

# Eastern Region Update

**Paula J. Hammond, P.E.**  
Secretary

**David L. Dye, P.E.**  
Deputy Secretary

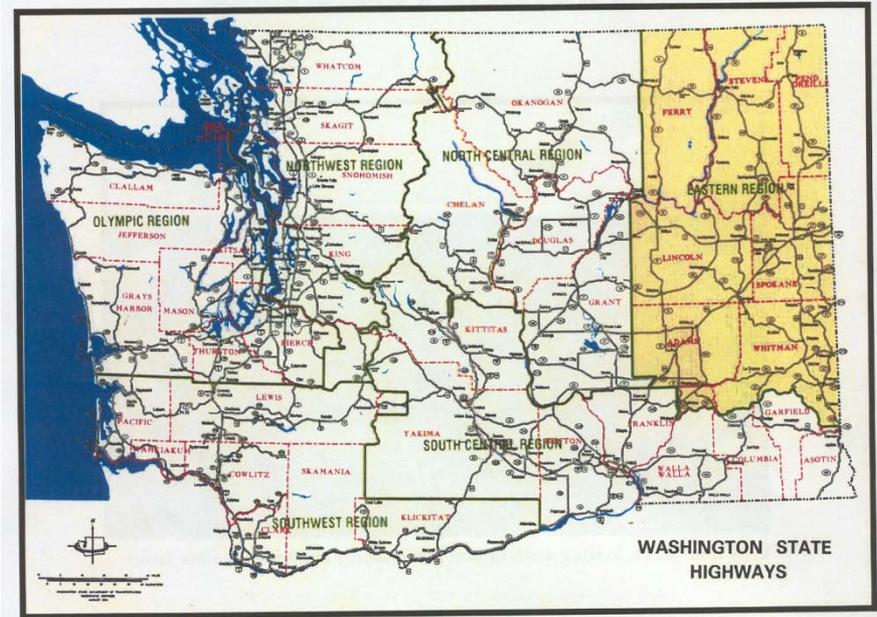
**Steve Reinmuth**  
Chief of Staff

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Regional Administrator  
Eastern Region

**Washington State Transportation Commission**  
**June 21, 2011**

# Eastern Region Update

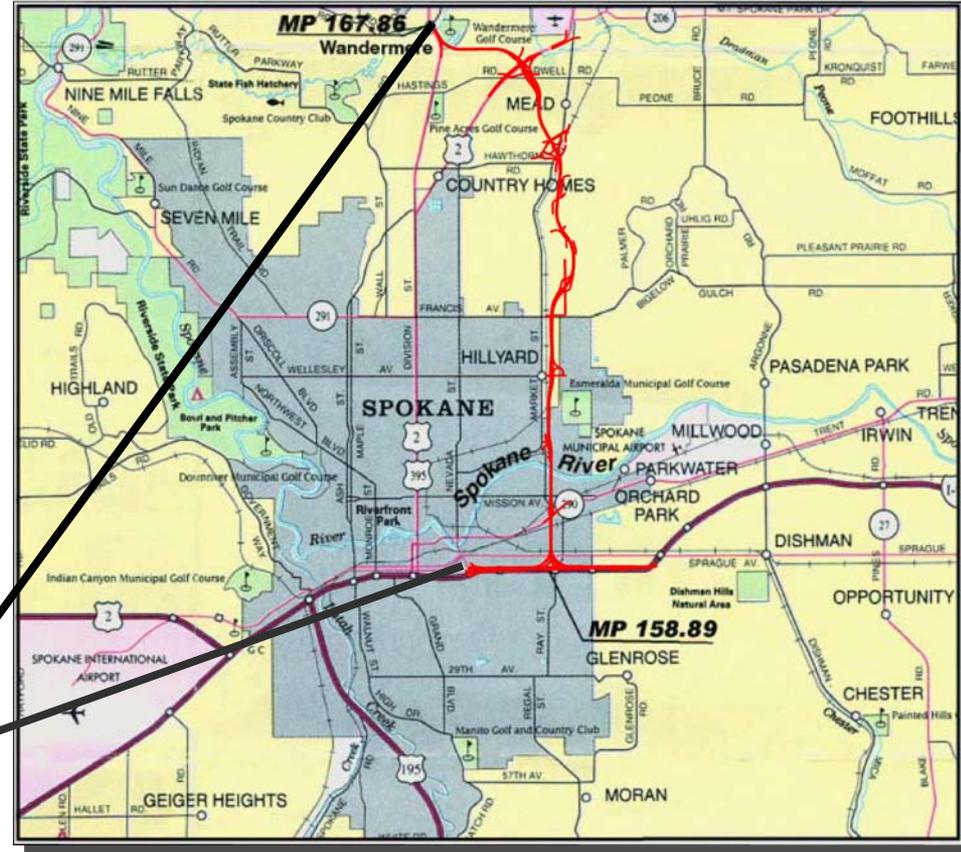
- North Spokane Corridor
- Interstate 90
- US 195
- US 2
- SR 904
- Keller Ferry
- Pavement Preservation
- Funding



# North Spokane Corridor (NSC)

# What is the NSC?

- 10.5 mile North/South Route in Spokane
- Limited Access
- 60 mph
- Will take up to 100,000 daily vehicle trips off of surface arterial street network
- Will save 1.7 million gallons of fuel annually
- Will reduce annual CO emissions by 2.4 million pounds



