



# I-90 Corridor

For the City of Coeur d'Alene Bicycle/Pedestrian Committee

August 3, 2022

Presenters: Erika Bowen

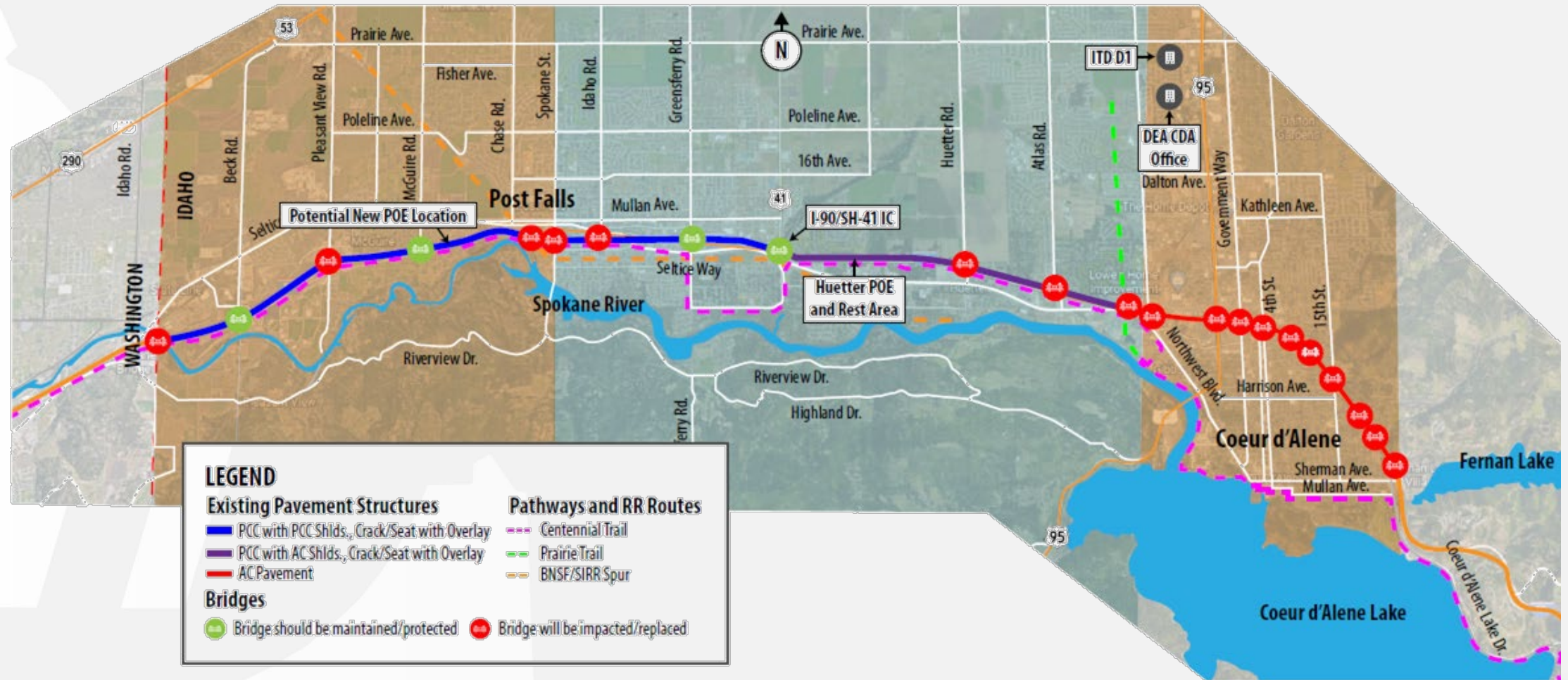
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# I-90 Corridor Study

- Study to include additional through lanes, auxiliary lanes, bridge improvements, and interchange and ramp improvements.
  - 2045 planning horizon
- Value Planning Sessions
  - NW Blvd, US-95 and 4<sup>th</sup> Street Interchanges
  - Spokane St and Seltice Way Interchanges
- Public Meeting (Fall 2022)
- Anticipated Environmental Approval (Spring 2023)
- Estimated cost for corridor-wide improvements = \$600M - \$775M



