



Welcome

**Thank you for your interest in the
I-90/Idaho Highway 41 Interchange
Project.**

Today's meeting is an opportunity to:

- View and comment on the preferred design of I-90/ID-41 interchange.
- Learn about the Mullan Avenue and ID-41 intersection improvements.
- Learn about and give input on considerations for maintaining traffic flow and access during construction.



**Your Safety • Your Mobility
Your Economic Opportunity**

Project Description

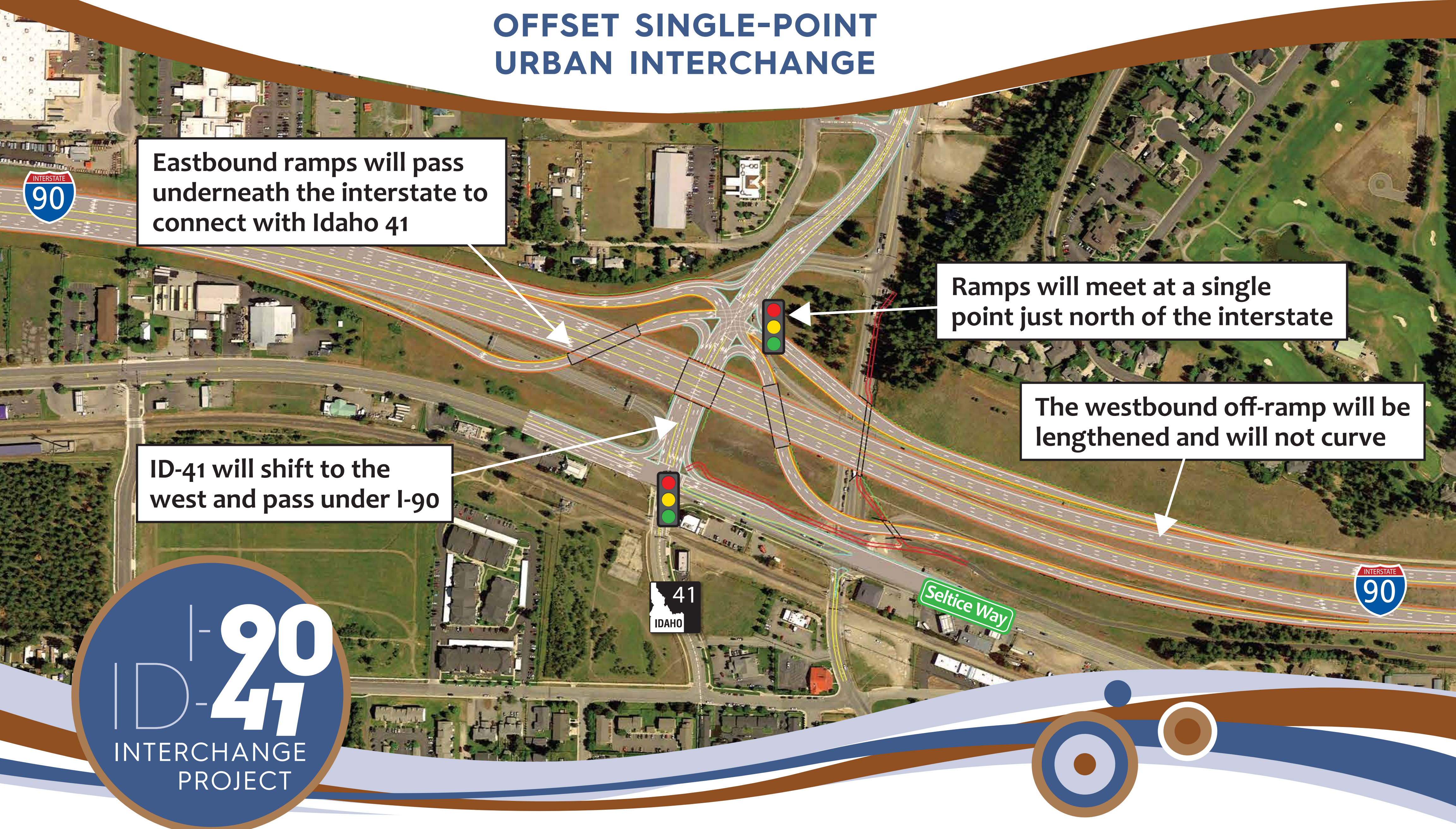
ITD is planning to replace and upgrade the interchange at I-90 and ID-41 in Post Falls to improve safety and mobility.