# Key Components of the NSC

## Limited Access Freeway

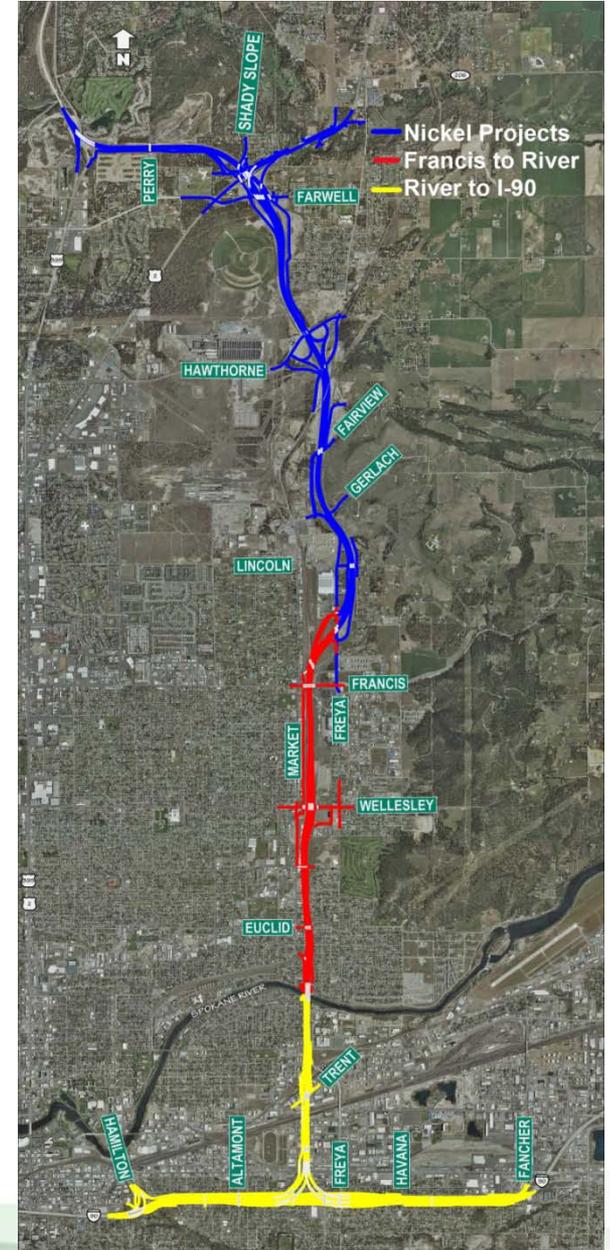
- From I-90 to US 395 – Freight and Mobility Corridor
- Market Street Corridor, RR Right of Way

## Pedestrian - Bikepath

- Entire length of freeway
- Connects with Ben Burr and Centennial Trails

## High Capacity

- Right of Way purchased to include future high capacity facilities, most likely HOV





Francis to Farwell

Open to Traffic in August 22, 2009

Southbound lanes now under construction



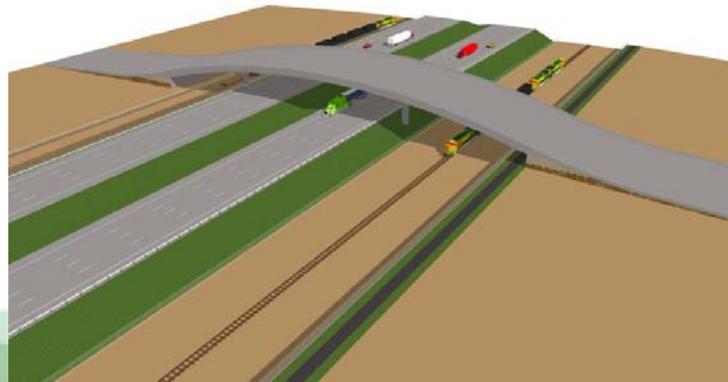
US 2 Interchange under construction



Wandermere Interchange  
under construction

# Next Steps

- Complete design revisions from Spokane River to Francis including environmental re-evaluation.
- Continue to Secure RW along I-90 and in Hillyard.
- Next Construction contract: Francis Ave. re-construction-Market to Freya including new bridge over the BNRR. Approximate cost: \$32.5 million.
- \$260 million completes 4 lanes to the Spokane River.



# History of NSC Funding to Date\*\*

STATE FUNDING *	\$469,692,000
FEDERAL DEDICATED FUNDING	\$ 54,307,000
FEDERAL FORMULA FUNDING	76,163,000
OTHER AGENCY FUNDING	\$ 273,000
TOTAL FUNDING ALLOCATED	\$600,435,000

ESTIMATED PROJECT COST (in 2010 dollars)  
\$1,930,000,000

- - - - -

\*Includes Special Cat. C, Nickel, and TPA.

\*\* Funding as of May 2011

# Interstate 90

# Interstate 90

## I-90 Improvements

- Additional westbound lane on Sunset Hill - 1995
- Evergreen Interchange - 2000
- Sullivan Road Westbound Loop Ramp - 2001
- Harvard Road Westbound Loop Ramp - 2002
- Sprague Avenue Interchange - 2002
- Sprague to Argonne widening - 2002
- Argonne to Sullivan widening - 2005
- Sullivan to Barker Widening - Under Construction

## Unfunded

- Barker Road to Idaho State Line-Additional Lanes

# I-90/Sullivan to Barker

- Construct additional lanes
- One added lane in each direction
- Portland Cement Concrete Pavement driving surface
- Concrete center barrier
- About 1.7 miles
- Modify Barker Road westbound on-ramp to lengthen acceleration lane
- Noise walls
- About \$20 million total cost
- Acme Concrete of Spokane was awarded the contract and work is underway.



