

Eastern Region Overview

Paula J. Hammond, P.E.
Secretary

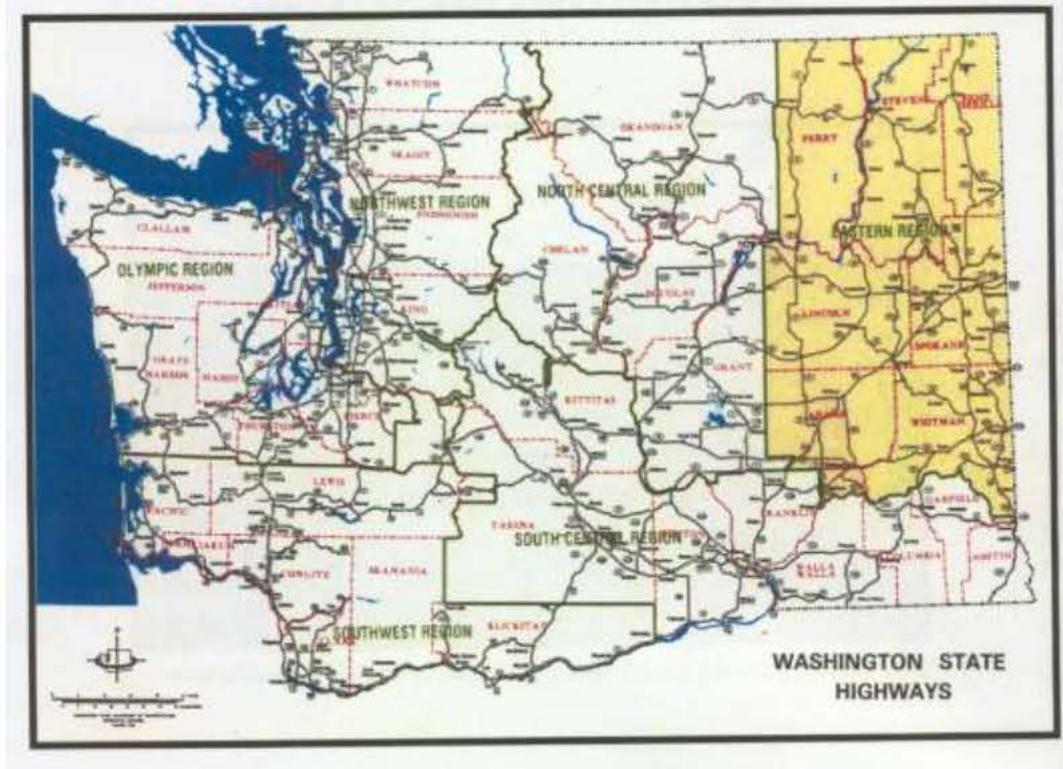
Steve Reinmuth
Chief of Staff

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Regional Administrator
Eastern Region

Washington State Transportation Commission
February 20, 2013

WSDOT Eastern Region

- Seven Counties
- Design, build, and maintain state highways
 - 3,600 lane miles
 - 1,560 centerline miles
- Major Corridors:
 - I-90
 - US 2
 - US 195
 - US 395
- Snow & Ice
 - 100 pieces of equipment
 - Truck plows
 - De-ice
- Maintenance Area HQ's in Spokane, Colville, Colfax, and Davenport
- Keller Ferry service on Columbia River



North Spokane Corridor



US 395 - North Spokane Corridor

- 10.5 mile, multimodal, north/south route in Spokane
- Links to US 2 and US 395 north to Canada
- 60 mph freeway
- Redirects regional freight and vehicle traffic away from downtown, schools, and neighborhoods



US 2/395-Division Street



US 395 - North Spokane Corridor

Long term benefits and outcomes



- Economic competitiveness
- Environmental sustainability
- Livability
- Safety
- Multimodal corridor
- Jobs
 - Construction
- Economic development
 - Industrial/commercial land



US 395 - North Spokane Corridor

What's been accomplished?

- Construction started in 2001
- 10 construction contracts



Year-round construction



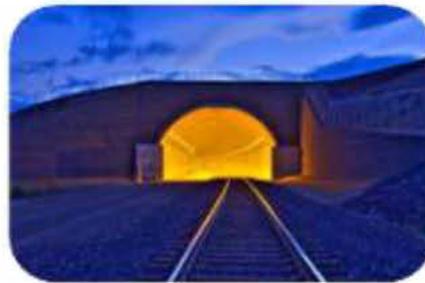
BNSF Tunnel



Farwell Rd. northbound on-ramp with trail bridge



Wandermere Bridges



BNSF Tunnel



Setting girders on Wandermere Bridge

US 395 - North Spokane Corridor

What's been accomplished?