Upgrades to the interchange will include:

- Replacing bridges
- Realigning on- and off-ramps
- Continuing access for cyclists and pedestrians
- Constructing capacity for future expansion of I-90

Earlier this year, another project to address capacity and mobility on ID-41 from the I-90 interchange through the Mullan Avenue intersection was combined with this project.

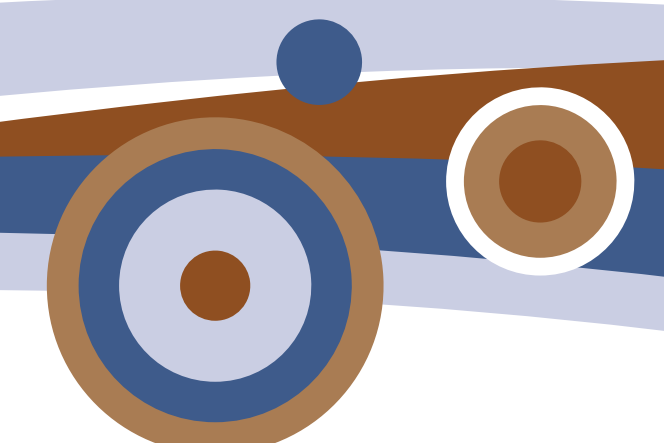
OFFSET SINGLE-POINT URBAN INTERCHANGE



Project Background

The current interchange was constructed in the early 1970s, and the eastbound off-ramp was modified in the early 1990s. The irregular intersection of Seltice Way and ID-41 has served its design life and is now a challenge for motorists. Congestion in recent years has contributed to multiple severe and fatal crashes, especially at the westbound off-ramp.