# I-90/Barker to Harvard – Future Funding

- Add one lane in each direction
- Interchange improvements



Washington State  
Department of Transportation

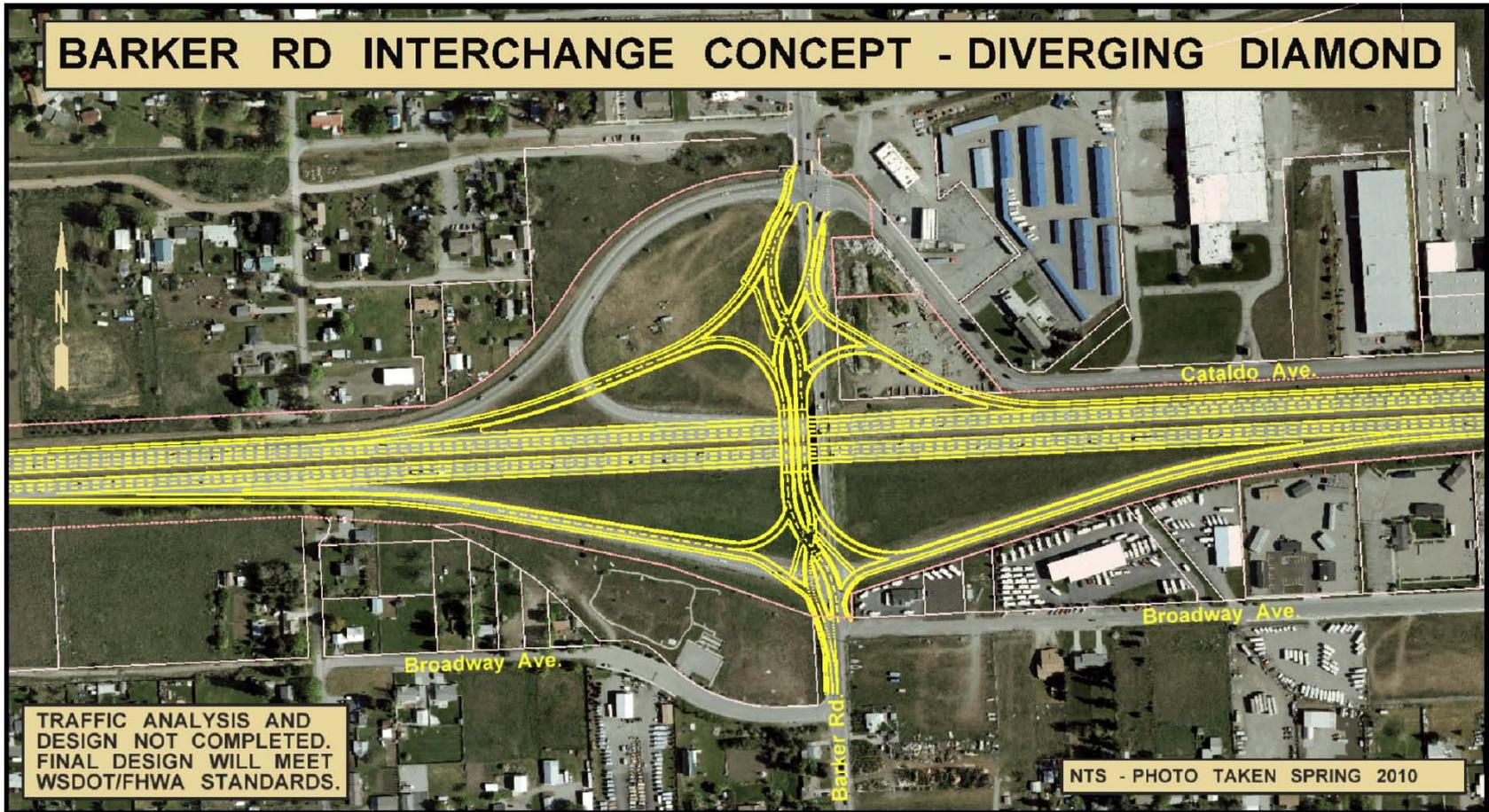
**I-90 BARKER TO HARVARD**

**SPRING 2011**

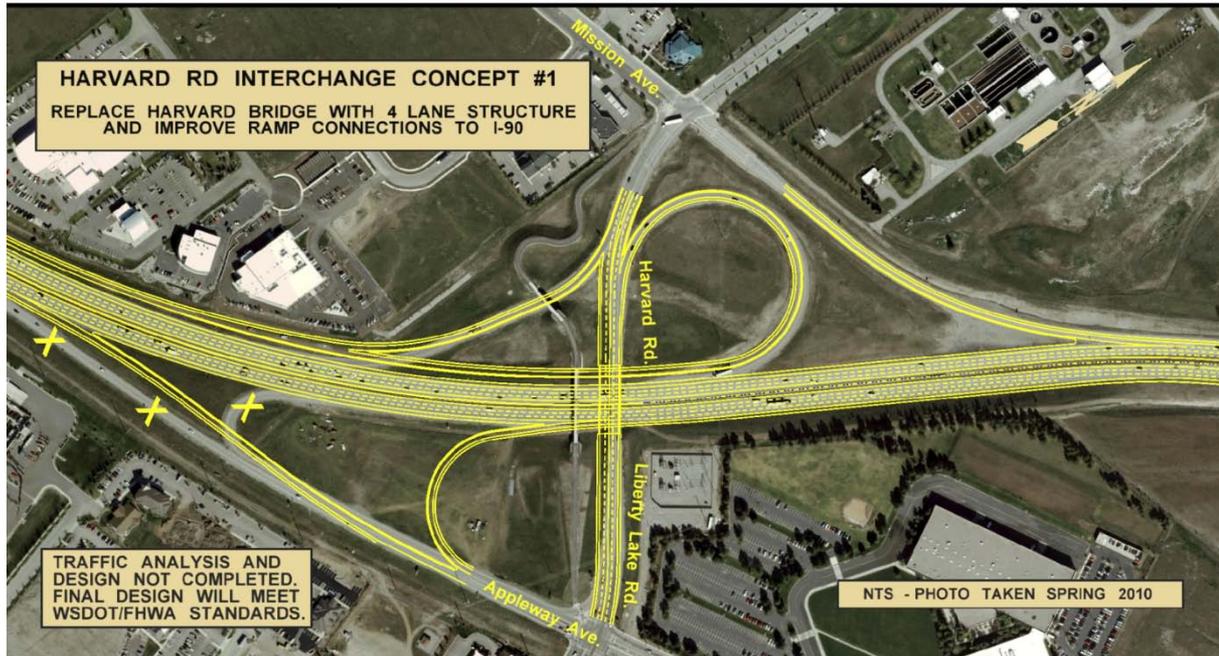


Washington State  
Department of Transportation

# Freeway Widening and Interchange Improvements



# Liberty Lake Interchange Concepts



# Interstate 90/Port of Entry

- New weigh station one mile west of existing facility
- New Inspection building
- Weigh In Motion
- Under construction and will be complete in 2011



# Interstate 90

## Sunset Hill & Latah Bridge

- Replace numerous broken concrete panels on mainline lanes
- Diamond grind mainline lanes for smoothness
- Replace driving surface on Latah bridges