Freya northbound on-ramp



Children of the Sun Trail crosses US 2 then under the NSC



Farwell Road and US 2 Interchanges



NSC/Wandermere Bridges and existing US 395

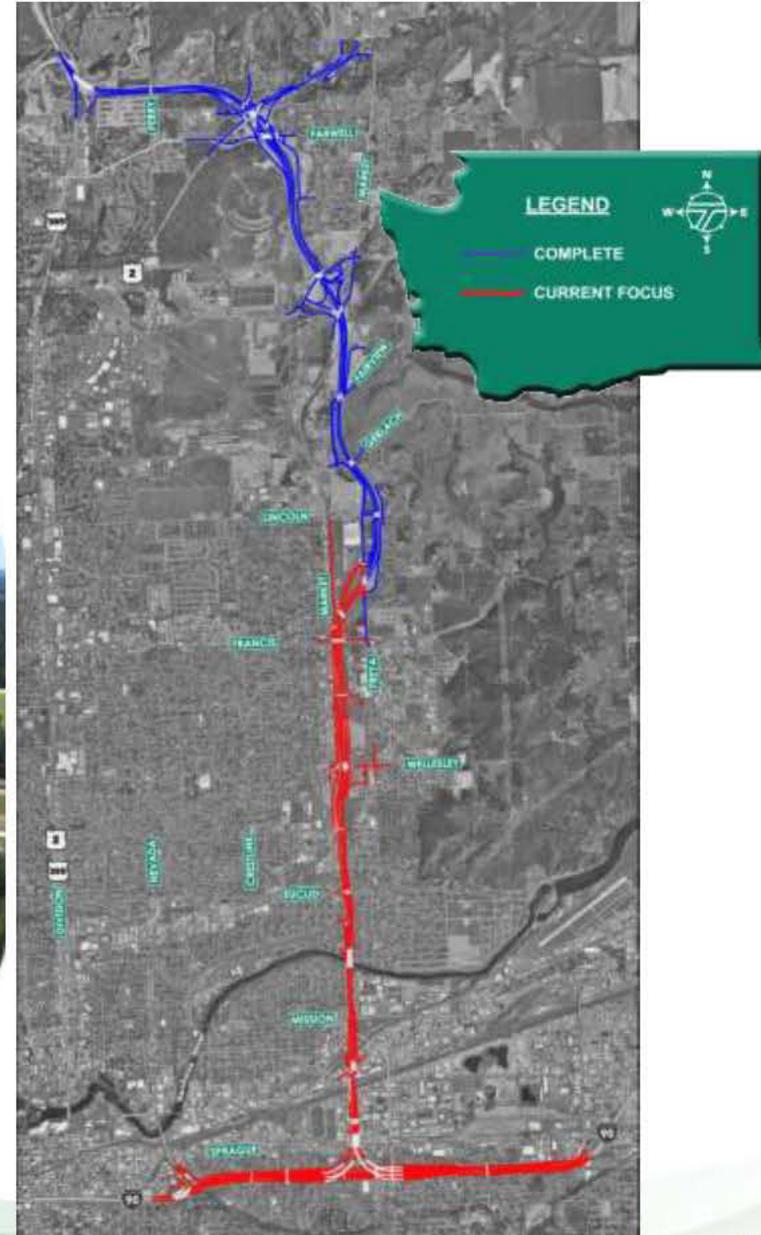
US 395 - North Spokane Corridor

What's been accomplished?

- North half – 5.7 miles fully completed and open to traffic in 2012 (on map in blue)
- Opened the Children of the Sun pedestrian/bike trail
- Received \$45 million in Federal TIGER Grants



US 2 & Farwell Road Interchanges



US 395 - North Spokane Corridor

What's been accomplished?



