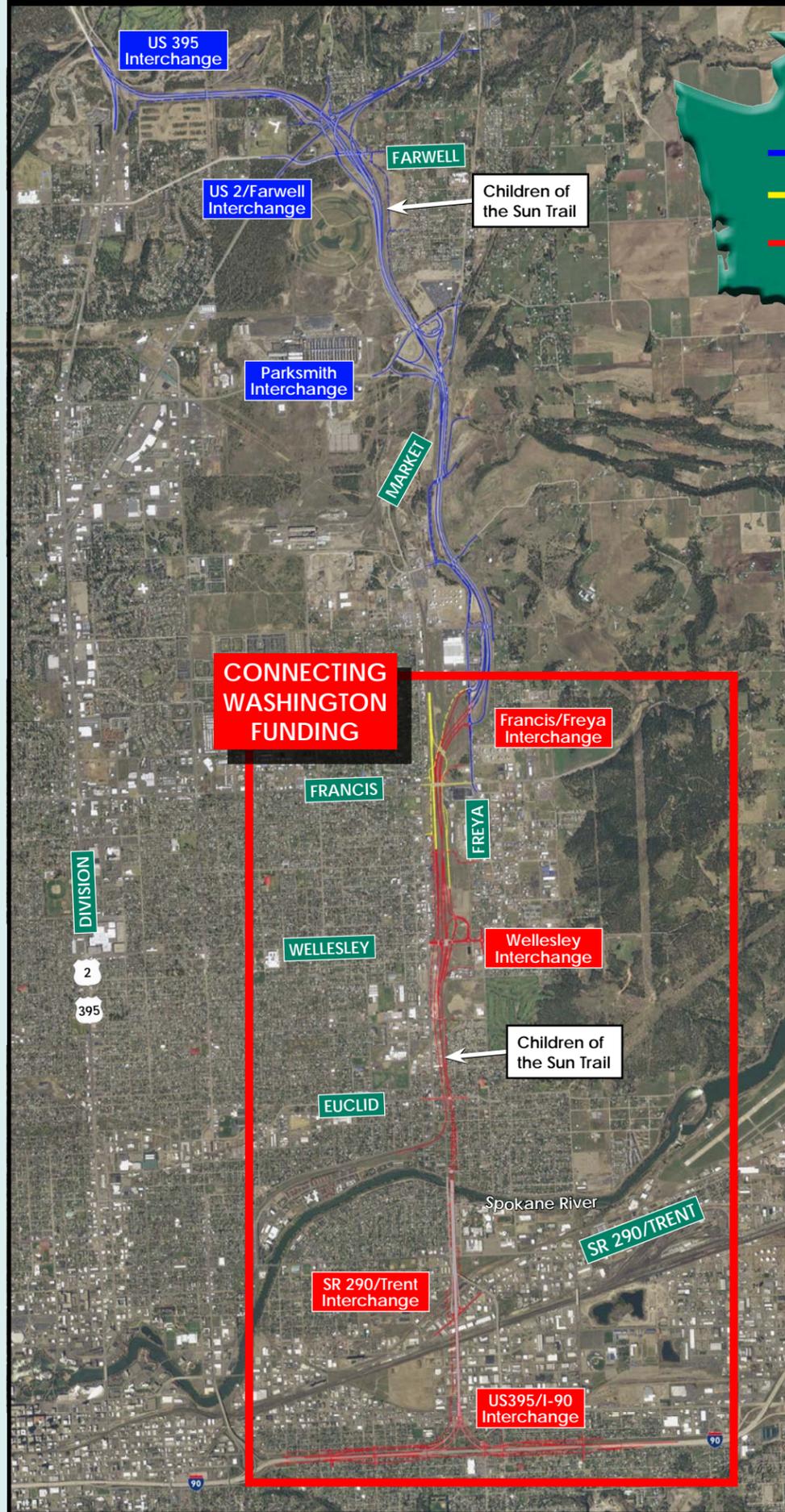


## FUNDED PROJECTS



**LEGEND**

- COMPLETE
- TIGER IV FUNDED – UNDER CONSTRUCTION
- I-90 TO FRANCIS/FREYA – FULLY FUNDED



**NEW! Remaining Five Miles of Corridor Fully Funded!**  
(See Pages 3 & 4)

**NORTH SPOKANE  
US 395  
CORRIDOR**

Washington State Department of Transportation

## US 395 - North Spokane Corridor

### Annual Mega-Project Report

September 2015

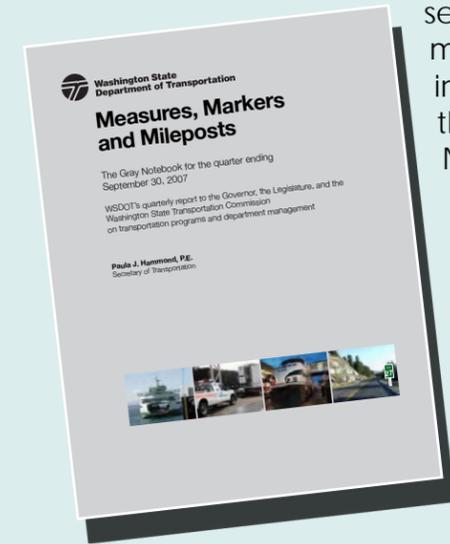
#### Project Description

When complete, the North Spokane Corridor (NSC) will be a 60-mile per hour, limited access highway connecting I-90 near downtown Spokane with US 395, 10 miles to the north. The NSC is a freight and mobility corridor providing for the efficient movement of north/south freight and passenger vehicles through the Spokane area. Additionally, the NSC includes a separated bike/pedestrian path along its entire length and provides right of way for a future high capacity system.