- Acme Concrete of Spokane awarded the contract with a construction bid of \$7.9 million
- Under Construction

## Altamont and Havana Bridges

- Bridge deck and approach slab rehabilitation
- Construction in July 2011
- Awarded to Westway Construction of Medical Lake, WA with a construction bid of \$941,631

# **US 195**

## ***Hatch Road to Interstate 90***

# US 195

Four-lane divided highway

- 60 mph design speed
- “At-Grade” intersections
- Average daily traffic volume = 19,000

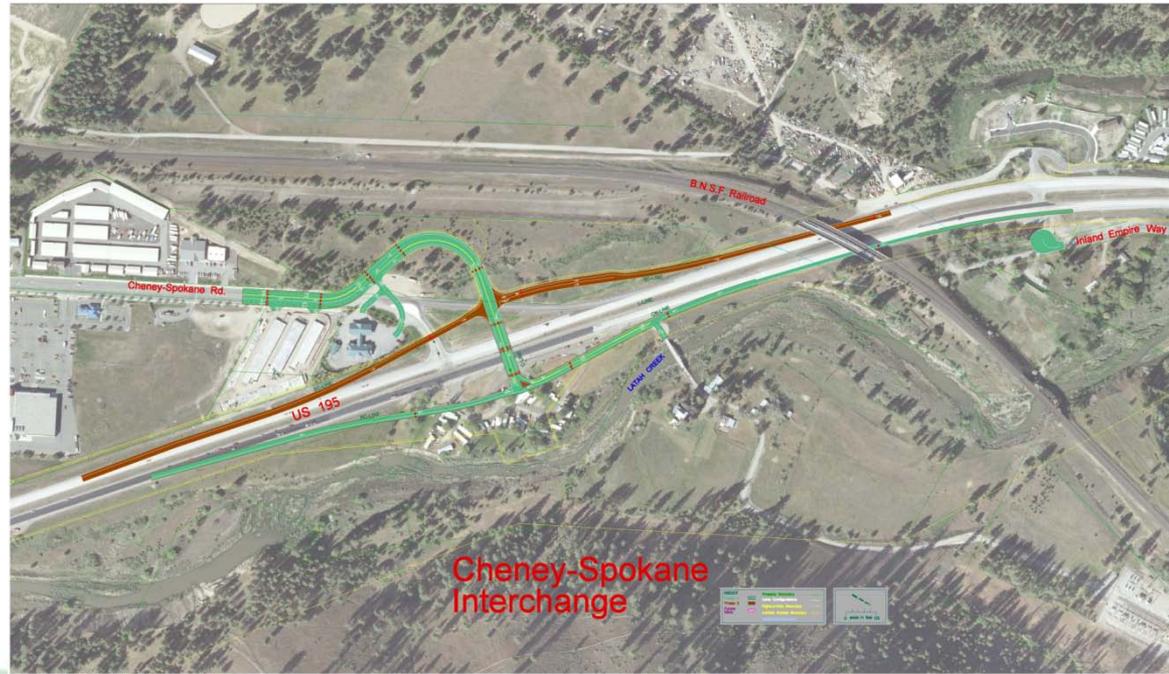
Designed and built in 1950’s and 1960’s

- Connected to I-90 in 1963
- Latah Valley primarily a rural area at that time



# US 195/Cheney-Spokane Road Interchange Improvements

- Eliminate all left-turning and crossing traffic conflicts
- On-off ramps
- Interchange bridge
- Approximately \$12.5 million
- Funded for construction in 2012