# I-90, WA Stateline to Sherman Ave Corridor Map



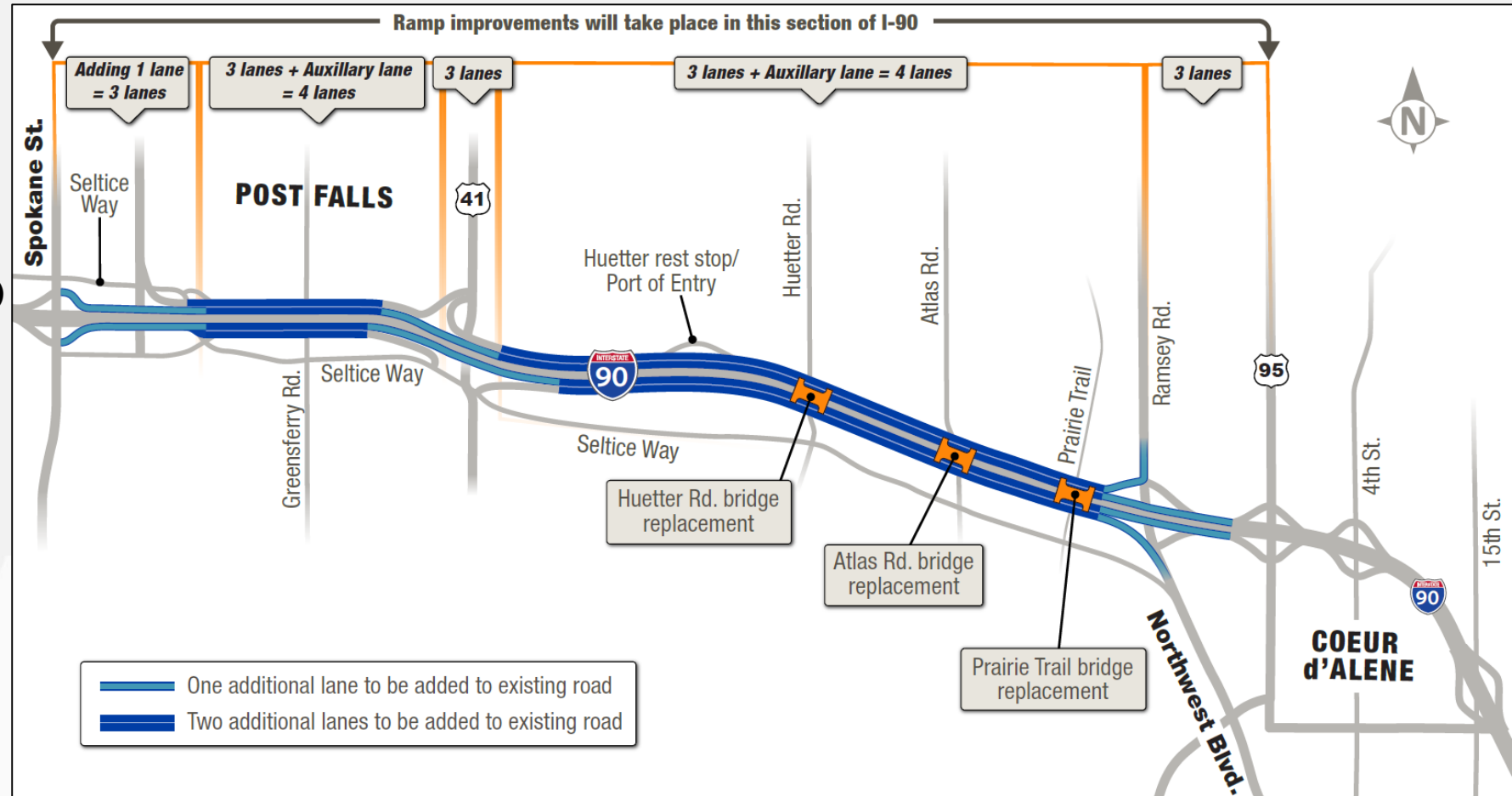
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# I-90 Mainline Widening - Spokane St to NW Blvd