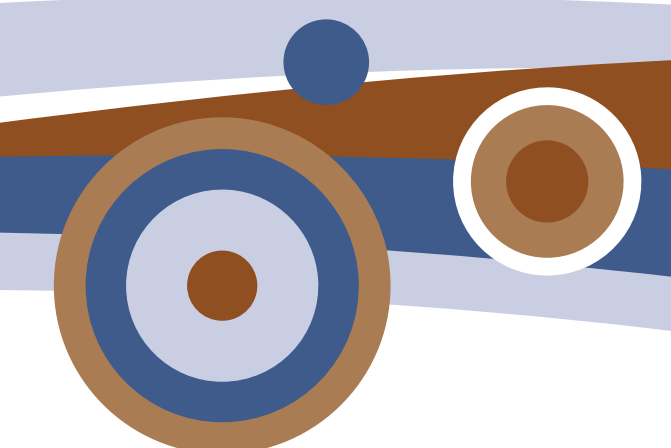
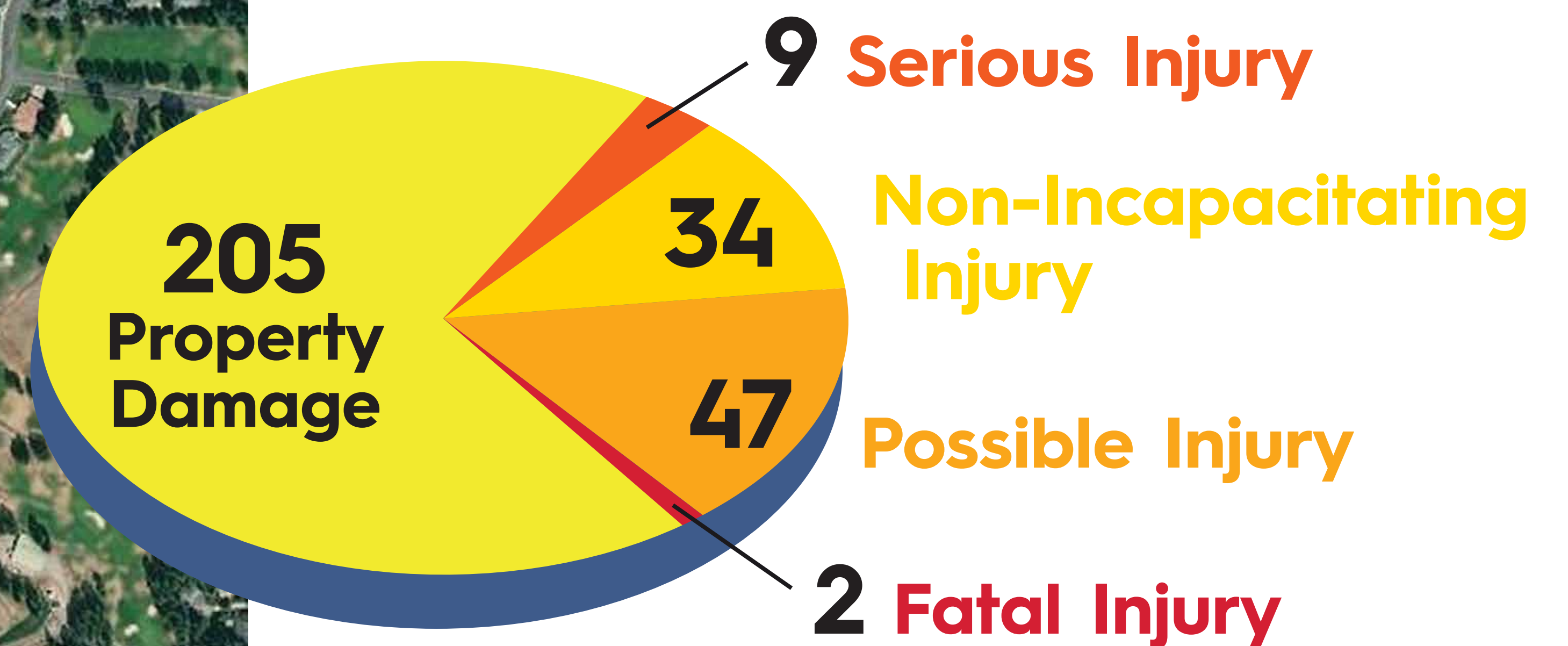
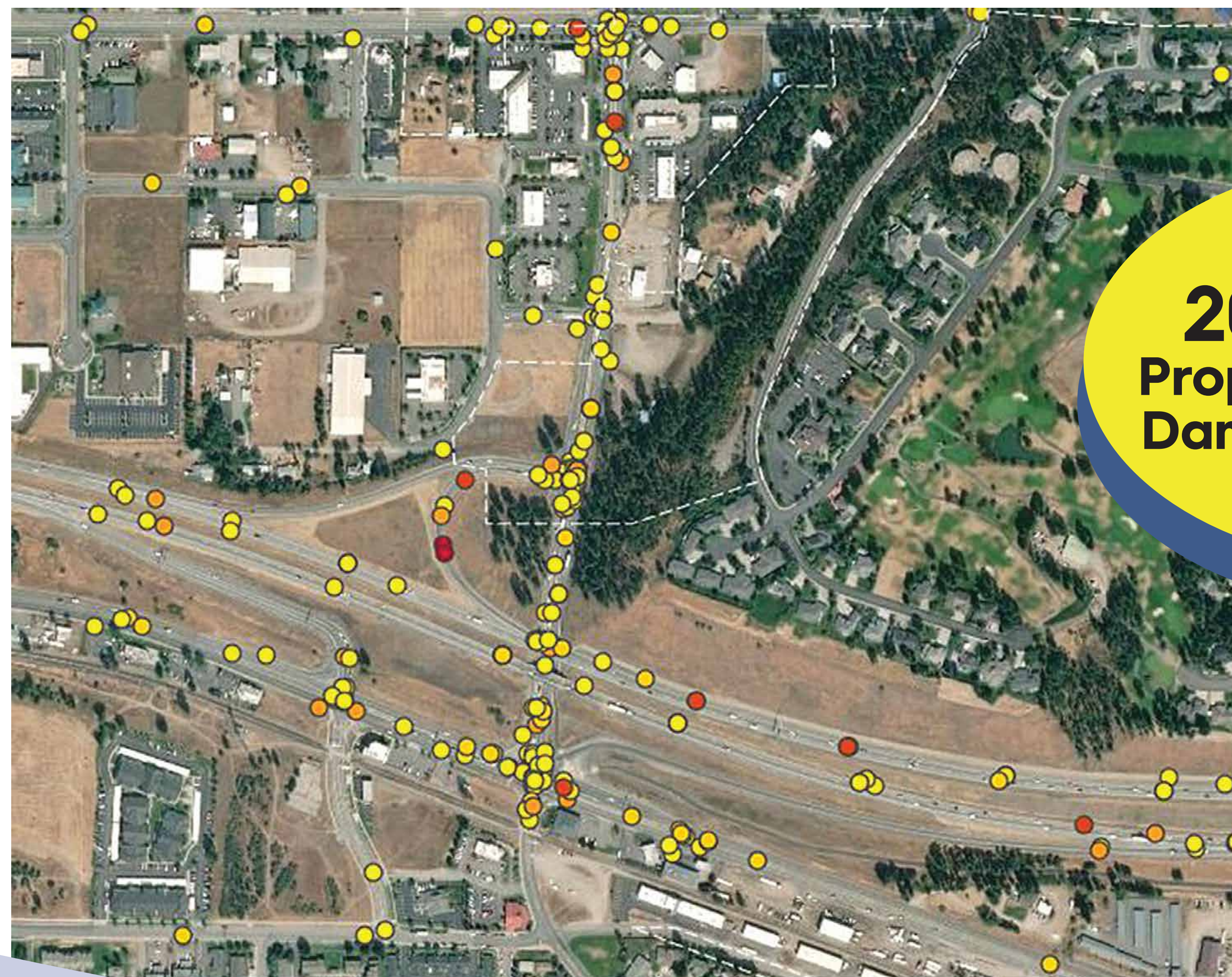
In November 2018 ITD hosted a public open house to hear the community's input on potential improvements to the interchange. Input from the public, the city of Post Falls and other jurisdictions has helped ITD select a preferred design for the interchange and surrounding roads.



