

# North Spokane Corridor QUICK FACTS



Washington State  
Department of Transportation

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## 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. The NSC improves overall mobility by allowing motorists and freight to move north and south through metropolitan Spokane.
- Over 5½ miles of the route are complete and open to traffic.

## BENEFITS

- The NSC will improve economic vitality, increase traveler safety, and provide an efficient route for the thousands of cars and heavy trucks that pass through Spokane daily.
- Roadway users will appreciate shorter travel times, less fuel usage, and less congestion.
- Cyclists and pedestrians can connect to the Centennial Trail and several trail systems using the adjacent Children of the Sun trail.

These benefits were discussed in the original and subsequent revisions to the Environmental Impact Statement (EIS) and recognized by the Legislature when they fully funded the completion of the corridor in the Connecting Washington Package.

## FINANCIAL

### **Funding to Date**

- Between 1990 and 2015 the NSC was allocated a total of \$1.477 billion in funding - \$123 million in Federal funds and \$1.353 billion in State funds.
- The NSC is now fully funded for construction to I-90. Estimated completion is 2029.
- Funding totals include \$45 million in Federal TIGER Grants and \$879 million from the state Connecting Washington package.

### **Current Activity**

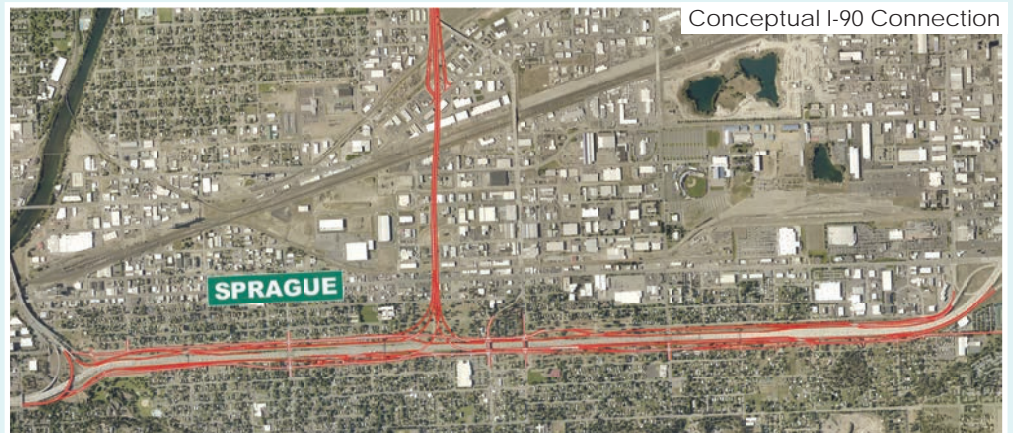
- The \$879 million Connecting Washington funding will extend the corridor from its current end point near Francis Avenue, to its connection with I-90.
- Connecting Washington construction projects began in 2018.
- Design and right-of-way acquisition continues with WSDOT purchasing parcels as needed for construction.

## SAFETY, ENVIRONMENTAL, AND

## ECONOMIC IMPACT

The NSC removes trips and large trucks from local arterials which improves safety, and reduces maintenance, congestion and safety costs currently borne by the local tax base.

- Replaces the two current north-south trade routes through Spokane. Both are on local arterials that run through neighborhoods, past shopping malls, schools, and parks.
- 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 increased by 58%.
- Improves safety by an estimated \$22 million per year (2012 dollars) in avoided societal costs from crash reduction.
- Reduces travel time by an estimated 9.4 million hours each year, approximately \$240 million annually (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 providing 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, signaling completion of the northern 5.7 miles.
- BNSF Structures and Railway Realignment, using TIGER IV Grant Funds, completed Fall 2015.
- Construction of a roundabout to improve the Wellesley/Freya intersection, completed Fall 2016.
- NSC Freya Street Structures Project Spring 2019.

## FINISH WHAT WE STARTED

- Spring 2018, Columbia Avenue to Freya Street PCC Paving Project began.
- BNSF 2nd rail replacement Summer 2019.
- Over the next 10 years, construction will occur at various locations, generally progressing the project from north to south.