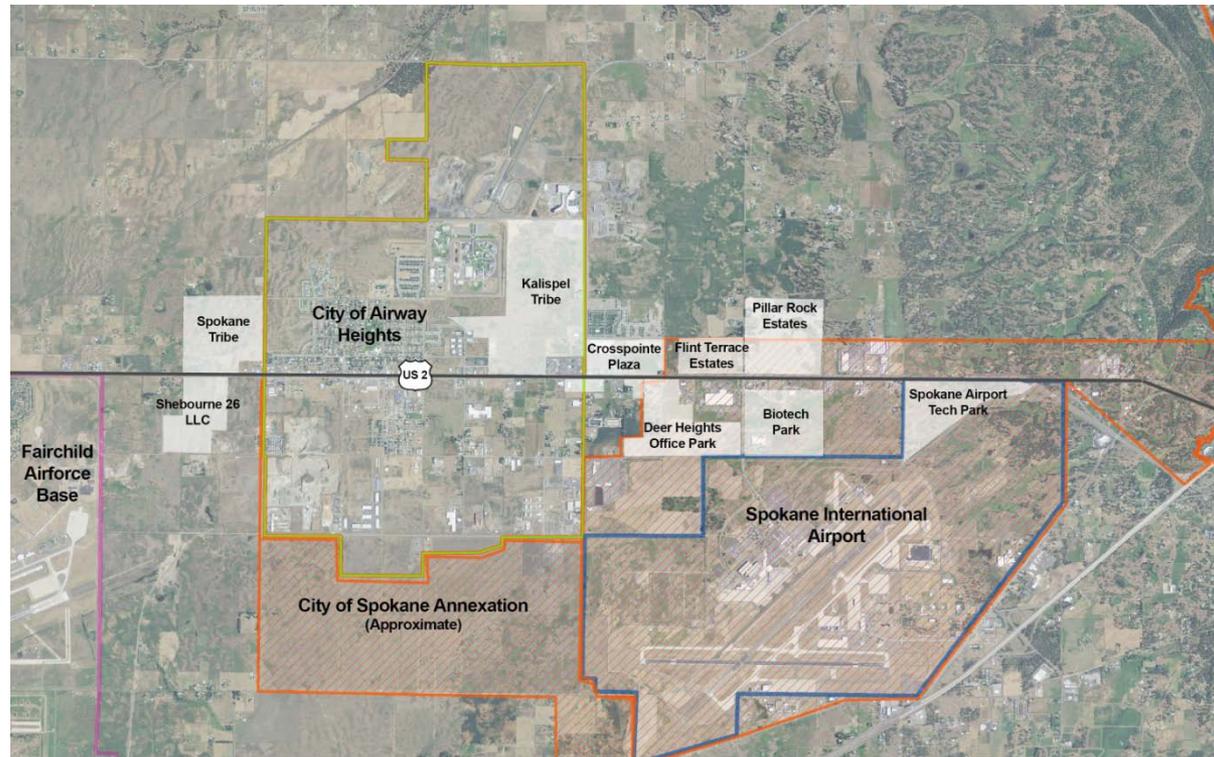
# **US 2 Airway Heights to I-90**

# US 2 in the West Plains

The West Plains has multiple governmental jurisdictions:

- City of Airway Heights
- City of Spokane
- Fairchild Air Force Base
- Kalispell Tribe
- Spokane Tribe
- Spokane County
- Spokane Intl. Airport

The West Plains has multiple developments



# US 2

- Nearing capacity
- Only east/west roadway providing connectivity
- Local and regional traffic
- Studies indicate need for parallel arterial
- Urbanization increased needs for pedestrian, bike, and transit facilities
- Development pressure
- Tribal
- Airport
- Commercial
- Industrial

# **SR 904 Cheney to I-90**

# SR 904/Cheney to I-90

- In 2003 added centerline rumble strips, shoulder rumble strips, illumination, left-turn lanes, and striped for No Passing.
- Traffic volumes are beginning to reach a level where additional lanes may be needed.
- Average daily traffic = 16,000 vehicles per day
- WSDOT Route Development Plan in 2002
  - Recommends 5-lane facility from Cheney to Interstate 90 at Four Lakes
  - \$20-30 million
    - Not currently funded