Existing Conditions

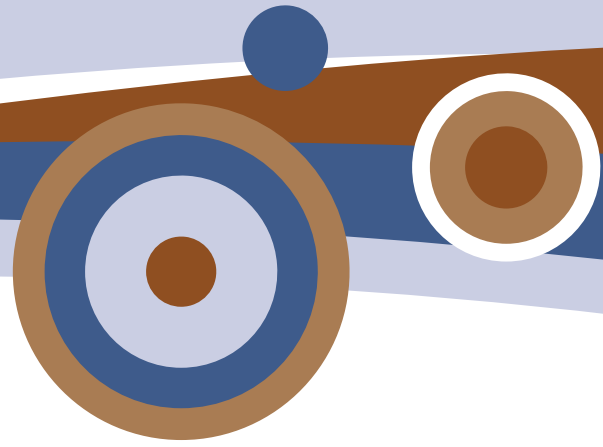
Safety

- Between 2012 and 2017, 297 crashes were reported at the I-90/Idaho 41 interchange.
- The interchange is currently ranked as one of the highest accident locations in Idaho.



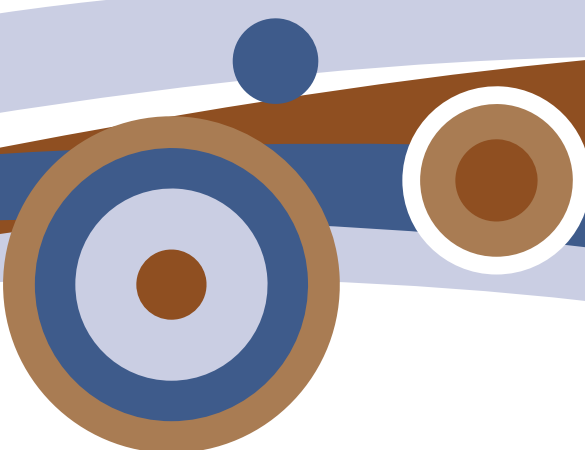
Existing and Future Traffic

| | Current Traffic VEHICLES/DAY | | 2045 Traffic Projections VEHICLES/DAY | |
|---------------|---------------------------------|--|--|--|
| I-90 | 58,000 | | 111,500 | |
| Ramps | 7,500 | | 10,000 to 18,000 | |
| Idaho 41 | 24,500 | | 50,000 | |
| Seltice Way | 18,000 | | 38,500 | |
| Mullan Avenue | 13,000 | | 25,000 | |



Process and Schedule

| | |
|-------------|--|
| 2018 | Developed range of potential improvements |
| Summer 2018 | Convened working group to review and discuss range of potential improvements <i>(The group included City of Post Falls, Post Falls Highway District, Kootenai County, Idaho Transportation Department and David Evans & Associates)</i> |
| Fall 2018 | Conducted planning session to review technical data and evaluate potential improvements Hosted public meeting for the community to review and provide input on potential improvements |
| Spring 2019 | Expanded project to include the ID-41 and Mullan Avenue intersection |
| Fall 2019 | Host open house to collect comment on the preferred design and improvements to ID-41 & Mullan Avenue intersection |
| 2020 | Complete environmental evaluation Finalize design Hold public hearing to gather comments on final design |
| 2021-2023 | Communicate with public before construction begins Acquire right-of-way |
| 2023 | Construction is expected to begin and could take multiple years to complete |

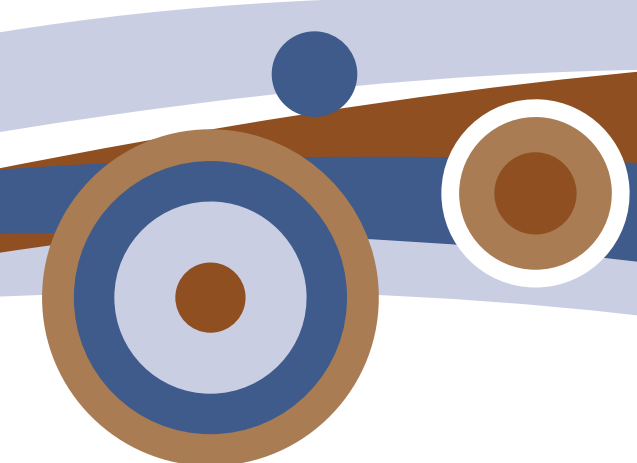


Community Input

ITD met with individual property owners and invited the public to give input on the project at an open house in November 2018.

The public asked ITD to consider the following when selecting the preferred design:

- Ensure the new interchange design can accommodate future growth
- Improve overall safety in and around the interchange
- Maintain traffic flow during construction
- Consider potential impacts to property owners and local business with the interchange redesigns
- Ensure the design is easy to navigate for motorists, truckers and pedestrians
- Add appropriate bicyclist/pedestrian facilities to the design



Preferred Design

ITD considered 20 possible design alternatives for the interchange. These alternatives were evaluated based on safety, traffic needs, environmental impacts and community input.

