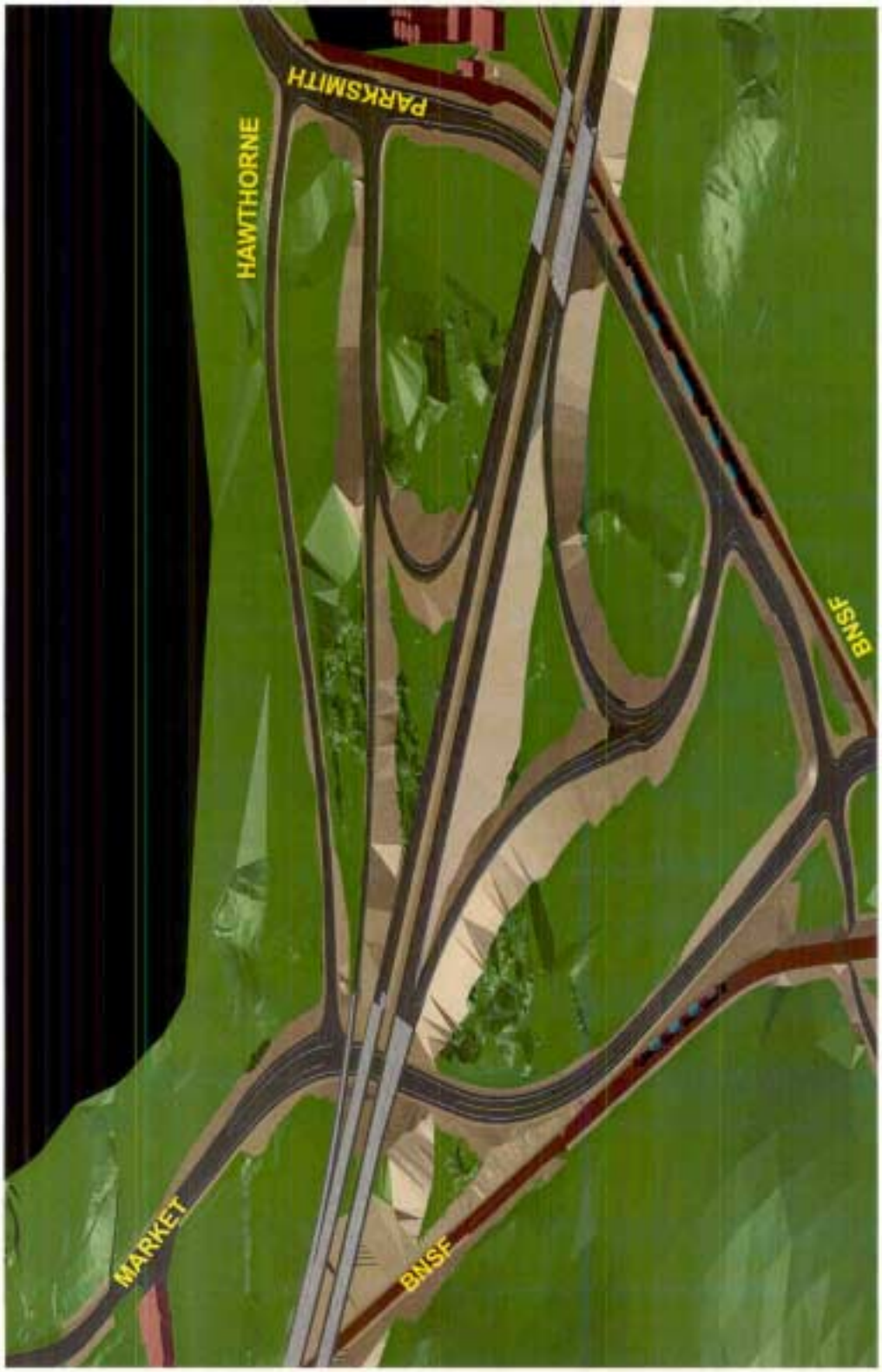

MARKET
WELLESLEY
BNSF
FREYA
NSC


PRELIMINARY SUBJECT TO REVISION
FRANCIS/FREYA INTERCHANGE

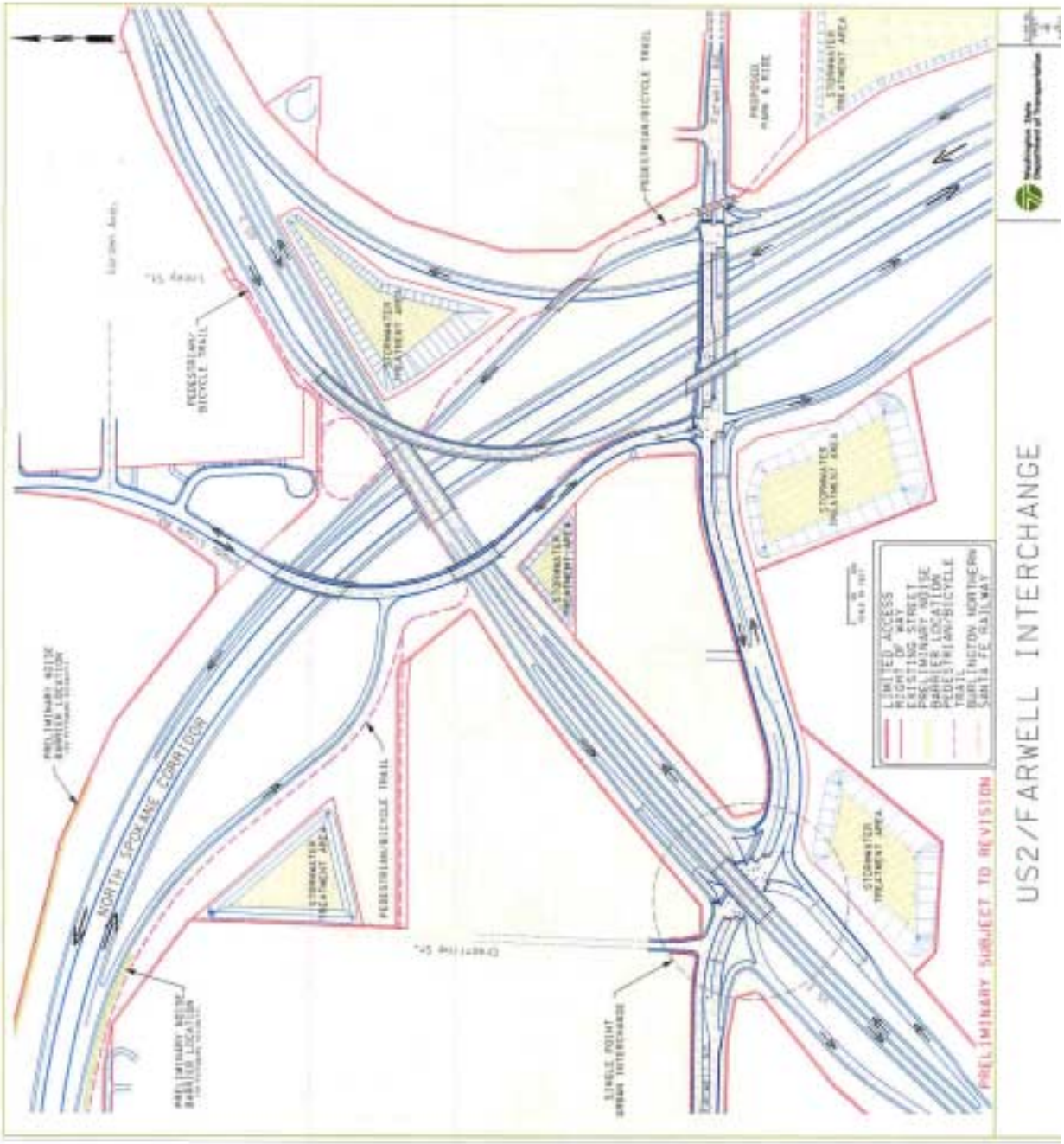