# Pavement Preservation



I-90/Latah Creek Bridge



US 395



US 395/Columbia River Bridge



SR 194

# Pavement Preservation Issues

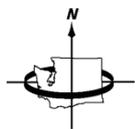
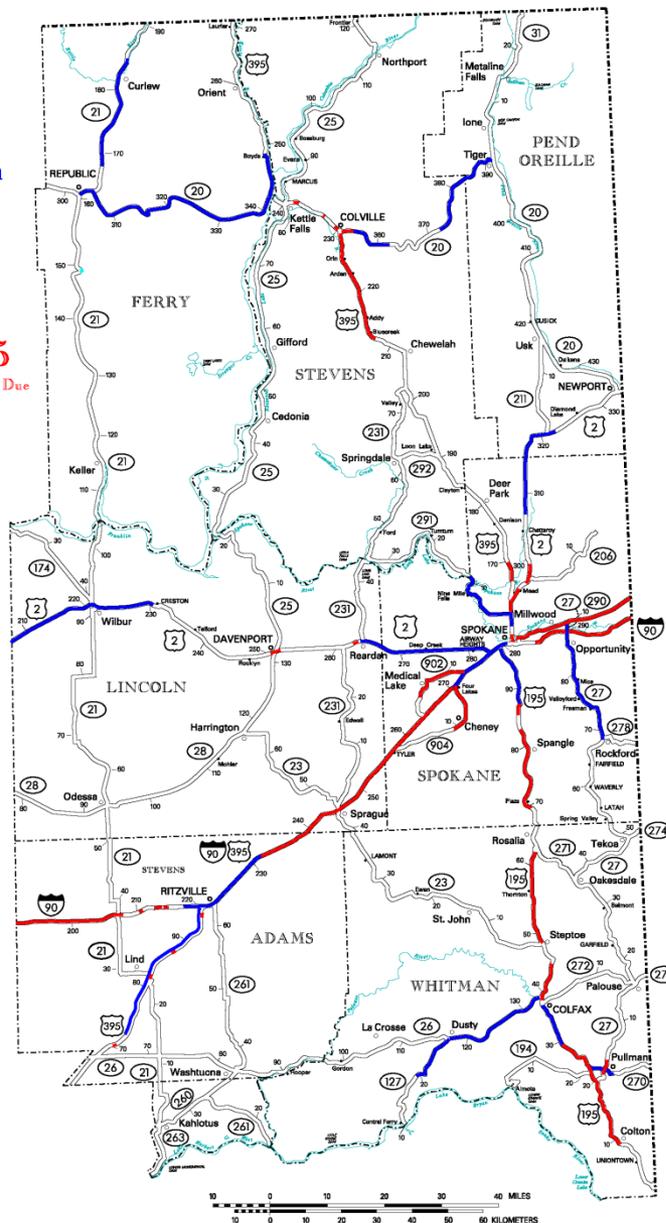
- Budget does not fund Hot Mix Asphalt needs. Trend is likely to continue with current revenue projections.
- Currently have excess of 500 miles of backlog pavement needs.
- Utilized approximately \$25 million in Stimulus funding for preservation in 2010.
- Increased threshold for chip seal, to 5,000 average daily traffic from 2,000.
- Currently have approximately \$17 million in chip seal projects scheduled in 2011.

# EASTERN REGION P1 Program - HMA & PCCP Routes Only

## Current Programmed Projects & Due Year Backlog

Programmed  
Construction  
Projects  
Thru 2015

P1 Needs  
Ending 2015  
497 Lane Miles Due-Past Due  
\$125 Million



### Legend

- INTERSTATE ROUTE
- U. S. ROUTE
- STATE ROUTE

# SR 21 Keller Ferry

- Connects Lincoln & Ferry Counties
- Only non-mountain pass access to Ferry County
- 1.25 mile wide crossing
- Toll free since state operation began
- Existing vessel over 63 years old and needs to be replaced.



# Damage and Repairs



Damaged Area



A larger section needed to be replaced to reach metal that met the hull thickness requirements.

**October 2009 out of service due to hull leaks**

# New Vessel

- 100 Ton class
- 116 feet in length
- Capacity –
  - 20 passenger vehicles; or
  - Two, 80,000 lb single trailer trucks & 9 passenger vehicles; or
  - 1 legally-permitted double trailer combination & 8 passenger vehicles



To be advertised for construction bids in July 2011

- Two year construction
- Planned to enter service in 2013
- Approximate cost \$12 million
- Colville Tribe contributing \$2 million
- Use existing terminals
  - (New terminals = \$3.5 million-unfunded)
  - Applied for Federal grant for terminal replacement or refurbishment

# Transportation Revenue

# Washington's primary transportation revenue source is limited, committed, and doesn't keep up with inflation and growing demand.

76% of all state transportation investments are financed by the gas tax.

**37½¢** Per gallon Washington state gas tax rate as of July 1, 2008



**-9½¢**

**261 specific transportation projects statewide\***  
(2005 Transportation Partnership Projects)

**Funded 421 projects**



**-5¢**

**160 specific transportation projects statewide**  
(2003 Nickel Package projects)

**23¢**

**Base Gas Tax**



**-11¢**

Supports **cities and counties** for local roads



**-4¢**

Supports debt service to reduce **bond debt** that funded past highway and ferry projects



