M00800R
SR 395 North Spokane Corridor
Remaining Projects

Stage 2

Stage 3

I-90 Connection

US 395 NORTH SPOKANE CORRIDOR
Francis Avenue to I-90
STAGING PLAN

COMPLETE	Columbia to Freya
COMPLETE	BNSF - 2nd Railroad Realignment
2020-2023	NSC - Spokane River to Columbia
2021-2023	Spokane River to Columbia - Shared Use Path
2023-2025	Spokane River Crossing
2020-2023	Sprague Ave to Spokane River - STAGE 1
2024-2027	Sprague Ave to Spokane River - STAGE 2
2024-2026	Sprague Ave to Spokane River - STAGE 3
2025-2030	I-90 to Sprague Ave

CONCEPTUAL - SUBJECT TO CHANGE

JANUARY 2023

Washington State Department of Transportation

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US 395/NSC Sprague Ave to Spokane River – Stage 2

Scope: Constructs 2 parallel structures approx. 3100 feet long for north and southbound NSC and a partial interchange with SR-290 (Trent Ave.)
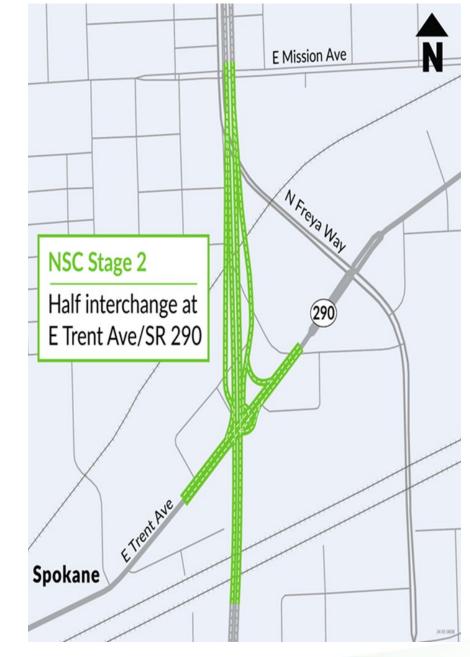

Looking SE

Washington State Department of Transportation

US 395/NSC Sprague Ave to Spokane River – Stage 2

Scope: Constructs 2 parallel structures approx. 3100 feet long for north and southbound NSC and a partial interchange with SR-290 (Trent Ave.)

Looking SW

Washington State Department of Transportation

US 395/NSC Sprague Ave to Spokane River – Stage 2

SCOPE: New roundabout, local road reconfiguration, utility relocates, pedestrian bridges over Trent Ave. and BNSF Railroad, shared-use trail.

CURRENT STATUS: Approximately 75% design complete. Traffic modeling for operations complete. NEPA complete. City utility and inspection agreements underway. Railroad agreements in progress (2 needed: BNSF and Union Pacific). NPDES Stormwater permit in process. Noise variance in process.

SCHEDULE: Advertisement Date **moved from 11/18/24 to 4/14/25 due to legislative proviso**. Construction to begin in summer 2025. Completion anticipated by end of 2028.

DELIVERY METHOD: Design-Bid-Build. PDMSG signed November 2023.

NSC Stage 2
Half interchange at
E Trent Ave/SR 290

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US 395/NSC Sprague Ave to Spokane River – Stage 2 (cont.)

COSTS: Engineering spent to date >$9M. RW spent to date $360M (NSC total). CEVP (Cost Estimate Validation Process) recently completed. Anticipated Construction ~$250 million (2015 Connecting WA revenue package).

RISKS: Market conditions affecting costs, maintenance of traffic during construction, coordination of adjacent contract, coordination with railroad on construction activities on/over railroad property.

OPPORTUNITIES: The configuration of the mainline, interchange at Trent, and RAB intersection is in conjunction with the purchased right-of-way footprint, leaving little to no room for variances.

PROJECT DELAY IMPLICATIONS: Delaying the project advertisement will likely bunch together remaining NSC projects, potentially tapping out industry resources.

NSC Stage 2
Half interchange at
E Trent Ave/SR 290

**Washington State
Department of Transportation**