ITD has selected the most cost-effective option, an offset single-point urban interchange (SPUI) design. This design will:

- Improve safety
- Eliminate the loop ramp
- Minimize impacts to Seltice Way
- Increase capacity and efficiency
- Be compatible with future expansion of I-90



I-90, ID-41 Single Point Urban Interchange (SPUI)

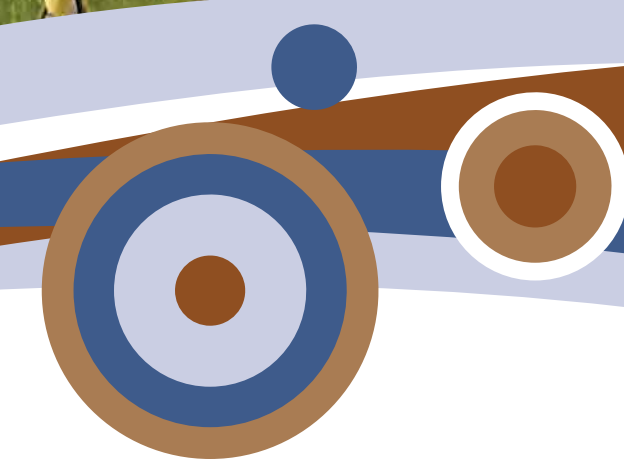


Mullan Avenue, ID-41 Intersection

The ID-41 and Mullan Avenue intersection was scheduled to be improved a few years after the interchange redesign was completed.

Combining the two projects will bring the benefits to the public sooner and will maintain continuity with other ID-41 corridor projects.

Improvements to the intersection will enhance safety, capacity and pedestrian access.



Mullan Avenue, ID-41 Intersection



41
IDAHO

MULLAN AVE

1

1

Raised Median to restrict left turns onto ID-41

5

2

Dual ID-41 NB Left-turn Lanes onto Mullan Ave

3

3

Dual EB Mullan Ave Left-turn Lanes onto ID-41

4

Three NB ID-41 Lanes Through Intersection

5

Three SB ID-41 Lanes Through Intersection

1

2

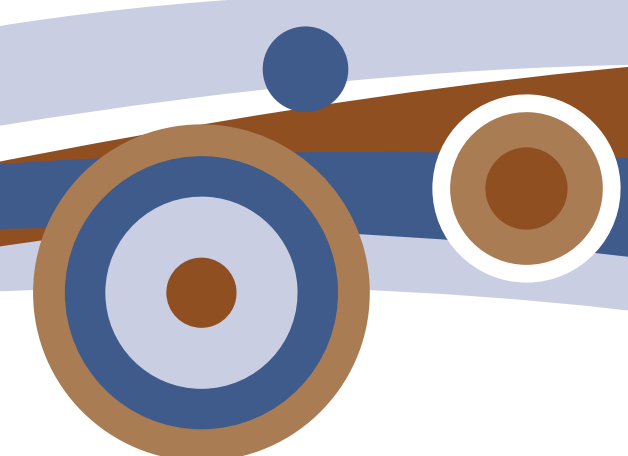
4

90
ID-41
INTERCHANGE
PROJECT

Construction Considerations

ITD must consider several issues when developing construction plans for the I-90, ID-41 Project:

- Keeping traffic moving
- Accommodating pedestrians and bicyclists
- Topography of the area
- Cost
- Maintaining access during business hours
- Time frame/schedule
- Utilities located in the area
- Coordinating with local jurisdictions, emergency services, other construction projects and the State of Washington



I-90, ID-41 to Mullan Avenue Construction

At this time, ITD anticipates construction of the new I-90, ID-41 Project will include:

- Multiple years of construction
- Access to businesses and residences will remain open during business hours
- Two lanes of traffic open on I-90 during weekdays
- Multiple stages of construction with lane shifts and crossovers
- Temporary ramp closures
- Extended closure of the westbound off-ramp
- Nighttime work with lane reductions
- Weekend work
- Reduced speed limit