Parksmith Road Interchange



Completed southbound and northbound lanes

ARRA/TIGER I Grant

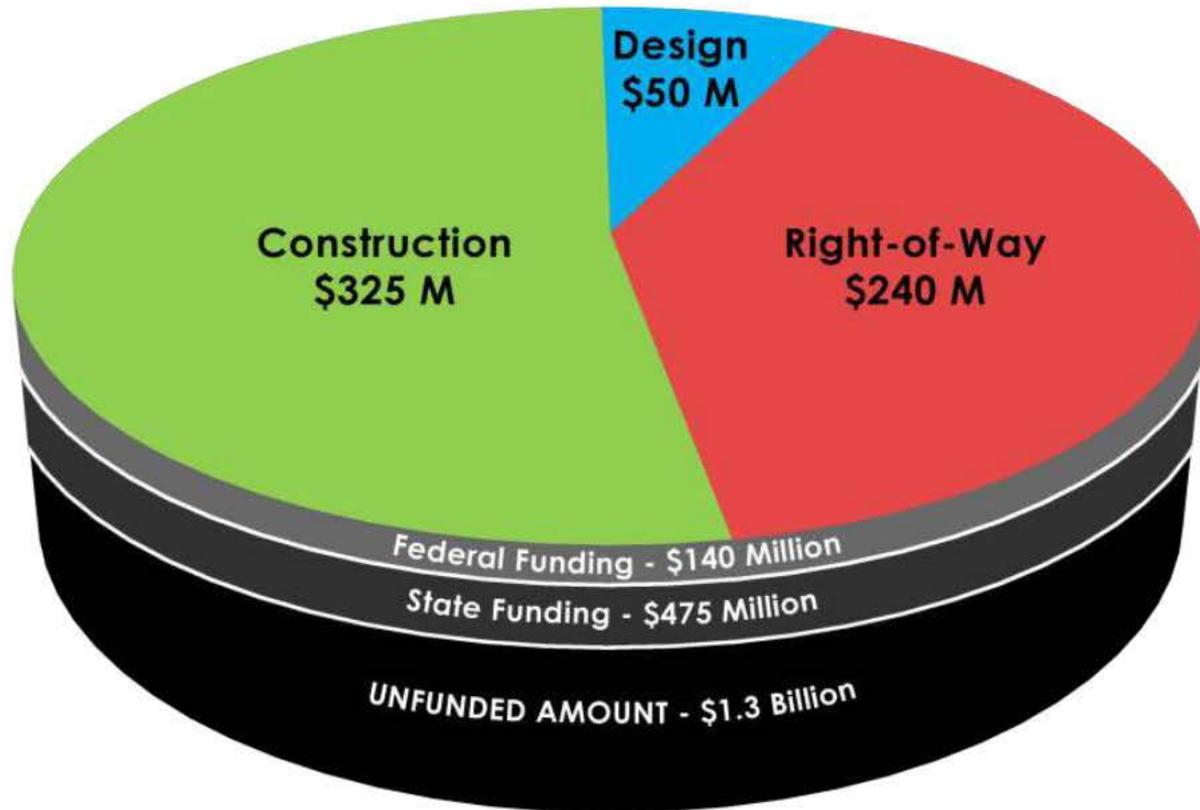
- \$35 million for Francis to Farwell Southbound Lanes and Parksmith Road Interchange
 - Completed and open to traffic in October 2012
- This grant enabled the completion of the north 5.7 miles of the 10.5 mile route



Cutting the final ribbon on the north half.
October 2, 2012

US 395 - North Spokane Corridor

History of NSC funding to date



Estimated project cost (in 2010 dollars)

\$1,930,000,000

Total funding allocated

\$615,574,000

US 395 - North Spokane Corridor “Finish What We Started”

Community support

“#1 Transportation Priority”

- Spokane Regional Transportation Council (MPO) and Greater Spokane Incorporated (Chamber of Commerce/Economic Development organization)