#### Reporting

The North Spokane Corridor regularly reports its financial and schedule status to a variety of audiences and through

several mediums – including the Gray Notebook.



#### For More Information:

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Washington State Department of Transportation

Updated 9/1/2015

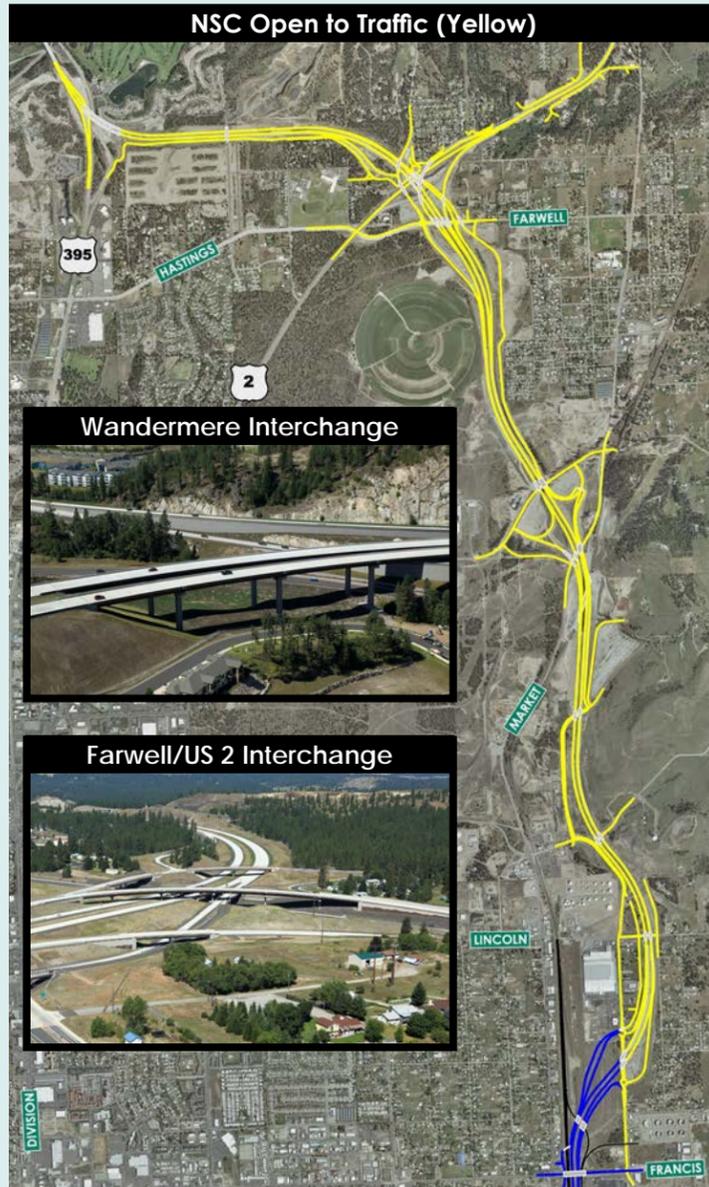
#### BENEFITS/NEED

- The US 395 corridor carries over 7.2 million tons of freight (\$13.5 billion) annually through Spokane. Between 1993 and 2003 freight shipments on US 395 have increased 58%. NAFTA created expanded freight transport among Canada, the United States, and Mexico.
- Gas savings - As a result of the NSC project, the transportation network realizes a 6.5% efficiency.
- Improves air quality by reducing regional emissions by 2.4 million pounds of carbon monoxide each year.
- Improves safety by an estimated \$22 million dollars per year in societal costs from accident reduction and removes traffic from 29 signalized intersections.
- Currently there are only two north/south freight routes through Spokane – both are on surface streets that run through neighborhoods, past schools, and parks.
- Creates or saves an estimated 10 jobs for each \$1 million spent which includes jobs on the project, jobs producing material, and other employment in the community.
- Encourages alternate transportation options by providing park and ride lots and reserving space for high capacity transit.
- Reduces travel time by an estimated 9.4 million hours each year, computing to a dollar savings of approximately \$142.3 million.
- Provides new economic growth opportunities for adjacent commercial and industrial development in northeast Spokane.