- Construction currently unfunded
- Estimated Cost \$300M (2022 dollars)
- Construction anticipated in 2024
- 2+ years of construction
- Forward compatible with future interchange improvements



# Bike/Pedestrian Facility Improvements

- I-90 Widening Project
  - Prairie Trail Bridge
  - Centennial Trail
- Value Planning Session #1
  - NW Blvd IC, US-95 IC, 4<sup>th</sup> St IC
  - Ramsey Road & US-95
- Value Planning Session #2
  - Spokane Street
  - Seltice Way IC





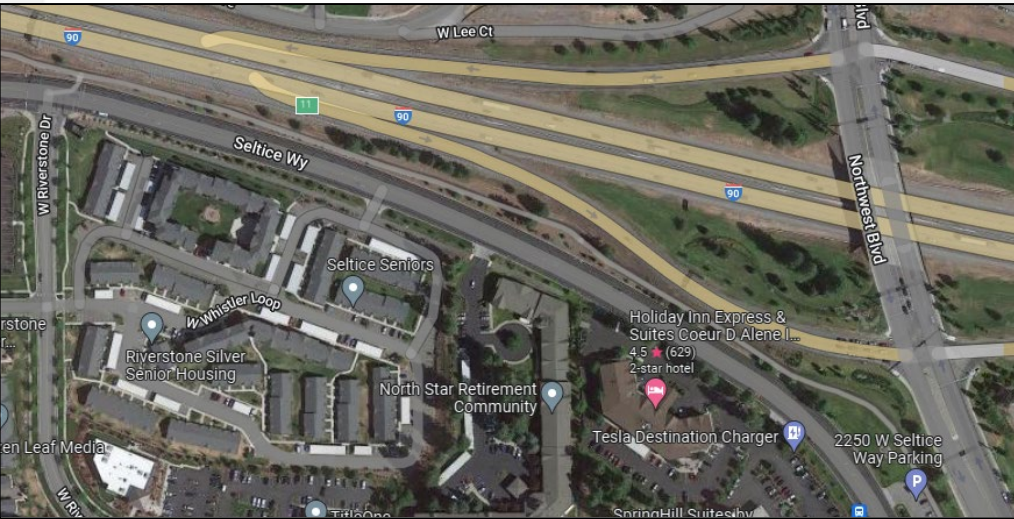
# Prairie Trail Bridge

- Replace existing bridges with a single box structure
  - 10ft tall by 20ft wide
  - 220ft long
  - Inside structure to be lit
  - Modifications to Centennial Trail Connection
- Project Benefits
  - Over \$2M in structural cost savings
  - Easier I-90 construction staging
  - No future modifications needed if I-90 widens again