NSC
MARKET
FRANCIS
BNSF

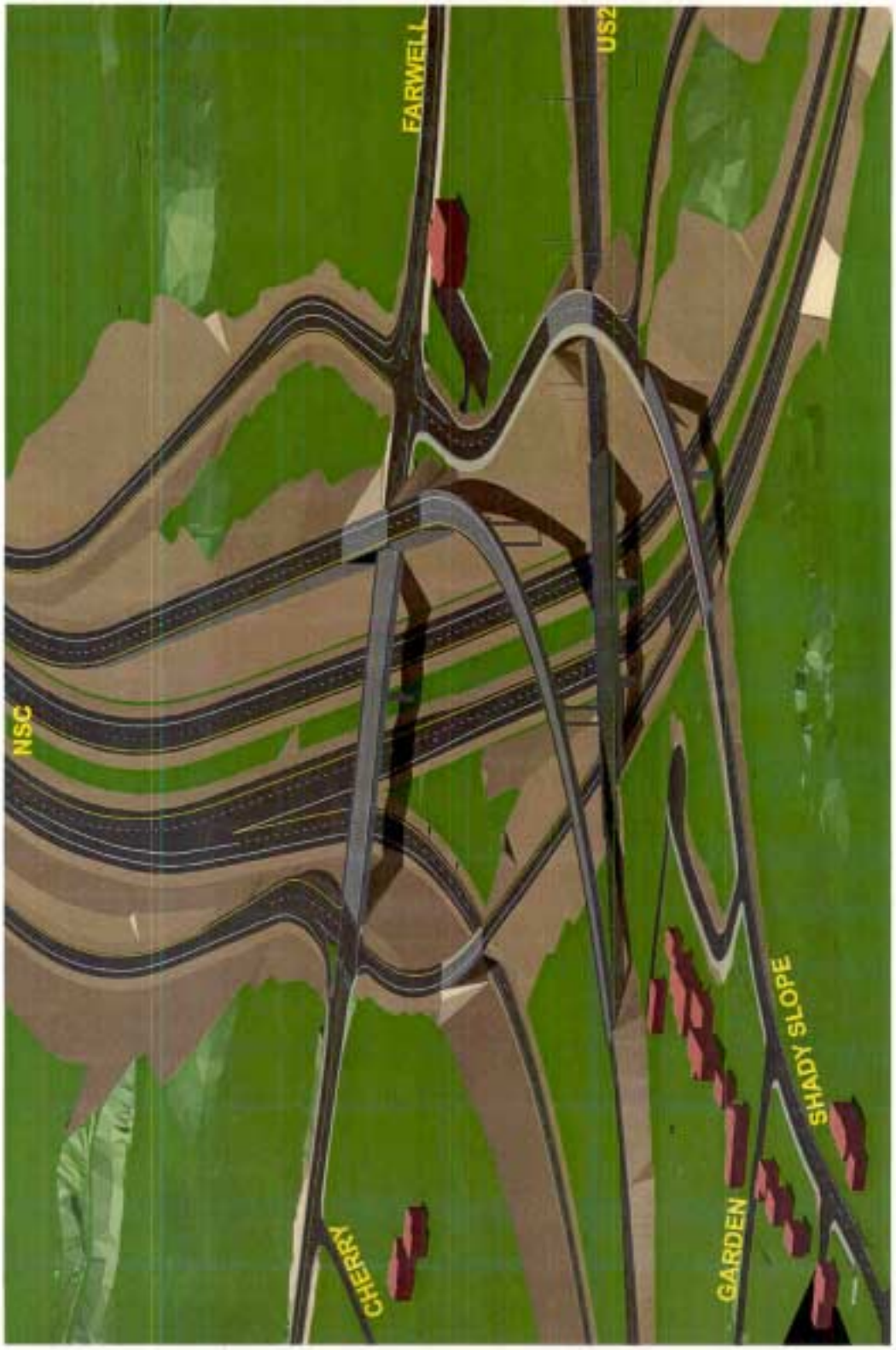

NSC
FREYA
FRANCIS
MARKET

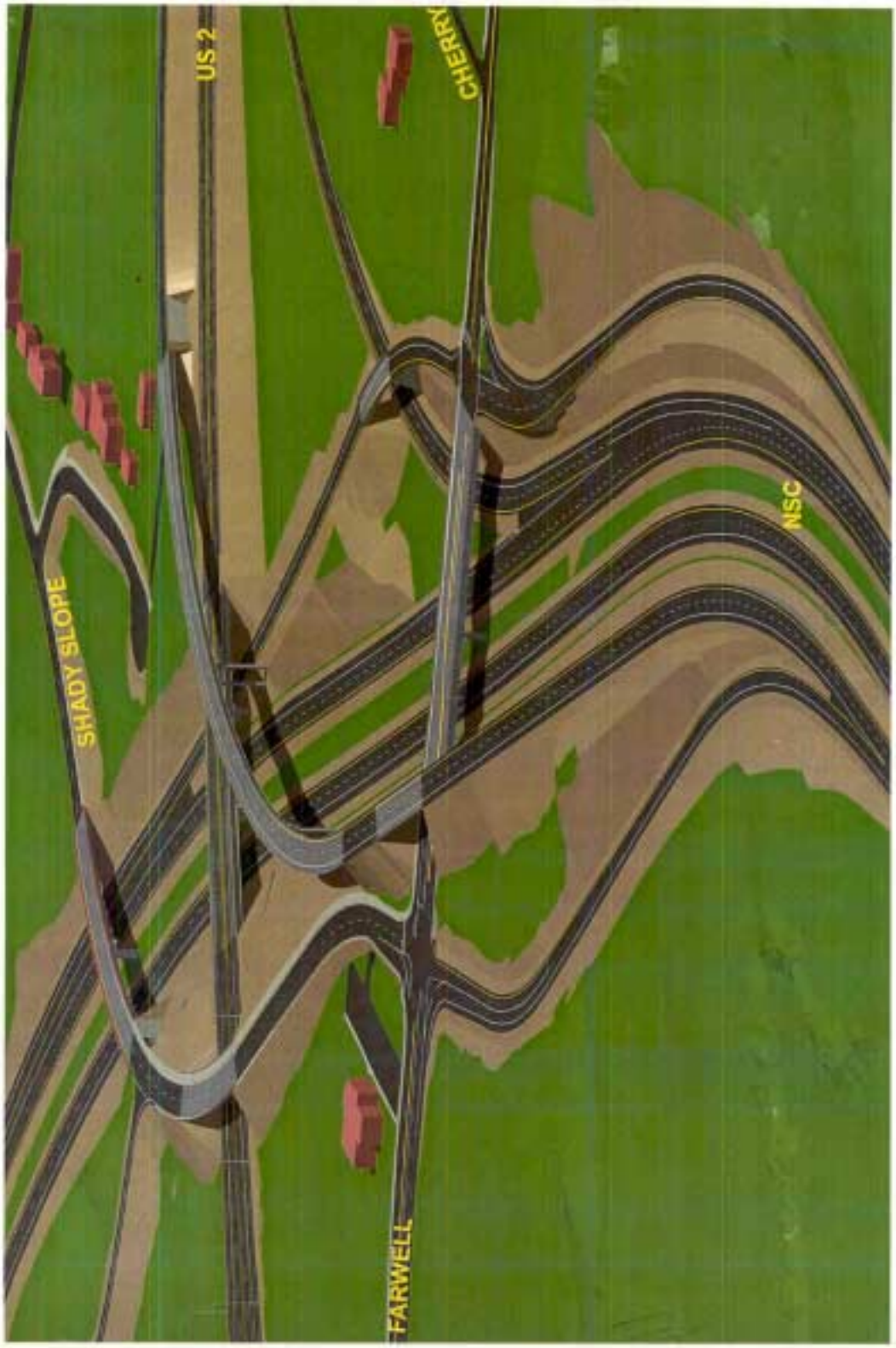
PRELIMINARY SUBJECT TO REVISION
PARKSMITH INTERCHANGE
NORTH SPOKANE CORRIDOR
STORMWATER TREATMENT AREA
STORMWATER TREATMENT AREA
BURLINGTON NORTHERN SANTA FE RAILWAY
PEDESTRIAN/BICYCLE TRAIL
PEDESTRIAN/BICYCLE TRAIL
LIMITED ACCESS
RIGHT OF WAY
EXISTING STREET
PRELIMINARY ROUSE
BARRIER LOCATION
PEDESTRIAN/BICYCLE
TRAIL
BURLINGTON NORTHERN
SANTA FE RAILWAY