**Francis Ave to Farwell Rd**

*Project Complete 8-22-2009*

► This project constructed two driveable lanes of the NSC between Francis Avenue and Farwell Road. This portion of the Corridor provides a connection between these two major roads and completed the earthwork between US 2 and Wandermere. The project resulted in the first 3.7 miles of driveable corridor and will increase capacity, facilitate freight movement, and reduce travel time. Construction started in 2004 and as of August 22, 2009, all six construction contracts, with a value of \$133.1 million, were complete.



**US 2 to Wandermere and US 2 Lowering**

*Projects Complete 6-13-2012*

► These projects constructed four new driveable lanes of the NSC between Farwell Road and Wandermere including new interchange connections with US 395 at Wandermere, US 2, and Farwell Road. When complete, the NSC will increase capacity, facilitate freight movement, and reduce travel time. Construction of the first contract started in the fall of 2008 and the second in the fall of 2009. US 2 lowering was opened to traffic on November 16, 2011. US 2 to Wandermere was opened to traffic on June 13, 2012. Completion of these contracts extended a driveable link two miles north connecting to existing US 395 at Wandermere.

**North Spokane Corridor Funding**

The following table reports the North Spokane Corridor funding by source. The "Expenditures" column covers expenditures through June 2014. (Thousands of Dollars)

State	Budget	Expenditures	Balance
PE	\$59,744	\$43,363	\$16,381
RW	\$338,178	\$159,396	\$178,782
CN	\$955,512	\$243,853	\$711,659
<b>Total</b>	<b>\$1,353,434</b>	<b>\$446,612</b>	<b>\$906,822</b>
<b>Local</b>			
PE	\$0	\$0	\$0
RW	\$0	\$0	\$0
CN	\$340	\$327	\$13
<b>Total</b>	<b>\$340</b>	<b>\$327</b>	<b>\$13</b>
<b>Federal</b>			
PE	\$4,883	\$4,883	\$0
RW	\$65,016	\$49,411	\$15,605
CN	\$70,600	\$57,392	\$13,208
<b>Total</b>	<b>\$140,499</b>	<b>\$111,686</b>	<b>\$28,813</b>
<b>Total</b>			
PE	\$64,627	\$48,246	\$16,381
RW	\$403,194	\$208,807	\$194,387
CN	\$1,026,452	\$301,572	\$724,880
<b>Total</b>	<b>\$1,494,273</b>	<b>\$558,625</b>	<b>\$935,648</b>

Budget data from various TEIS versions  
 Expended data from CPMS through June 2015

**Project Jobs Estimate**

	<u>Funded Portion</u>	
Job Estimate	*19,370	*Per FHWA, 13,000
Peak Year	FY 2023	jobs created for
Peak Expenditure	\$219 Million	every \$1 Billion.
Total Expenditure	\$1.49 Billion	

**Southbound Lanes**

**Federal TIGER Grant - \$35 Million**

*Project Complete 10-19-2012*

**Francis/Freya to Farwell and Parksmith Interchange**

► This \$27 million project completed the southbound lanes between the Francis/Freya and Farwell Interchanges and constructed seven bridges, thus completing the ultimate six lane buildout of the section. The Francis Avenue to US 2 Southbound Lanes project was awarded with a savings of approximately \$8 million, due to the favorable bidding environment. WSDOT received approval from the USDOT to use the remainder of the TIGER Grant funding to complete the Parksmith Interchange.

**BNSF Railway Structures and Realignment \$10 Million 2012 Federal TIGER Grant (Construction)**

*Construction Stage Began October 2013*

**BNSF Railway - Francis Avenue Vicinity**

This project continues construction on the NSC south of the current interim terminus at the Francis/Freya Street Interchange to Rowan Street by:

- Relocation of 7.5 miles of BNSF Railway, mainline, spur, and switching tracks
- Construction of two freeway structures over the BNSF tracks
- Construction of two pedestrian/bicycle structures, one over Freya Street and one over mainline BNSF tracks
- Extending the previously constructed 5.5 mile Children of the Sun pedestrian/bicycle trail by over one mile into the Hillyard Neighborhood. The total anticipated construction cost is \$31.5 million, including the \$10 million TIGER Grant funding.



Completed Parksmith Interchange - Picture Taken July 11, 2013



BNSF Structures and Railway Realignment Project Looking North

08/14/2015 12:49

**NSC - Design and Right of Way**

*Project in Design & Right of Way Purchase Stage*

**North Spokane Corridor**

► Purchases the residential Right of Way, north and south of I-90, between the Liberty Park Interchange and Sprague Avenue Interchange. Over 380 of the 439 required parcels have been acquired.

**CONNECTING WASHINGTON REVENUE PACKAGE**

**Connecting Washington Revenue Package**

*Project in Design Stage*

Connecting Washington is a \$16 billion revenue package that allocates funding for mega projects, preservation and maintenance, service, ferries, and multi modal transportation projects. This new package includes an 11.9-cent gas tax increase that will be phased in over the next two years, 2015 and 2016. \$879 million was allocated to complete the connection of the NSC from Francis Avenue, south to I-90. Funding and individual construction projects are spread out across 12 years starting in 2015, with an anticipated open to traffic date in 2027 (see map on page 4).