



# Project Overview

## Station 1



Megan Sausser  
Public Information Officer, ITD



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# 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

In 2019 ITD added planned improvements to the Idaho 41 and Mullan Avenue intersection to this project.





# Background

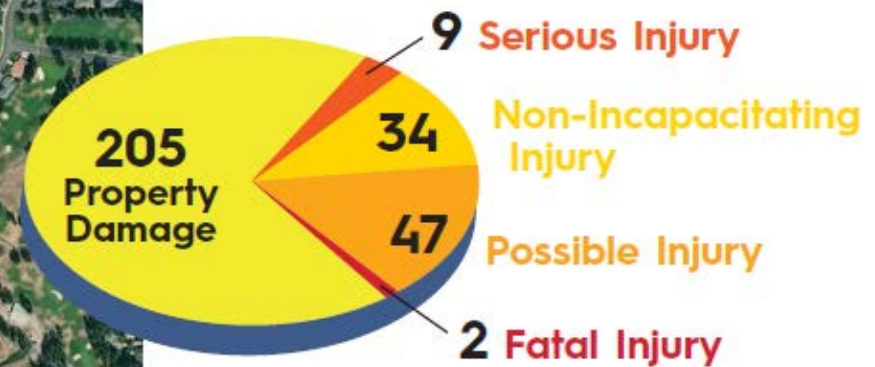
- The current interchange was constructed in the early 1970s, and the eastbound off-ramp was modified in the early 1990s.
- Congestion in recent years has contributed to multiple severe and fatal crashes, especially at the westbound off-ramp.
- ITD has hosted two public open houses to hear the community's input on potential improvements (November 2018) and the preferred design (November 2019).
- Input from the public, the city of Post Falls, Post Falls Highway District, Kootenai County, and other local jurisdictions has helped ITD develop design plans for the interchange and surrounding roads.





# Existing Conditions - Safety

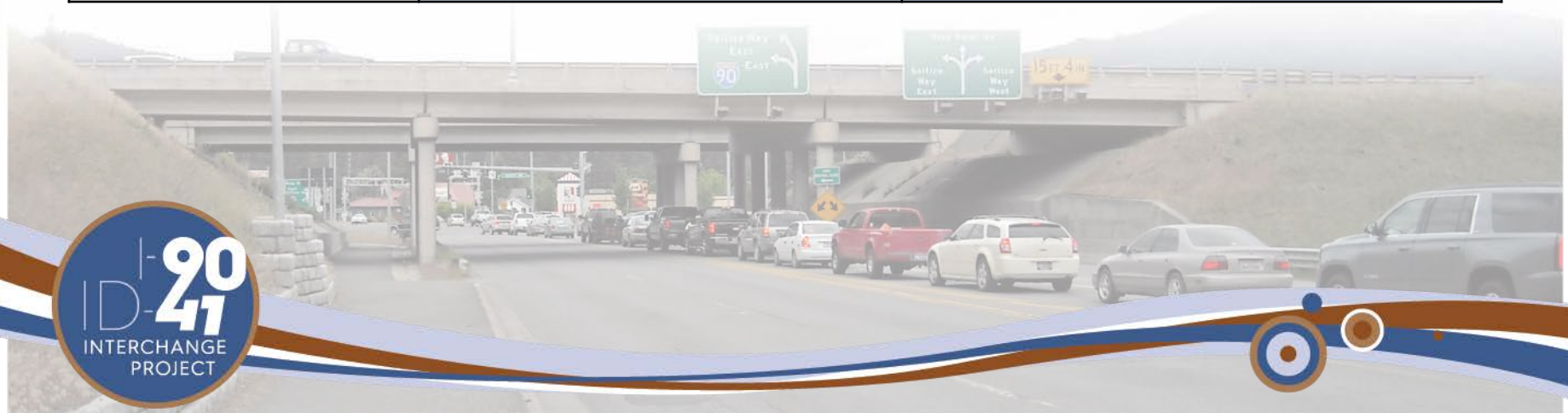
- Between 2012 and 2017, 297 crashes were reported at the interchange
- The interchange is currently ranked as one of the highest accident locations in Idaho





# Existing and Future Traffic

	Current Traffic Vehicles/Day	2045 Traffic Projections Vehicles/Day
I-90	58,000	111,500
Ramps	7,500	10,000-18,000
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
Fall 2018	Conducted planning session to review technical data and evaluate potential improvements
	Met with property owners that may be impacted by the project
	Hosted public open house for the community to review and provide input on potential improvements
Spring 2019	Expanded project to include the Idaho-41 and Mullan Avenue intersection
Fall 2019	Hosted public open house to collect comment on the preferred design, present improvements to ID-41 and Mullan Avenue intersection
	Met with property owners that may be impacted by the project
May-June 2020	Host online public hearing to gather comments on preliminary design plans
2020	Complete environmental evaluation
	Finalize design
2021-2023	Acquire right-of-way
	Continue to communicate with public prior to construction
2023	Construction is expected to begin and will take at least two years to complete



# Community Input

ITD met with individual property owners and invited the public to give input on the project at two open houses in November 2018 and November 2019.