# Centennial Trail Modifications

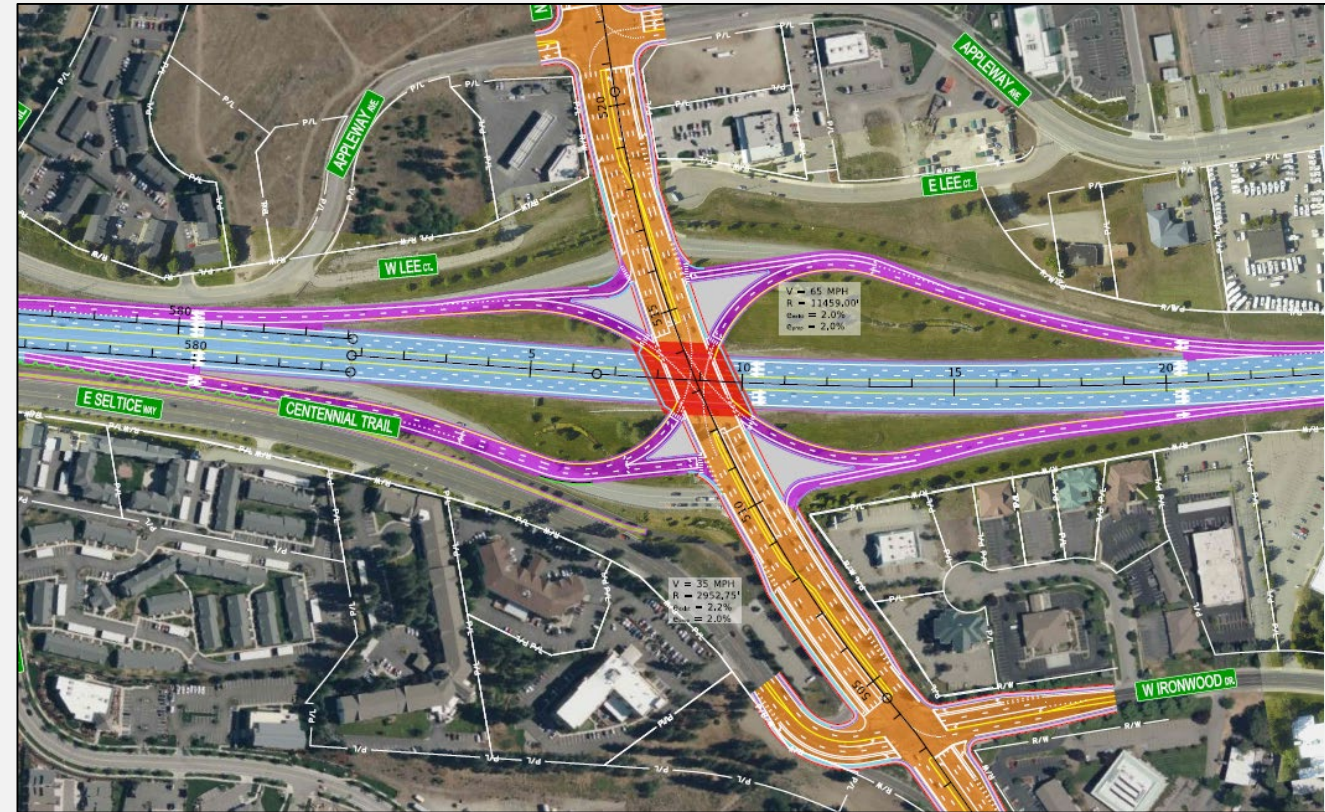


- Atlas Road Ramp Improvements
  - Adjust grade to meet ADA standards
- Centennial Trail / Prairie Trail Intersect
  - Modify connection alignment
- Atlas Rd to NW Blvd
  - Trail shifted closer to Seltice Way to accommodate I-90 widening and ramp modifications



# NW Blvd / US-95 / 4<sup>th</sup> Street Interchanges

- North - South Pedestrian facilities
  - Accommodate 12ft pathways, bike lanes, sidewalks
  - Potential undercrossing structures to minimize vehicle/pedestrian conflicts
  - Additional facility improvements outside of interchanges
- East - West Pedestrian Facilities
  - Not enough space within I-90 right-of-way to extend Centennial Trail.
  - Potential undercrossing near NW Blvd and Ironwood