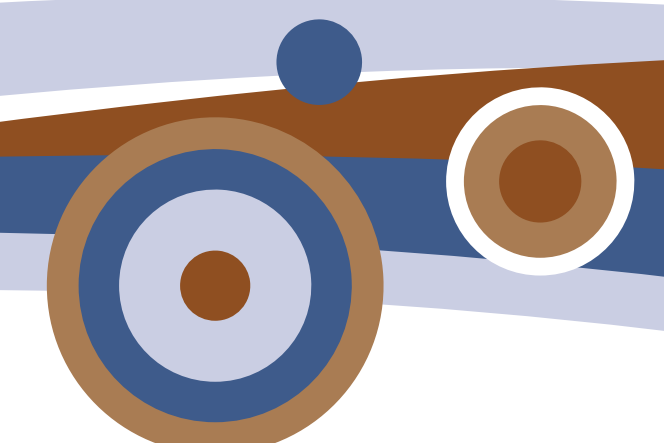
A pathway for pedestrians and bicyclists will be open during the project with some intermittent closures.



ITD's Commitment During Construction

ITD is committed to communicating and coordinating with the community during construction.

- ITD will keep the community informed about upcoming impacts during construction. Multiple methods of communication will likely be used including postcards, variable message signs, social and local media.
- ITD will coordinate with the City of Post Falls and other jurisdictions to minimize traffic impacts and keep services going.



ITD Would Like To Know

Over the next year ITD will determine the best way to reconstruct the interchange and nearby intersection at Mullan Avenue.

As plans are being developed, ITD would like to know:

- What is important to you during the construction?
- Is there information ITD needs to consider during construction?

Please help ITD by taking the time to complete your comment sheet. Comments can also be made online at ITDprojects.org/I90Idaho-41.



Stay Informed

ITD appreciates your participation in tonight's meeting.

ITD will continue to communicate with and involve the community in the project, both through final design and into construction.

- Call us: Shannon Stein, ITD Project Manager, (208) 772-8013
- Email us: shannon.stein@itd.idaho.gov
- Visit us: ITDprojects.org/I90Idaho-41



Your Safety • Your Mobility
Your Economic Opportunity

Idaho Highway 41 expansion

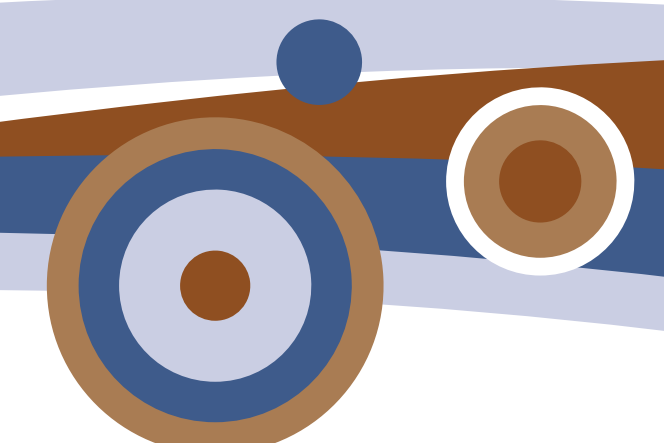
Scheduled 2020 – 2021 between Mullan Avenue and Boekel Road

Idaho 41 will be widened to a divided, four-lane highway.

Other features include:

- A railroad overpass north of Hayden Avenue
- Upgraded technology and additional lanes at existing signalized intersections
- New signals at 16th Street, Hope Avenue, Lancaster Road and Nagel Lane
- Path for bicycles and pedestrians

ITD is currently buying right of way, and projects are scheduled to go to bid this winter for an estimated \$50 million.



Anticipated construction impacts

More details will be available once contractors are hired

- Two years of construction
- Drivers will travel on existing highway while additional lanes are built to the east
- Drivers will then travel on newly built lanes while are rebuilt
- Extended closures expected on side streets
- Email updates will be available

More information is available at itdprojects.org/id41corridor.