## What we heard the community say:

- There is strong support for the project
- They favored the offset SPUI design for the elimination of the loop ramp, its compatibility with future expansion and the cost
- Including the improvements to the Mullan Avenue and ID-41 intersection in the project is strongly supported
- It is important that ITD communicate closures and detours throughout construction
- Safety needs to be a priority in the construction planning



Responses to questions asked at previous public meetings can be found on the project website







# I-90, ID-41 Interchange

## Station 2



Jake Menard

Project Manager, David Evans & Assoc.



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# Design Functions

**ITD considered 10 design alternatives for the interchange. Including sub-options, over 20 different configurations were developed. Alternatives were evaluated based on safety, traffic needs, environmental impacts and community input.**

ITD selected an offset single-point urban interchange (SPUI) design.

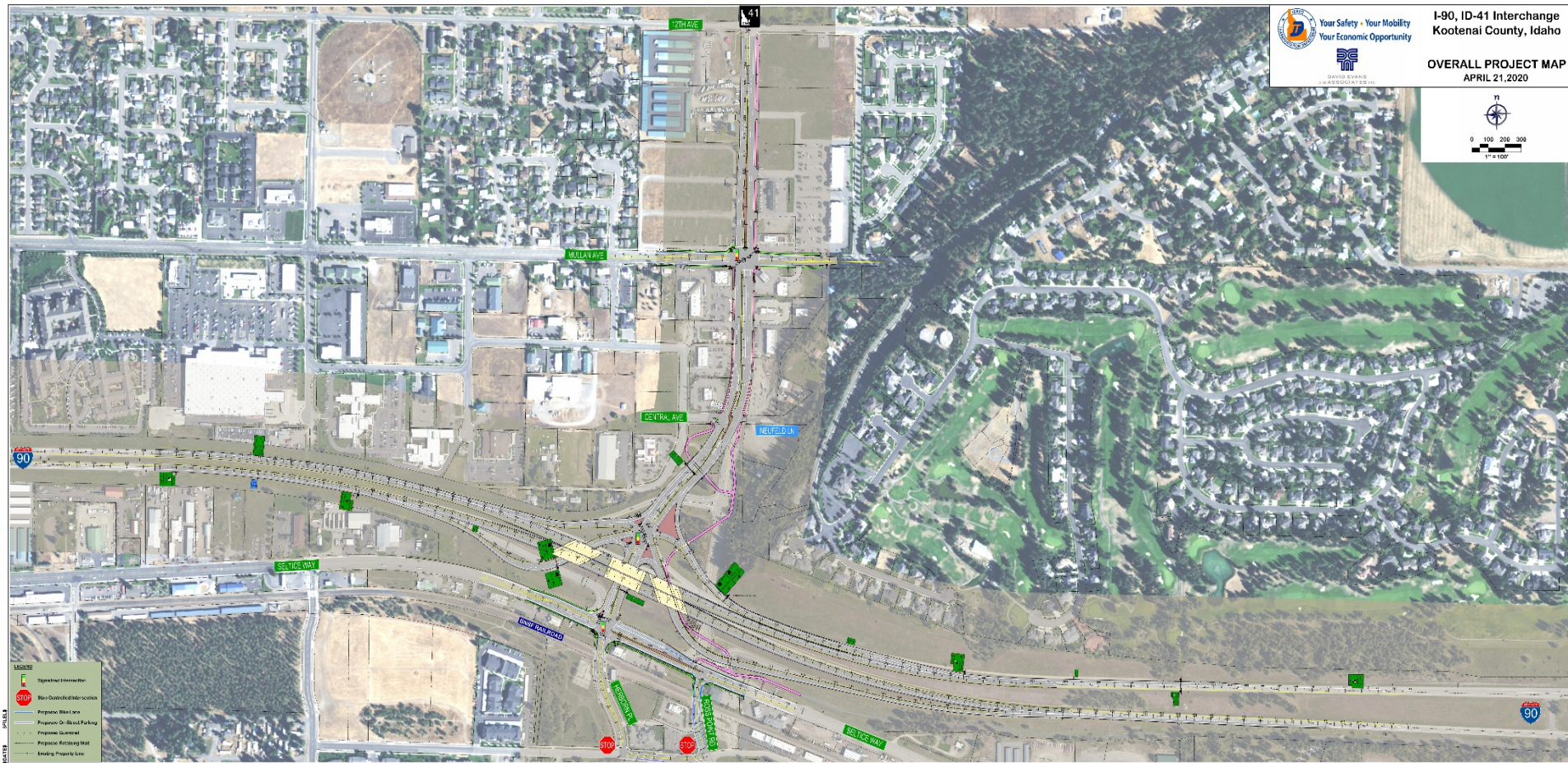
This design will:

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



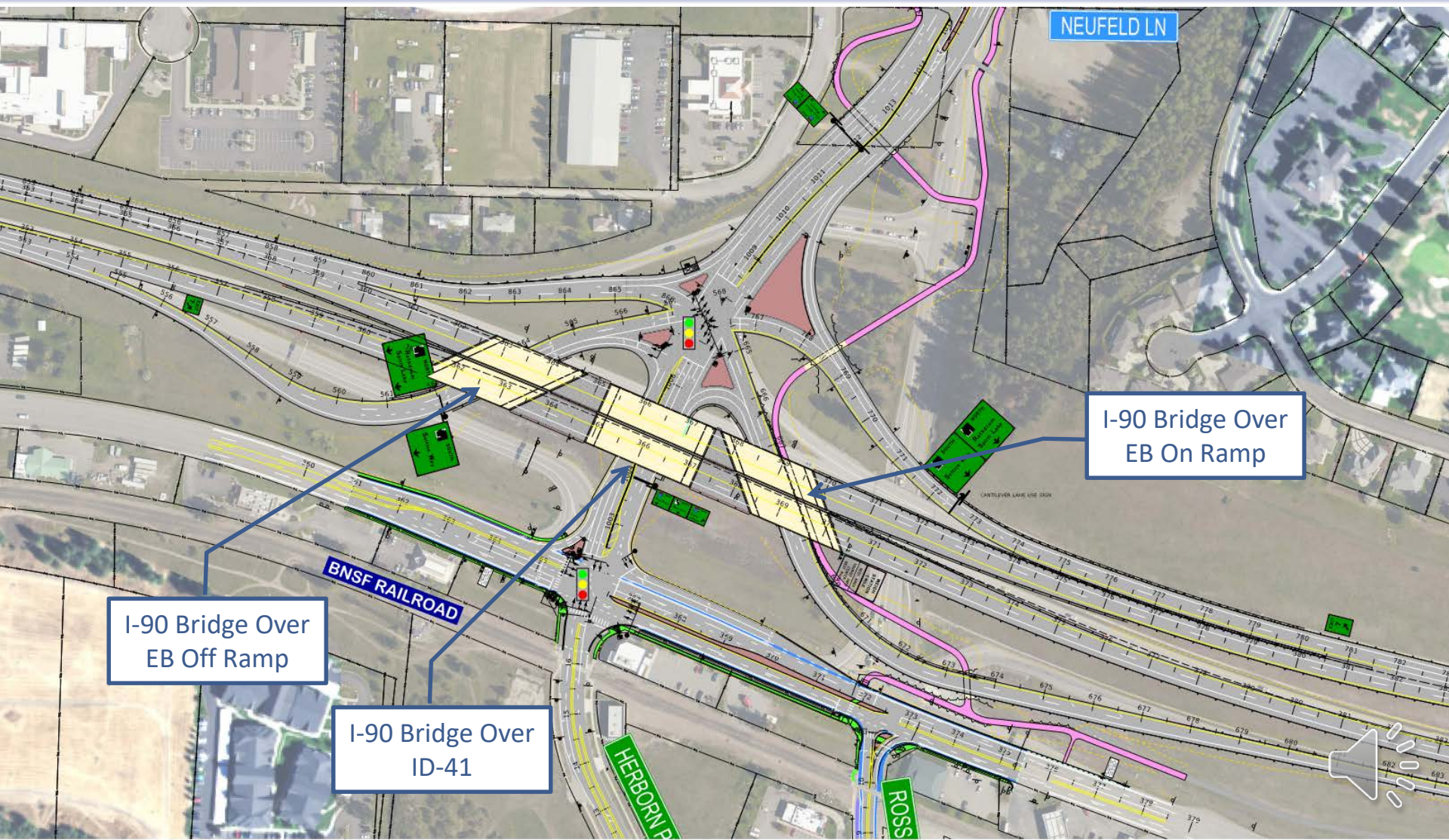


# Overall Project Map





# I-90, ID-41 Interchange





# I-90, ID-41 Interchange

Birds-Eye View Looking North





# I-90, ID-41 Interchange

## New WB Off Ramp Looking West







# Bike & Pedestrian Facilities

## Station 3



Rusty Leahy  
Design Manager, David Evans & Assoc.



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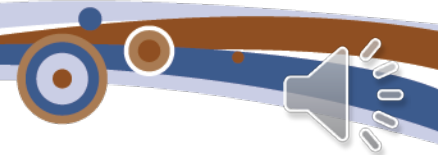


# Bike & Pedestrian Facilities Functions

**ITD understands the importance of maintaining connectivity for bicyclists and pedestrians for the community.**

The design includes the following features that accommodate bike/pedestrian mobility within the project area:

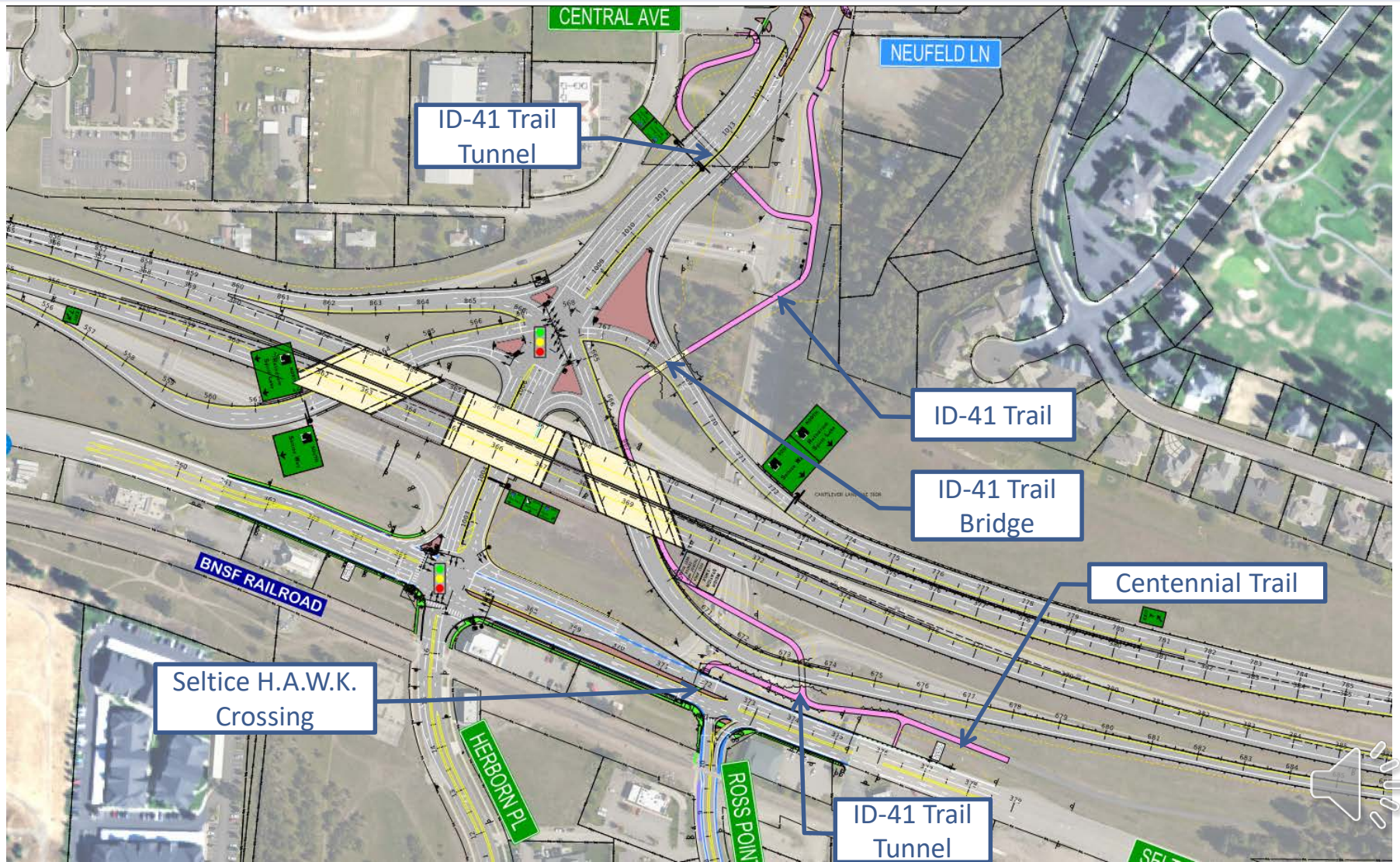
- Improve safety through the interchange via grade separated crossings
- Maintain connectivity between ID 41 and Centennial Trail Systems
- Provide HAWK Signal at Centennial Trail Crossing Seltice Way
- Maintain pedestrian access during construction
- Provides bike/pedestrian connectivity to local businesses