Community meetings



Value engineering



Public support



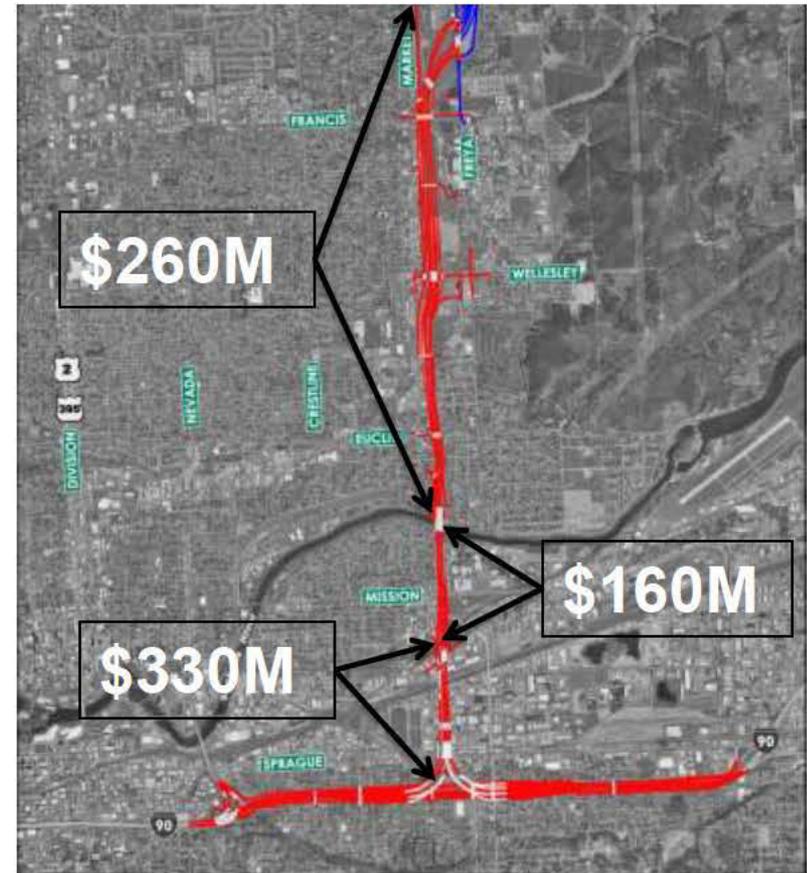
Business-leader coalition, “Keep Spokane Moving”

US 395 - North Spokane Corridor

Funds needed to get to Interstate 90

- \$750 million to build driveable, 4-lane, divided facility from Francis Avenue to I-90 in 3 segments
 - Francis to Spokane River - \$260 Million
 - Spokane River to Trent - \$160 Million
 - Trent to Interstate 90 - \$330 Million
- Open useable segments as work progresses
- Use of the full 10.5 mile corridor
- Two lanes in each direction
- Interim 1-90 connection
- Expandable as traffic needs increase
- Provides for purchase of all right of way for ultimate full freeway design
- Realize benefits of prior investment

\$1.3 Billion to complete full facility



NSC Spokane River to Francis/Freya

- Length - 3 miles
- Original design cost-\$720 million
- Revised cost estimate \$370 million for full build-out
- Full interchange at Freya & Wellesley
- Temporary connection to Greene Street
- City improvements to Francis, Wellesley and Illinois Avenue/Greene Street
- Railroad stays on west side of NSC with rail spur connection on west side of NSC
- NSC built at grade
- Four lane construction \$328 million
- Savings of approximately half the original design cost of \$720 million
- When opened, 8 miles of the 10.5 mile route will be in use

ORIGINAL DESIGN - \$720 M

**REVISED DESIGN
FULL BUILD-OUT - \$370 M**

**INTERIM DESIGN
4 LANES- \$328 M**

**NEW FUNDS NEEDED FOR
INTERIM DESIGN \$260 M**

Spokane River to Francis

STAGING PLAN & PRELIMINARY FUNDING ESTIMATE	
(Costs Represent 4 Lanes From the Spokane River to Francis)	
PROJECT 1	COST
Francis Structure and Intersection Improvements	\$38M
PROJECT 2	COST
Rowan North Grading, Structures & BNSF Rail Realignment	\$69M
PROJECT 3	COST
Euclid to Rowan Grading, Structures & BNSF Rail Realignment	\$70M
PROJECT 4	COST
Wellesley Interchange	\$28M
PROJECT 5	COST
Wellesley to Francis Grading, Paving and Structures	\$45M
PROJECT 6	COST
River to Wellesley Grading, Paving and Structures	\$78M
TOTAL COST OF PROJECTS	COST
Spokane River to Francis	\$328M

This estimate is a planning level estimate (as of April 2011) and is subject to change.

