

# North Spokane Corridor QUICK FACTS



March 2016



## **BACKGROUND**

- The North Spokane Corridor (NSC) is a 10.5 mile limited access corridor, linking I-90 on the south, to existing US 2 and US 395 on the north.
- Over 5 ½ miles of the route is complete and open to traffic.

## **ENVIRONMENTAL**

- Final Environmental Impact Statement (FEIS) was approved in April 1997.
- An Environmental Impact Statement Reevaluation, for the section from I-90 to the Spokane River, was approved in May 2005.
- Spokane River to Francis/Freya Interchange Environmental Reevaluation, was approved in June 2012.
- The environmental process included several hundred public meetings.
- Additional environmental evaluation will be done as necessary as the project moves forward.

## **FINANCIAL**

### ***Funding to Date***

- Between 1990 and 2015 the NSC has been allocated a total of \$1.5 billion in funding - \$140 million in Federal funds and \$1.35 billion in State funds.
- Corridor is now fully funded for construction to I-90. Estimated completion is 2027.
- Funding totals include \$45 million in Federal TIGER Grants and \$879 million from the state Connecting Washington package.

### ***Current Activity***

- The \$879 million Connecting Washington funding will extend the corridor from its current end point near Francis Avenue, to its connection with I-90.
- Design and right of way acquisition continues with WSDOT purchasing parcels as needed for construction.

### ***Cost to Complete***

- Completing the corridor is estimated to cost \$879 million inflated to the years of expenditure.

## **BENEFIT & NEED**

- Currently, there are only two north-south trade routes through Spokane. Both are on local arterials that run through neighborhoods, past shopping malls, schools, and parks.
- Every year the US 395 corridor carries over 7.2 million tons of freight (\$13.5 billion) through Spokane. Between 1993 and 2003, freight shipments on US 395 increased by 58%.
- Improves safety by an estimated \$22 million per year (2012 dollars) in avoided societal costs from collision reduction.
- Reduces travel time by an estimated 9.4 million hours each year, with an annual dollar savings of approximately \$240 million (2012 dollars).
- Provides economic growth opportunities for adjacent commercial and industrial development with approximately 2,100 acres of appropriately-zoned land along the route.
- Supports alternative transportation options by providing park and ride lots, accommodating high capacity transit plans, and provides a multi-use trail along the facility.
- Creates or supports an estimated ten jobs for each \$1 million invested.



## PROGRESS

- August 2001, "Ground-Breaking Ceremony", signaling the start of corridor construction.
- In 2008, WSDOT applied practical design to lower the cost of the Spokane River to Francis Avenue section. This resulted in significantly reduced construction costs, while maintaining operational functionality, and allowing for staged construction.
- On August 22, 2009, a "Ribbon Cutting Celebration" took place opening the first driveable section to traffic.
- On October 2, 2012 a "Ribbon Cutting Celebration" was held, celebrating completion of the northern 5.7 miles.
- June 2015, legislature funded NSC completion to I-90 as part of the Connecting Washington package.
- Fall 2015, completion of the BNSF Structures and Railway Realignment, using TIGER IV Grant Funds.

## FINISH WHAT WE STARTED

- Summer 2016, anticipate construction of a roundabout to improve the Wellesley/Freya intersection.
- Spring 2017, a construction project is scheduled to construct city street improvements and relocate utilities between the Spokane River and Francis Avenue.
- Over the next 12 years, construction will occur at various locations, generally progressing the project from north to south.

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Francis/Freya Interchange Visualization  
Looking North

## The North Spokane Corridor