# Bike & Pedestrian Facilities Map

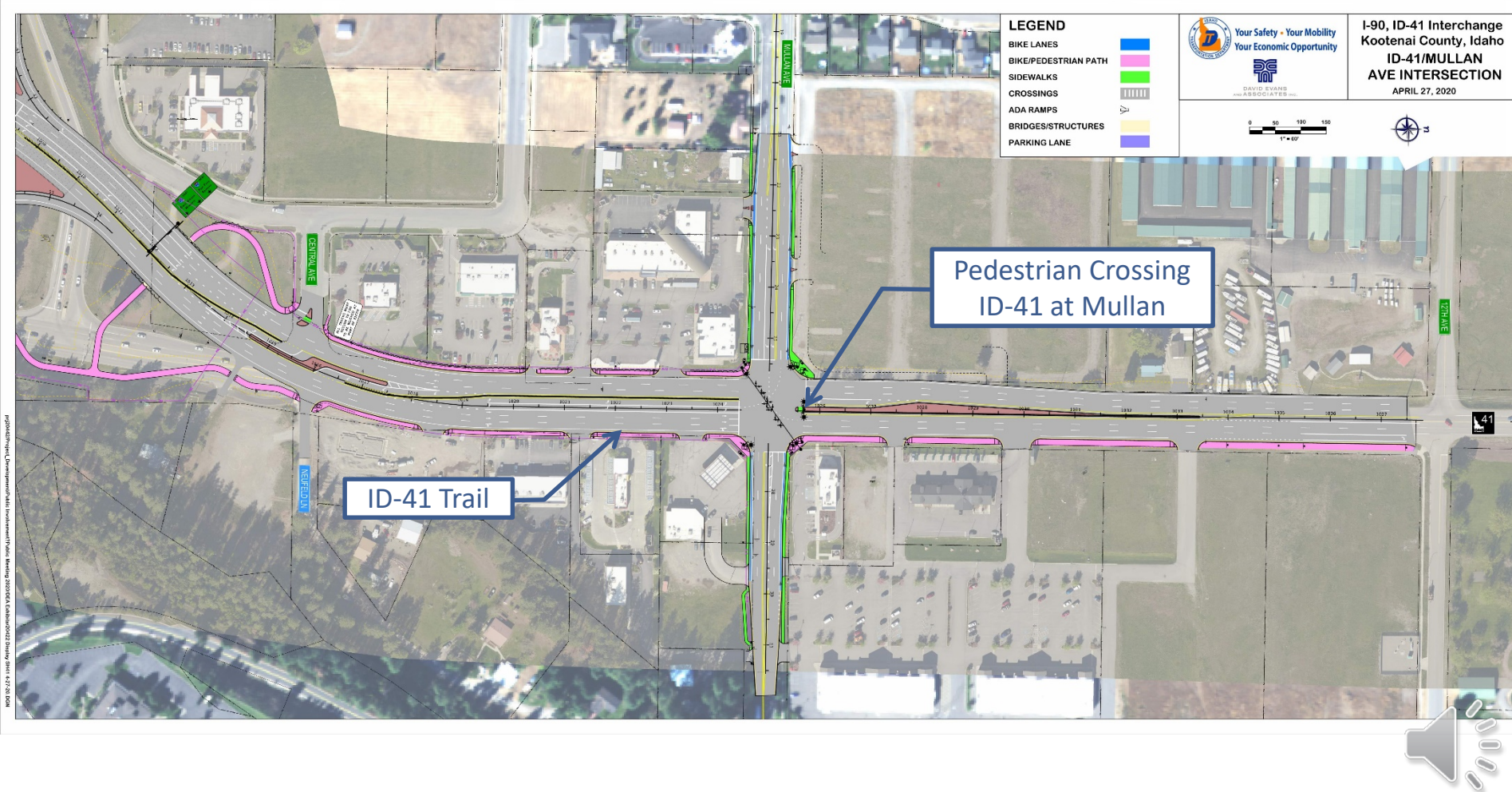
## Interchange Vicinity





# Bike & Pedestrian Facilities Map

## ID-41 Vicinity





# Bike & Pedestrian Facilities

## Birds-Eye View Looking West







# ID-41, Mullan Avenue Intersection & Local Roads South Of Interchange

## Station 4



Shannon Stein  
Project Manager, ITD