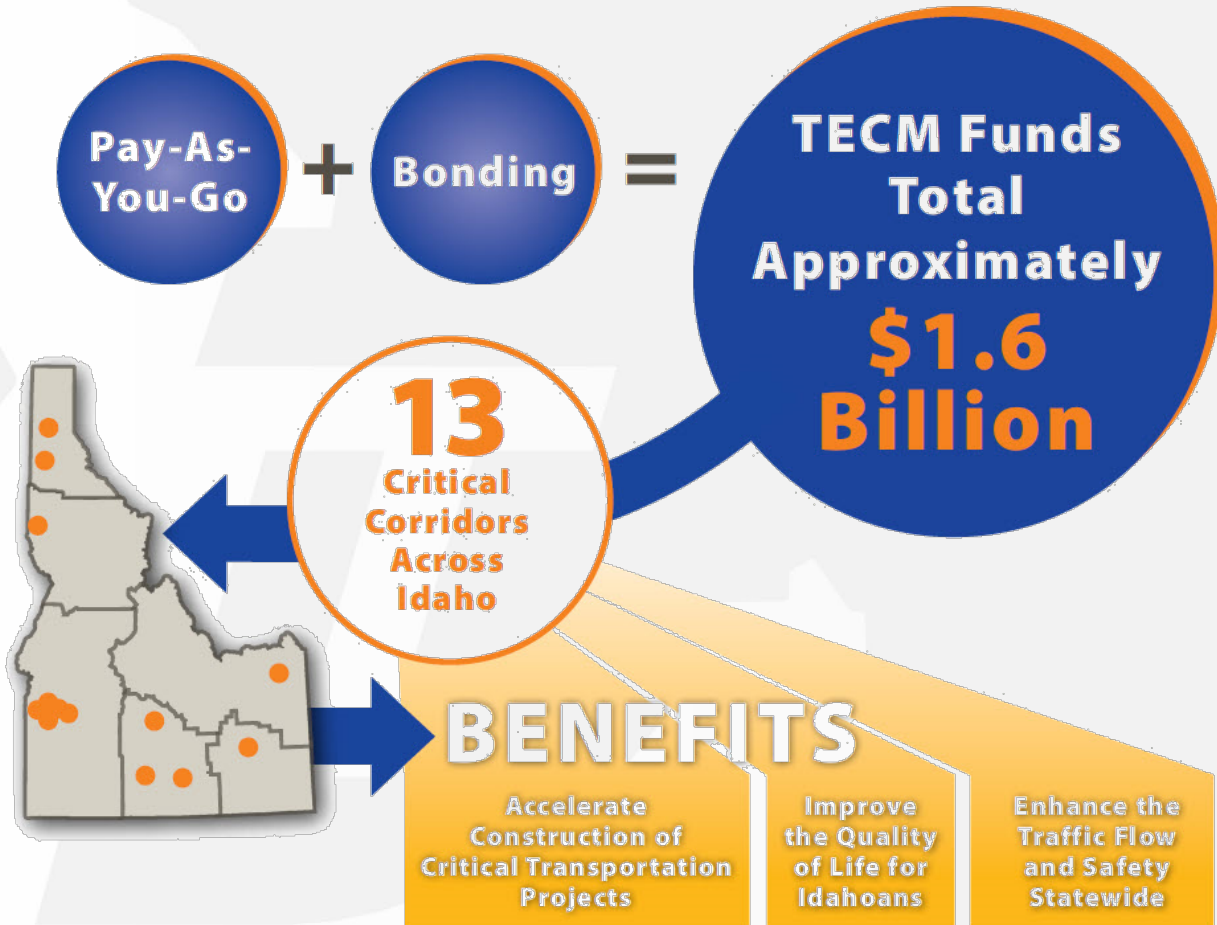
# Spokane St / Seltice Way Interchanges

- Pedestrian Facilities
  - Upgrade pedestrian facilities at interchanges to meet city standards
  - Continue facility upgrades along local roads within project limits
  - Accommodate 10ft sidewalks, 6ft buffer space, 6ft bike lanes



# Funding:

## Transportation Expansion & Congestion Mitigation (TECM) Program



- Idaho Legislature passed HB 363 in 2021
- \$80 million annually into the TECM fund for bonding
- TECM Program "...shall finance projects that expand the state system to address and mitigate transportation congestion"



# District 1 TECM Corridors

1

## US-95, Garwood to Sagle

An Environmental Impact Statement was completed in 2010 and steady progress has been made expanding this corridor. A two-year study will investigate the long-term solution for US-95 between Sagle and the Long Bridge while interim improvements are constructed.