→ Under Construction

→ 2012 Tiger Grant, Construction to start in 2013 on a \$31.5 m rail relocation and structures project



US 395 - North Spokane Corridor

Continued progress: Francis Avenue Structure and Improvements Contract



New bridge will span railway and new freeway



Traffic is detoured during construction



Existing bridge being demolished

- Funded with savings resulting from good bids on previous “Nickel-funded” projects
- Allowed for construction beyond the original expectations
- Under construction
- Complete in late 2013

US 395 - North Spokane Corridor

Continued progress: ARRA/TIGER IV Grant

- \$10 million for BNSF Railway Relocation and pedestrian trail extension
 - Advertise for construction bids in May 2013
 - TIGER Grant plus \$21 million in savings from previously-funded projects enable construction on the \$31 million project



Keller Ferry

Ferry Route

- SR 21
- Lincoln & Ferry Counties
- Only non-mountain pass access to Ferry County
- 1.25 mile wide crossing



New Ferry Vessel Under Construction - MV Sanpoil

- Replaces current vessel
 - In service since 1948
- Cost: \$12 million
 - Federal/Colville Tribe/State
- Contractor: Foss Maritime of Seattle
- Aluminum Hull
- Built in sections near Longview
 - Trucked to Grand Coulee Dam in March for final assembly
- Launch in late July 2013
- Refurbish Terminals
 - \$2.1 million
 - Fit new vessel
 - Upgrade electrical
 - Upgrade flotation



Other Corridors

Interstate 90/Spokane to Idaho

What's been accomplished

- ✓ Since 1997 completed 9.5 miles of widening from Spokane City Limits to Barker Road

Where we are now

- ✓ Sullivan Road to Barker Road widening is complete
- ✓ Barker Road to Harvard Road preliminary design is underway



What we need to complete the project

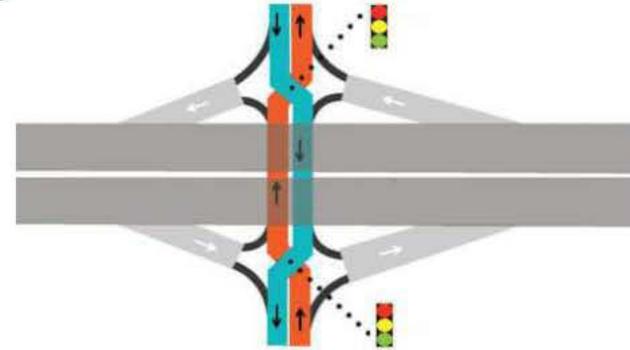
- ☐ Funding for Barker Road to Harvard Road construction - \$85 million
 - ☐ First project would be Barker Road Interchange
- ☐ Funding for design and construction from Harvard Road to Idaho - \$85 million



Interstate 90/West Plains Unfunded Needs

I-90/Medical Lake Interchange

- Reconstruct interchange to accommodate existing and projected industrial and commercial growth in Aerospace and other business sectors. Estimated Cost: \$30 million.



I-90/Geiger Blvd. Interchange

- Enhance interchange and adjacent local roadways to accommodate projected industrial and commercial growth in Aerospace and other business sectors. Estimated Cost: \$10 million.



US 195/Hatch Road to Interstate 90

What's been accomplished

- ✓ Corridor design completed in 2002
- ✓ Interim southbound turn ramp at Cheney-Spokane Road opened in 2010