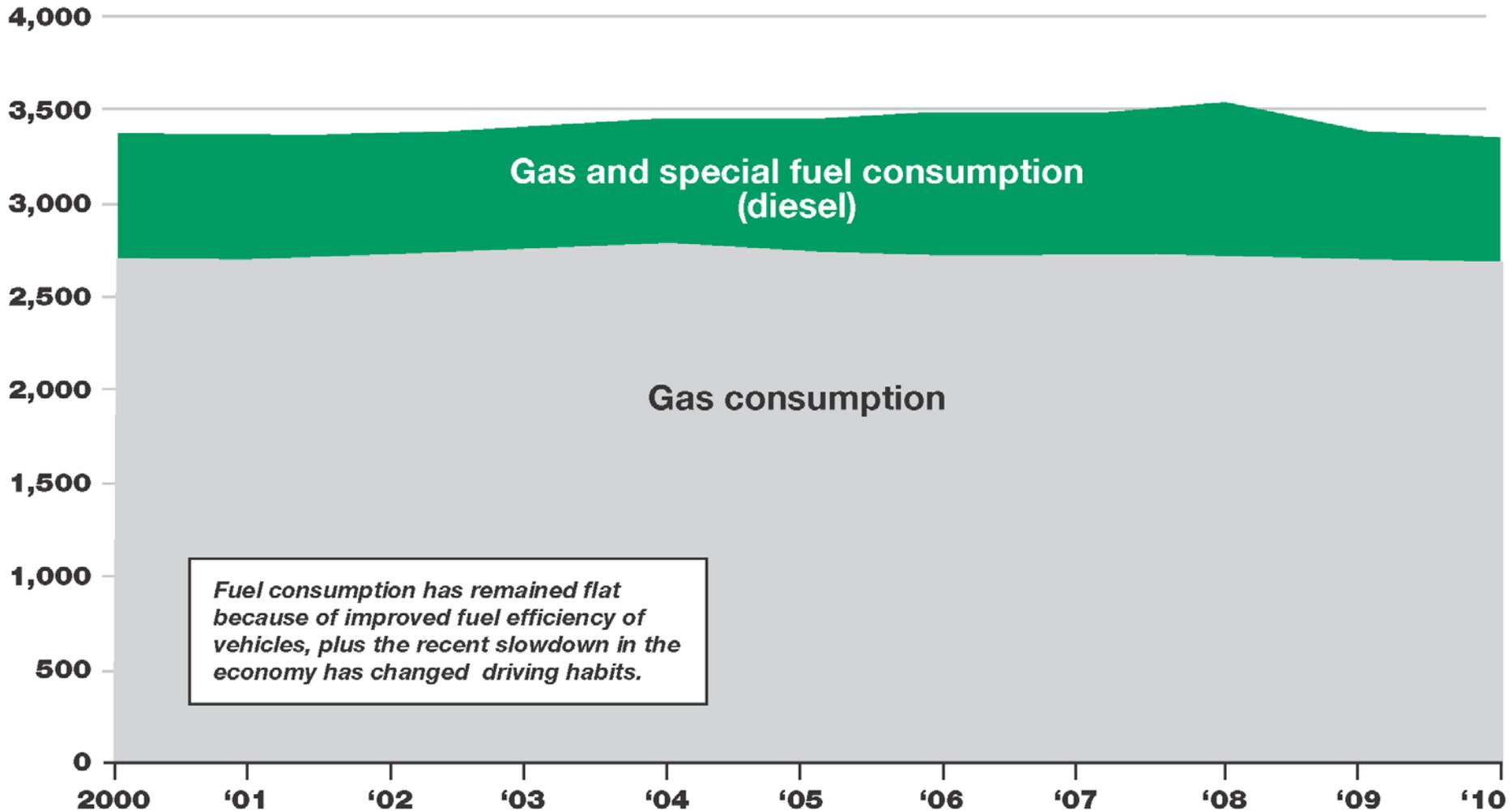
**8¢**

Remains for **maintenance and operations** as well as **preservation, safety improvements, and congestion relief** projects for state highways and ferries

\* Of the 9½ cents, 8½ cents is used by the state for highway projects, 1 cent goes to cities and counties for improvements to streets and roads.