## PRACTICAL SOLUTIONS

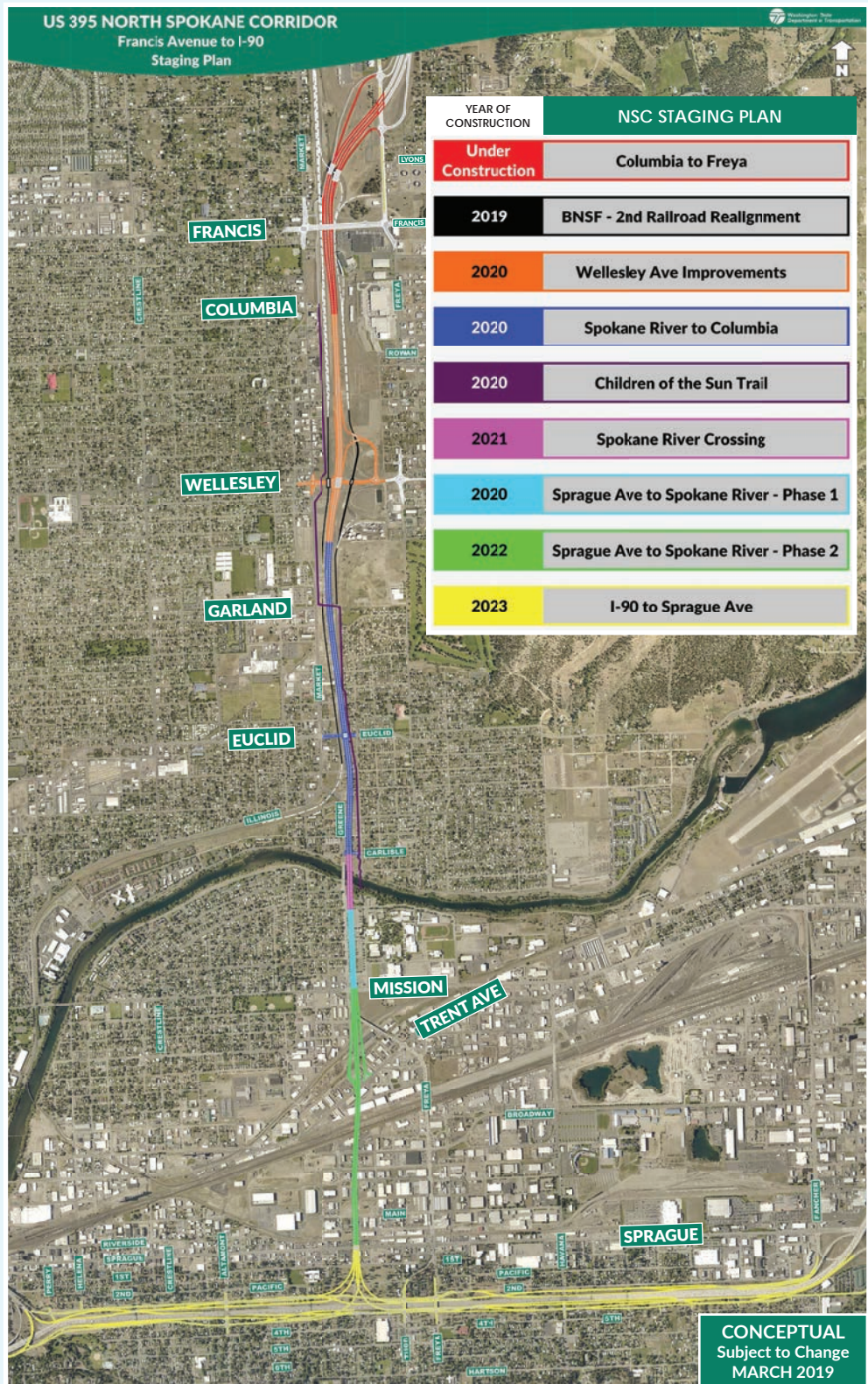
The NSC continues to be right-sized using the WSDOT’s Practical Solutions Values. To date, several opportunities to reduce the size of the facility have been realized, reducing the cost of the project by several hundred million dollars.

## INCLUSION - CITIZEN INVOLVEMENT

Since people who live, work and play near the NSC know their communities’ opportunities and issues best, we are being intentional in connecting with community partners throughout design and construction, as well as the placemaking process, to ensure that completing the NSC is in context with the surrounding neighborhoods, and facilitates access and connections to places in and around the NSC. NSCPLACE.com

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Wellesley Avenue Interchange Visualization - Looking North