Where we are now

- ✓ Full interchange project at Cheney-Spokane Road under construction

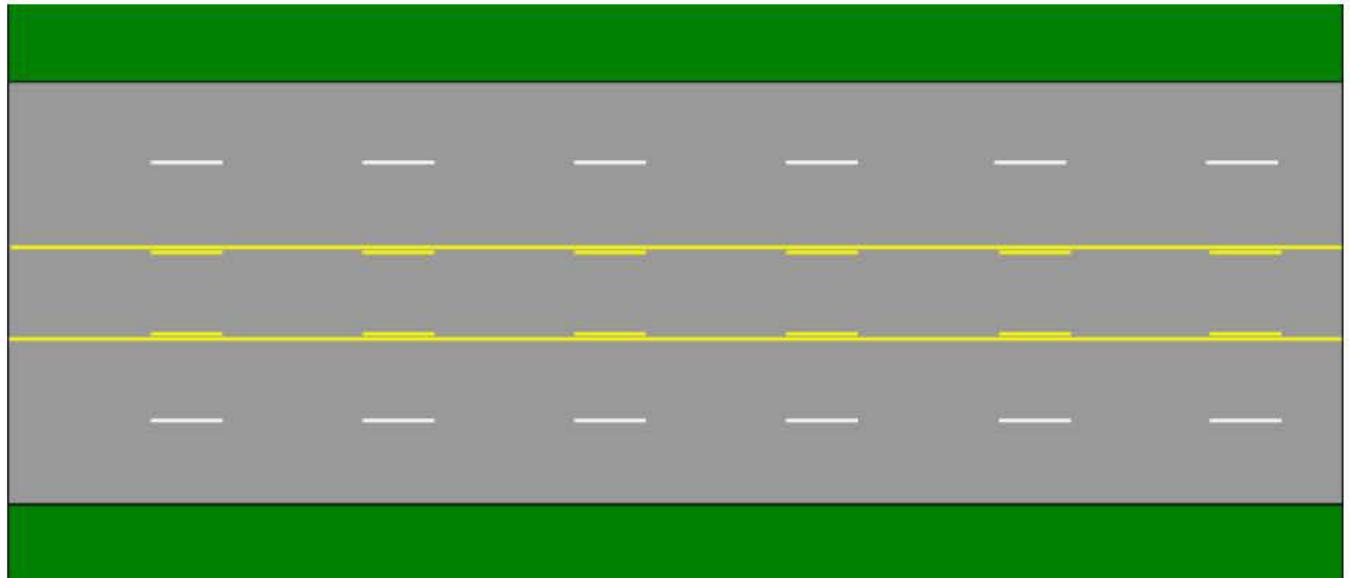


What we need to complete the project

- Funding for Hatch Road Interchange - \$30-40 million
- Funding for Meadowlane Road Interchange - \$25-30 million

SR 904/Four Lakes to Cheney

- ❑ Traffic Volumes are beginning to reach levels where additional lanes may be needed
 - ❑ Reaching 15,000+ vehicles per day.
 - ❑ Recent safety project added centerline rumble strips and eliminated passing
 - ❑ Route Development Plan recommends 5-Lane design
 - ❑ Estimated cost: \$20-30 million