# Fuel consumption has remained flat for the past 10 years

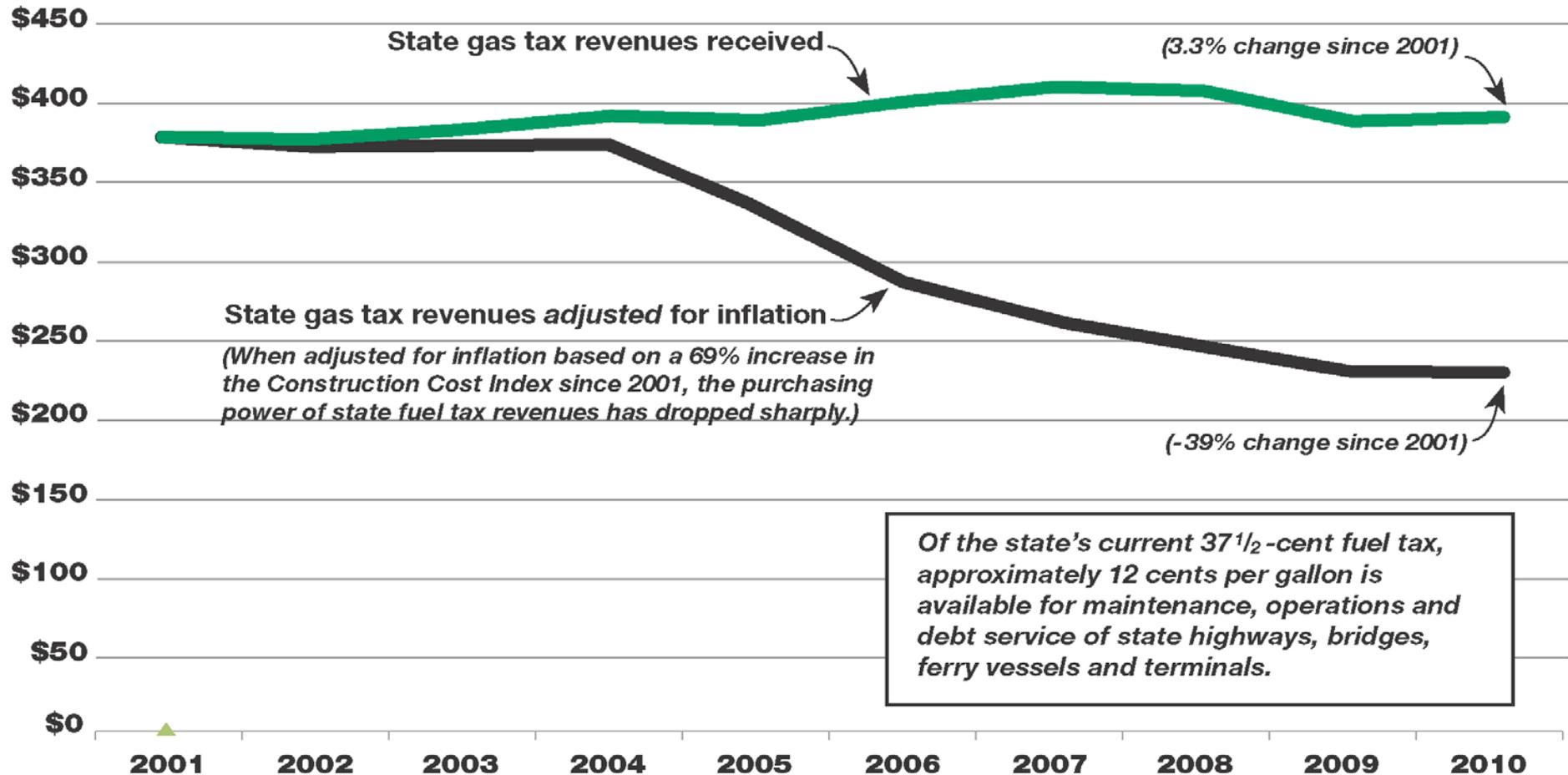
Gallons in millions



*Fuel consumption has remained flat because of improved fuel efficiency of vehicles, plus the recent slowdown in the economy has changed driving habits.*

# The state's share of the base gas tax has lost purchasing power since 2001

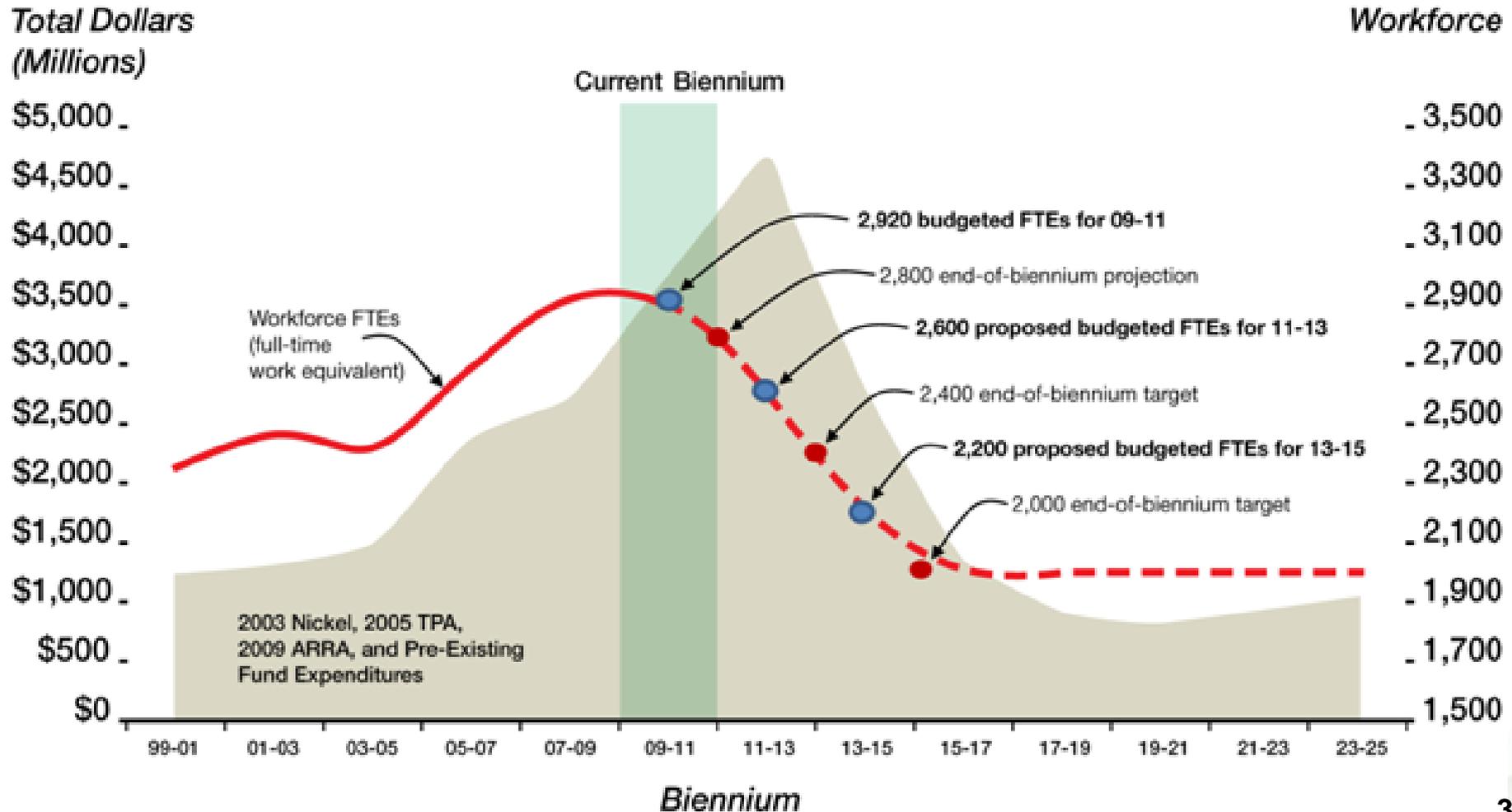
Actual dollars in millions



# 2011 Agency budget request (November update) – Highway Construction Program

## Program Expenditures and Workforce Projection

*Includes the improvement and preservation programs with two exceptions: Excludes expenditures for the Tacoma Narrows Bridge and expenditures in the improvement program reimbursed by Sound Transit.*



# New Revenue?

## Possibilities:

- Federal – Reauthorization
- State – Gas Tax
- Local – Transportation Benefit District

# Questions?

For more information about the WSDOT Eastern Region,  
please contact:

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(509) 324-6010 or [MetcalK@wsdot.wa.gov](mailto:MetcalK@wsdot.wa.gov)