*PROJECT: US-95 Sagle to Long Bridge Safety & Capacity Study*

2

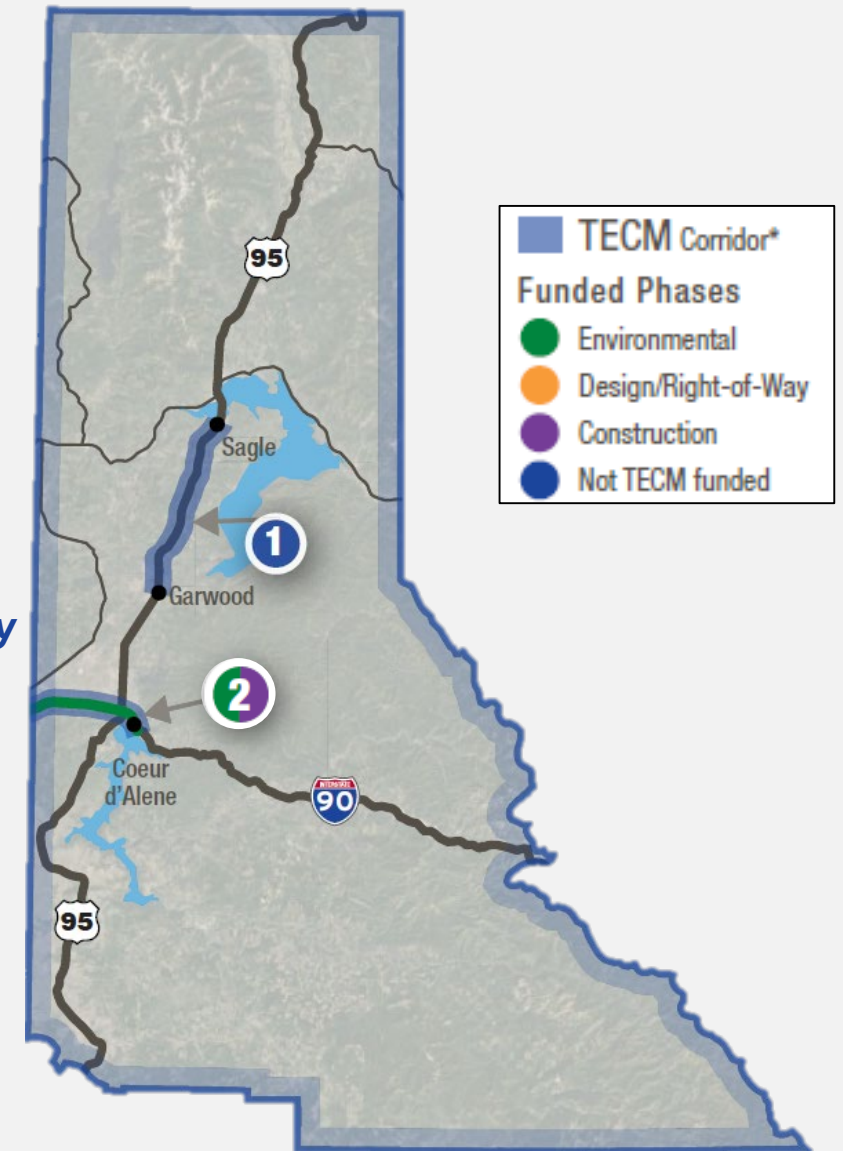
## I-90, Washington State Line to Coeur d'Alene

I-90 between the state line and CDA is nearing capacity. Multiple interchanges will not be able to support future volumes. Field and environmental work began in fall 2021 to further understand the needs and approach to phasing.

*PROJECT: I-90 WSL to Sherman Ave Corridor Study*

*PROJECT: I-90 Spokane St to US-95 Widening*

*PROJECT: I-90 / SH-41 Interchange Reconstruction*





# Questions?

For more information, visit:

<https://itdprojects.org/projects/i90corridor>

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