Pavement Preservation

Eastern Region P-1 Program

HMA/PCCP Routes

Programmed Construction
through 2015



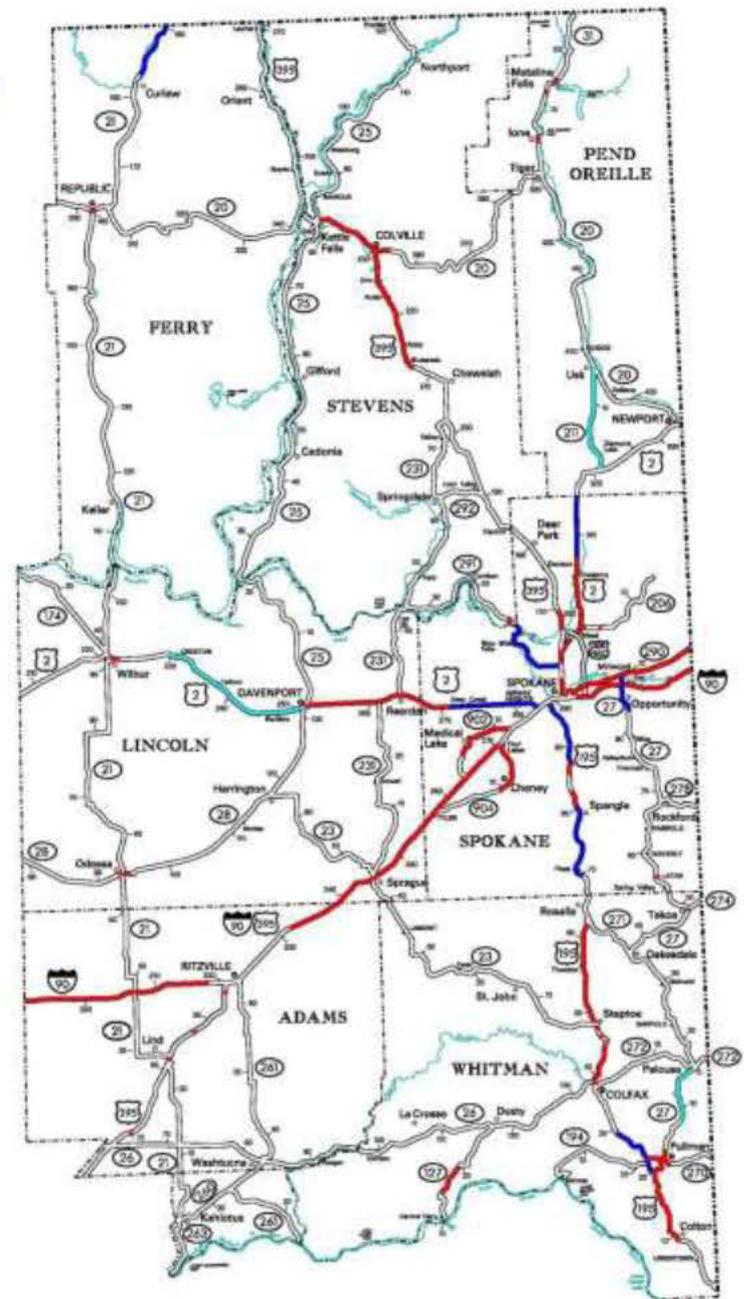
HMA Conversion



P1 Needs Ending 2015

596 Lane Miles Due/Past Due

\$140 Million



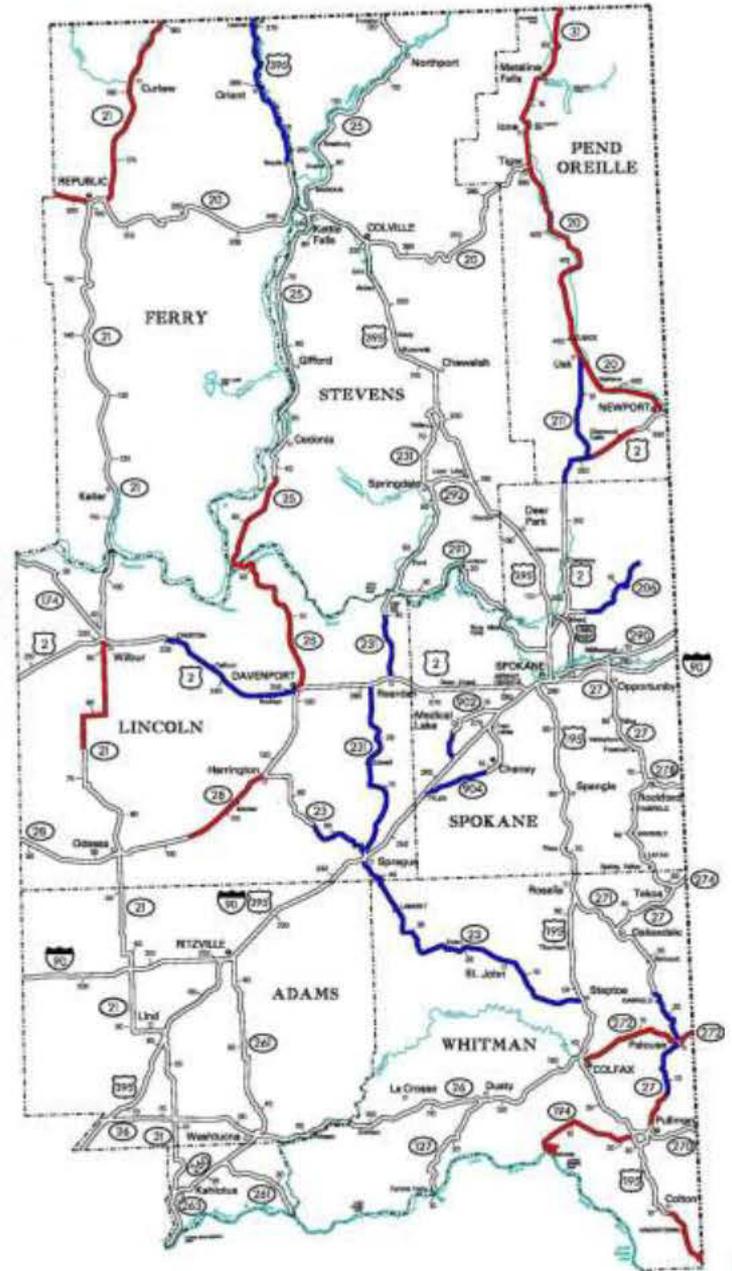
Eastern Region P-1 Program

BST Routes

Programmed BST Projects
through 2015



BST Needs Ending 2015
427 Lane Miles Due/Past Due
\$15 Million



Questions?

For more information contact:

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