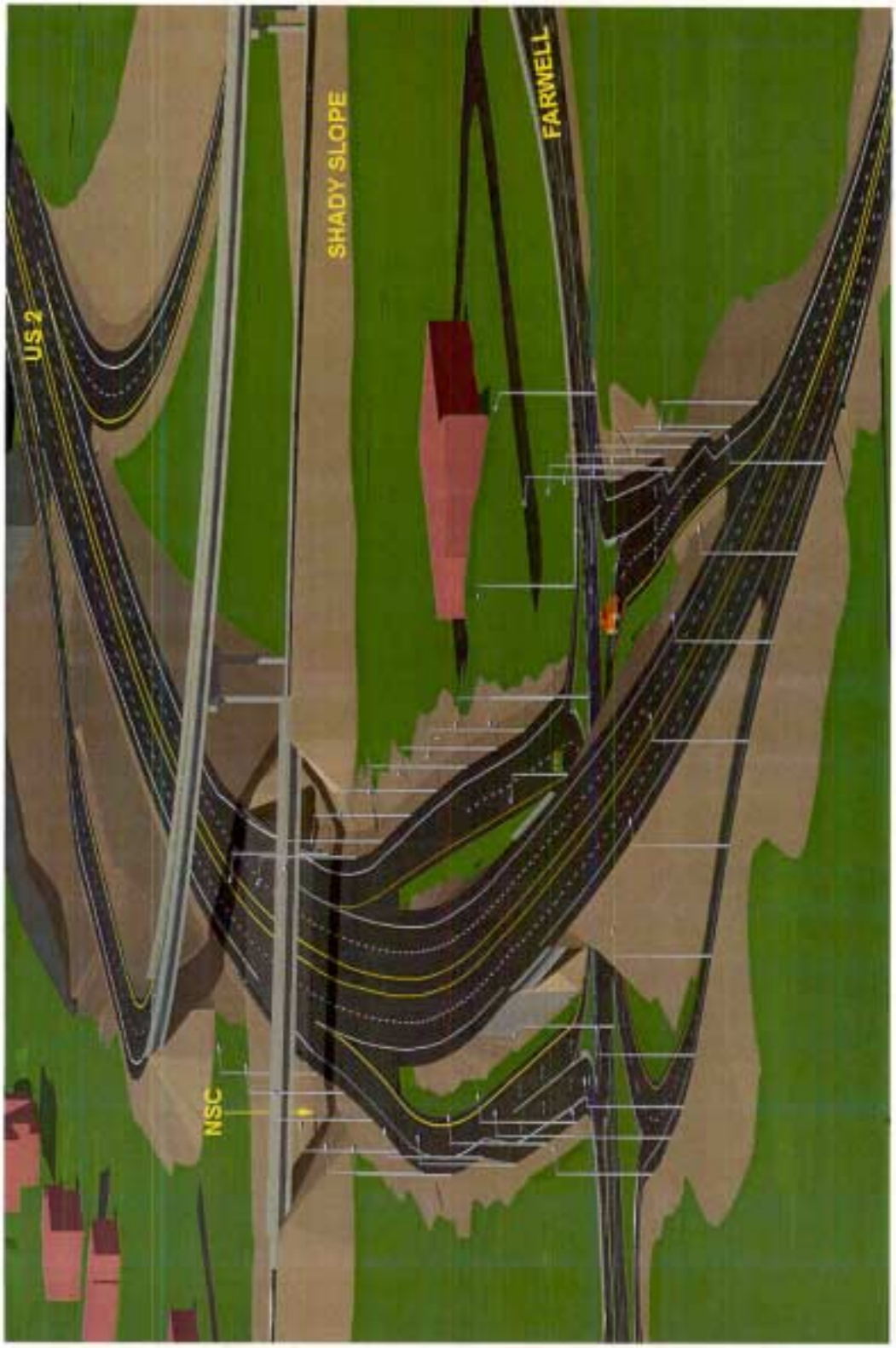

MARKET
HAWTHORNE
PARKSMITH
BNSF
BNSF

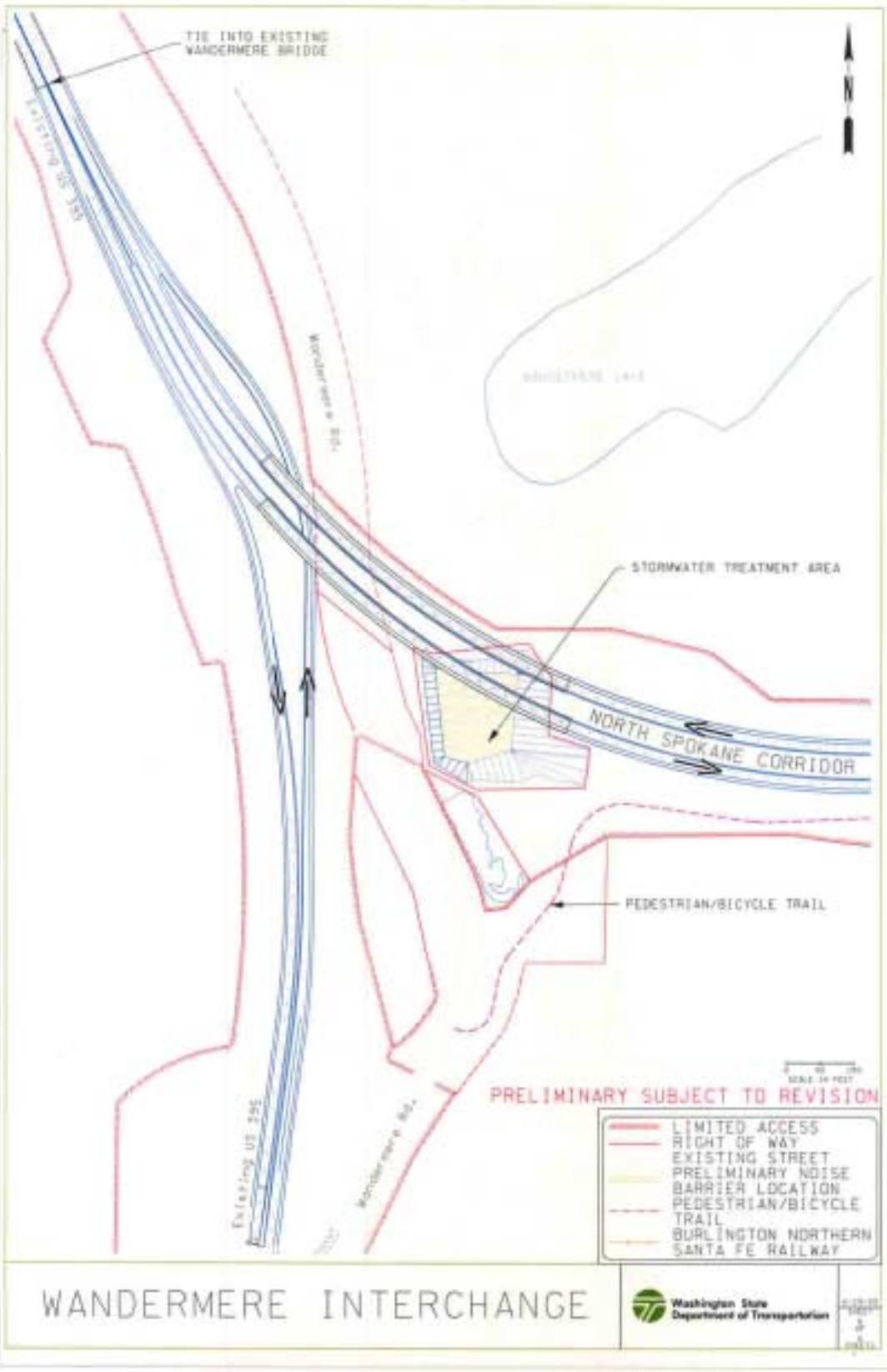
NSC
BNSF
BNSF
PARKSMITH
HAWTHORNE
MARKET


US2/FARWELL INTERCHANGE
PRELIMINARY SUBJECT TO REVISION
NORTH SPOKANE CORRIDOR
LIMITED ACCESS
RIGHT OF WAY
EXISTING STREET
PRELIMINARY NOISE
BARRIER LOCATION
PEDESTRIAN/BICYCLE
TRAIL
BURLINGTON NORTHERN
SANTA FE RAILWAY
STORMWATER TREATMENT AREA
PEDESTRIAN/BICYCLE TRAIL
PROPOSED PARK & RIDE
SINGLE POINT URBAN INTERCHANGE
Creeping St.


NSC
CHERRY
FARWELL
US2
GARDEN
SHADY SLOPE


SHADY SLOPE
US 2
FARWELL
CHERRY
NSC


US 2
NSC
SHADY SLOPE
FARWELL


TIE INTO EXISTING
WANDERMERE BRIDGE
STORMWATER TREATMENT AREA
NORTH SPOKANE CORRIDOR
PEDESTRIAN/BICYCLE TRAIL
PRELIMINARY SUBJECT TO REVISION
LIMITED ACCESS
RIGHT OF WAY
EXISTING STREET
PRELIMINARY NOISE
BARRIER LOCATION
PEDESTRIAN/BICYCLE
TRAIL
BURLINGTON NORTHERN
SANTA FE RAILWAY
WANDERMERE INTERCHANGE
Washington State
Department of Transportation

WANDERMERE
EXISTING 395
NSC

EXISTING 395
WANDERMERE
NSC

US 395 NORTH SPOKANE CORRIDOR
60 MPH LIMITED ACCESS FACILITY