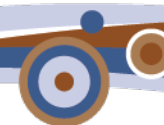


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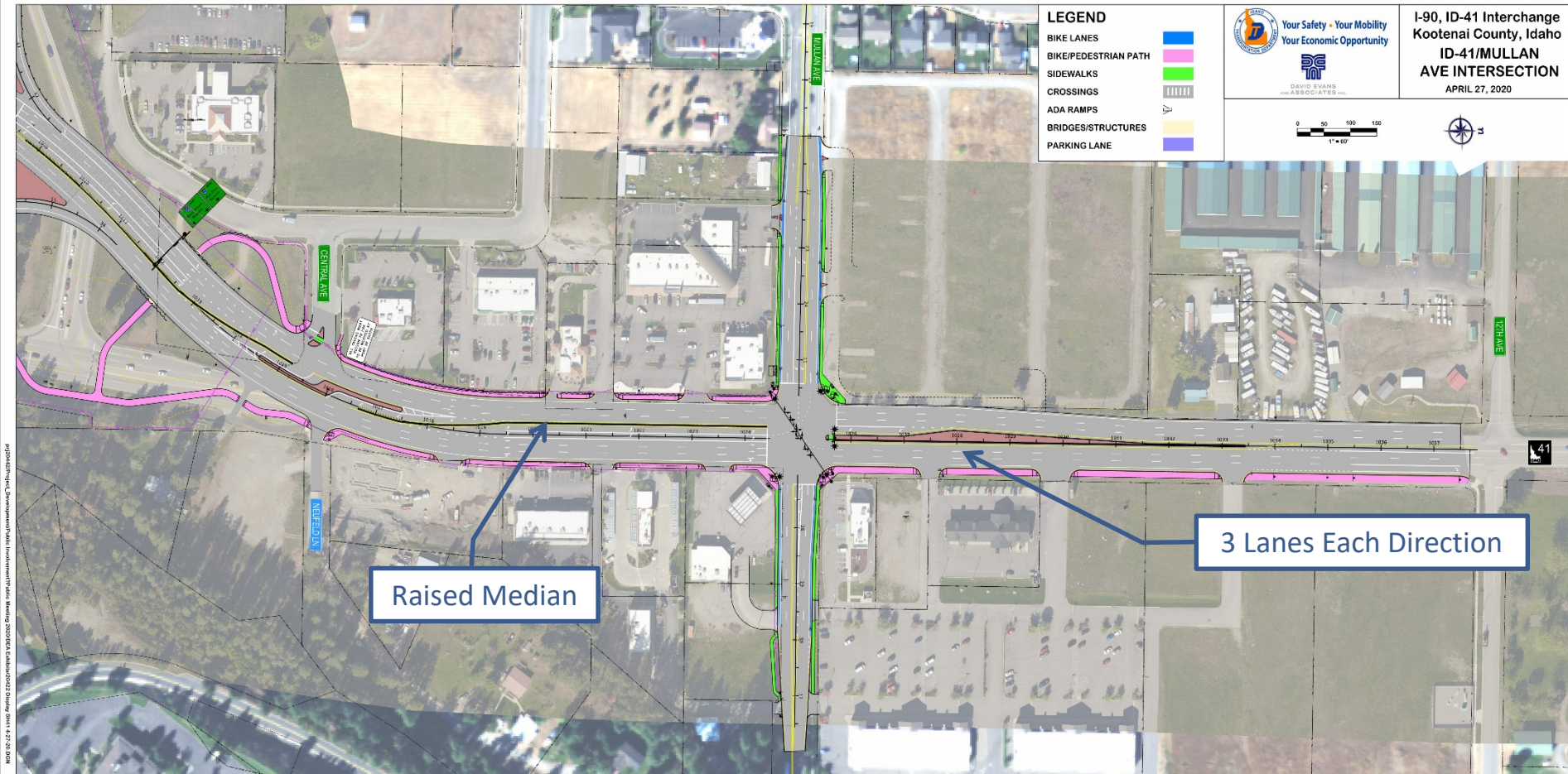
# ID-41, Mullan Avenue Intersection

Combining the intersection and interchange into a single project brings benefits to the public quicker than planned. Improvements to the intersection will enhance safety, capacity and pedestrian access.



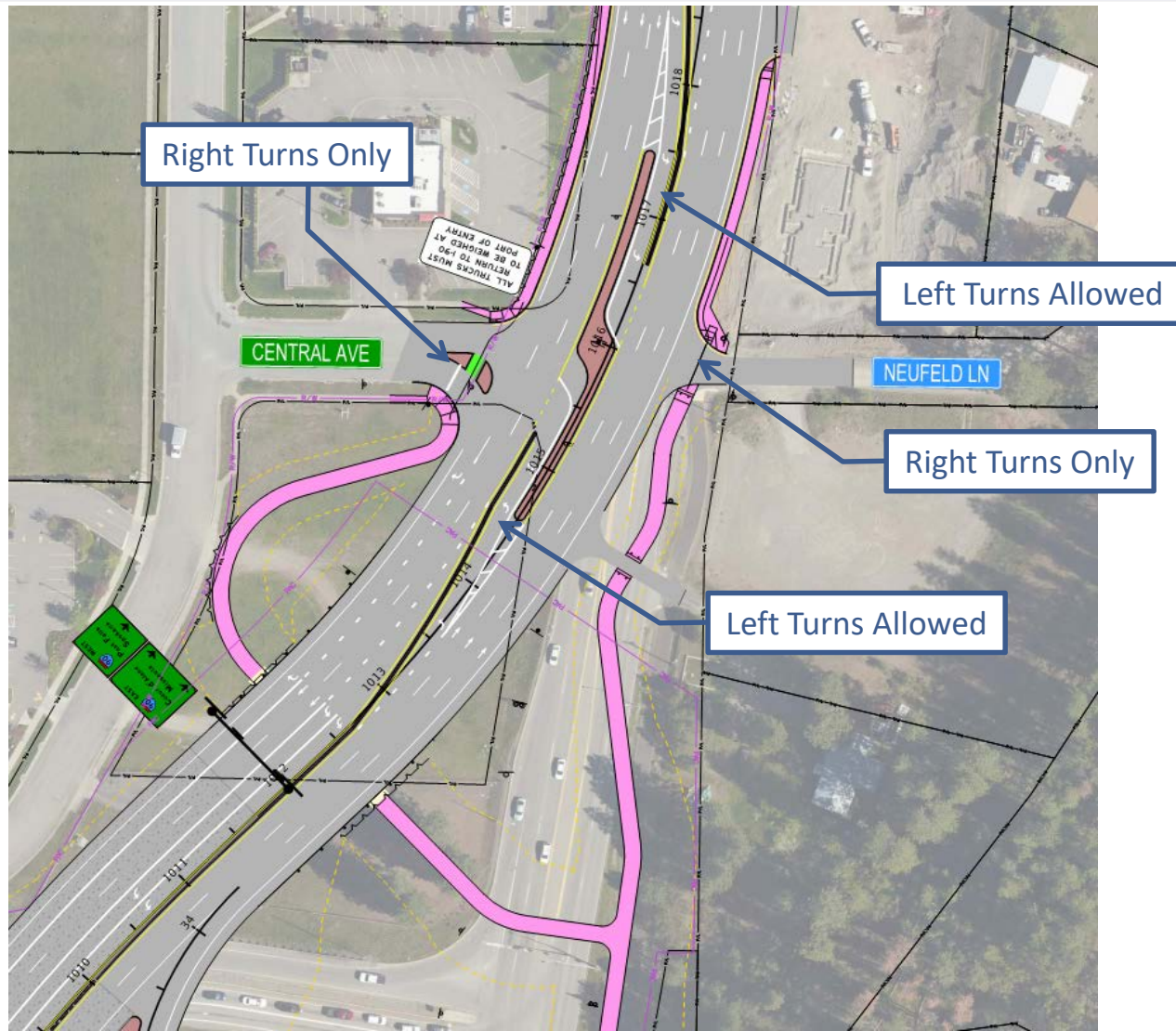


# ID-41, Mullan Ave Intersection



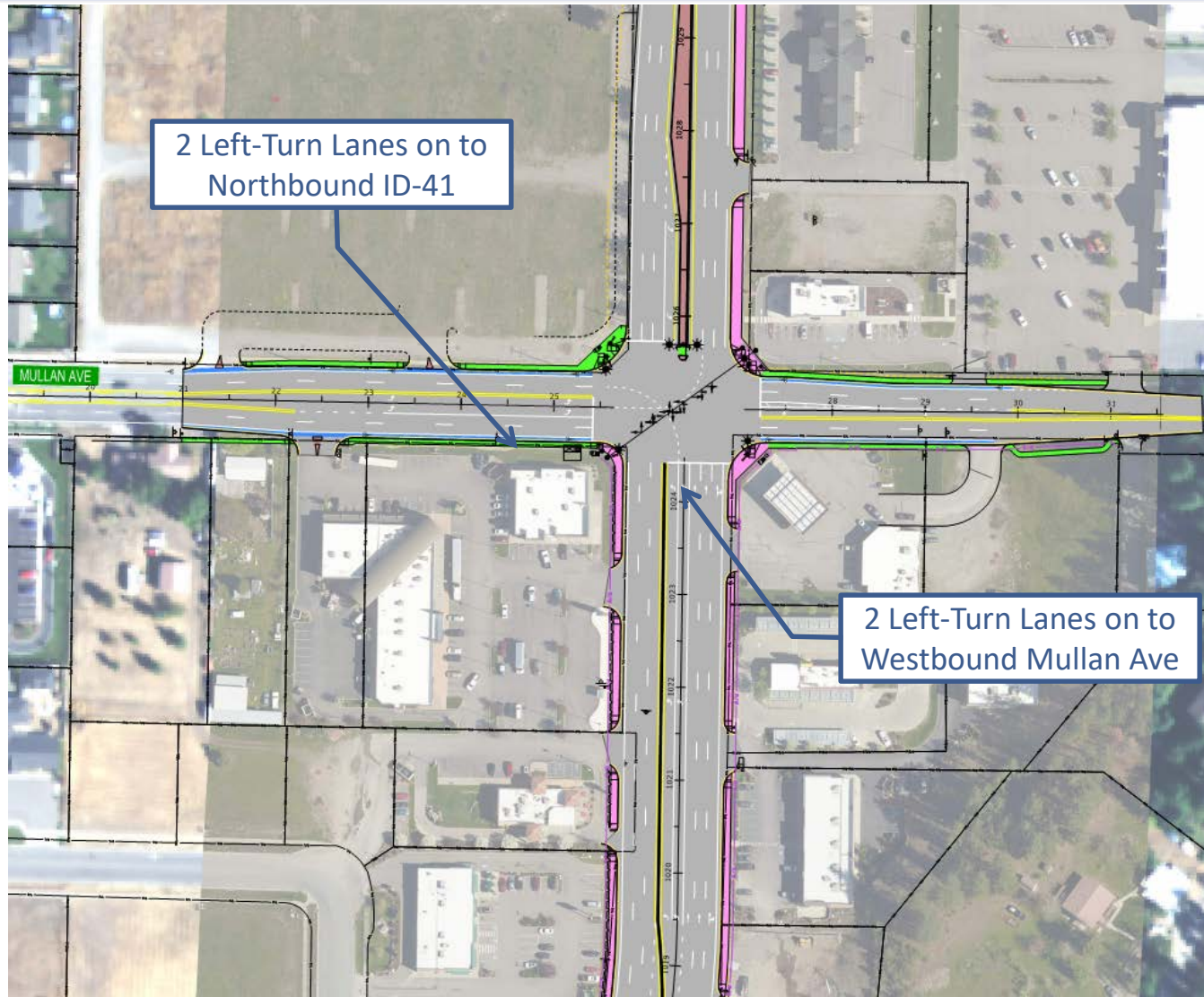


# ID-41, Central/Neufeld Intersection



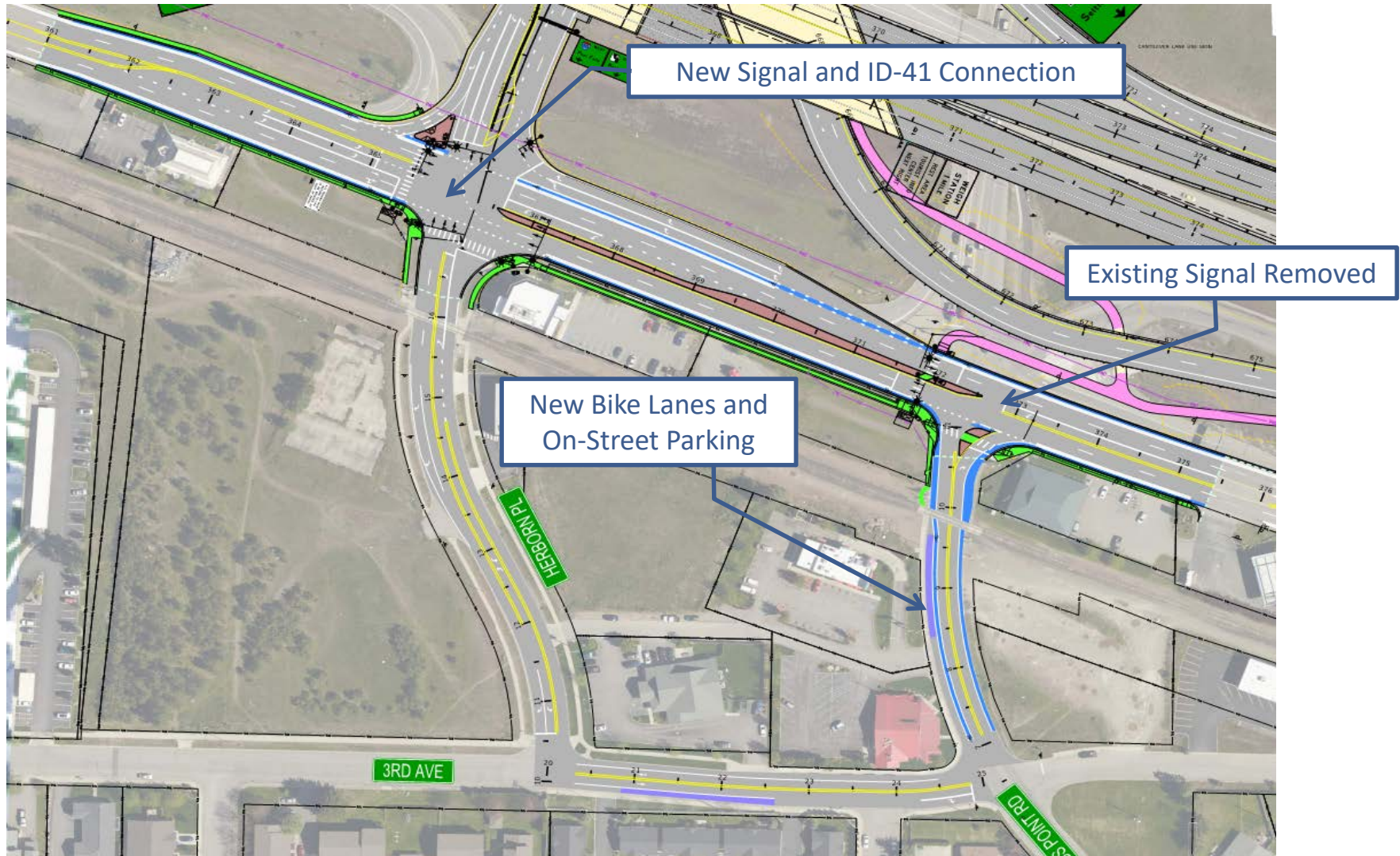


# ID-41, Mullan Ave Intersection





# South Local Road Improvements







# Construction

## Station 5



Justin Wuest  
District 1 Engineering Manager, ITD



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# Approach to Construction

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

## During construction ITD will:

- Keep traffic moving on Interstate 90
- Accommodate pedestrians and bicyclists
- Maintain access to businesses
- Coordinate with local jurisdictions, emergency services, other construction projects and the State of Washington





# Approach to Construction

## **At this time, ITD anticipates:**

- Two to three years of construction dependent on the contractor's staging.
- A dynamic work zone with several traffic patterns to be used
- Two lanes of traffic in both directions will remain open on I-90 during the week with nighttime lane restrictions
- Weekend work may allow different impacts due to lower traffic volumes
- Temporary ramp closures with an extended closure of the westbound off ramp
- Reduced speed limit

Staging plans for construction will not be finalized until a contractor is on board.

Estimated construction costs range from \$40 to \$45 million, which is a slight increase from previous estimates due to the inclusion of the Mullan Avenue intersection and refined construction staging plans.

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





# Westbound Off Ramp Detour

