

**Megan Sausser**

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**From:** Idaho Transportation Department <megan.sausser@itd.idaho.gov>  
**Sent:** Friday, June 26, 2020 12:17 PM  
**To:** Megan Sausser  
**Subject:** I-90 ID-41 interchange online hearing



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**I-90 & ID-41 interchange**

**June 26, 2020**



**Response to comments from online hearing**

Thank you for participating in the online hearing from May 28 to June 18 for the redesign of the I-90 and Idaho Highway 41 interchange.

The design team has reviewed all comments and would like to share responses to the most common concerns or questions.

If your question was not answered below or you would like to further discuss your comment, please contact project manager Shannon Stein at [shannon.stein@itd.idaho.gov](mailto:shannon.stein@itd.idaho.gov) or (208) 772-8013.

**With traffic detoured to the half-interchange at Seltice to the west, how will drivers access the freeway with the extra traffic? There's no dedicated turn lane or signal right now.**

Temporary signals will be installed during construction to handle extra traffic seeking alternative routes. At this time the design team is still determining whether they will be used only during the closure of the westbound off-ramp or if they will be necessary for all of construction.

**With the planned expansion for ID-41 and the eventual expansion of I-90, will ITD build noise walls?**

Noise walls were not warranted in the analysis of the interchange, but a study will start in 2021 to look at what it would take—in terms of land and mitigation for adverse environmental effects like noise—to add a third lane to I-90. Noise walls may be included in future expansion of I-90 pending results of the study.

**The tunnels and overpasses for bicyclists and pedestrians will maintain connectivity, but will they be safe?**

The design team has consulted with other community partners like emergency services and law enforcement to mitigate any safety concerns with the construction of pedestrian tunnels. The tunnels will be well-lit and short enough to see through to maximize visibility and safety.

Both tunnels will be 14 feet wide and 10 feet tall, which makes them larger than the tunnel under US-95 to access Silverwood. The inside of the tunnel under the I-90 westbound on-ramp will be visible from Seltice Way, and the tunnel under ID-41 will be visible from Primrose Lane, which will help improve safety and ease of patrolling.

**The highway needs dedicated right turn lanes to access Mullan Avenue.**

The highway will be three lanes wide at this intersection, and by allowing traffic to go straight in all lanes, it maximizes the amount of traffic that can be cleared in one cycle of the signal. Drivers heading south on ID-41 will also need to be in the lane furthest to the right to head west on I-90, and by not designating that lane as a right turn lane only, there will be less weaving as drivers try to get to the freeway.

**The ramps to access I-90 today are steep and aligned so that it's hard to merge. Will that change?**

All of the new ramps will be longer, and the westbound off-ramp will no longer curve. Drivers will have extra time through the use of a parallel lane that extends past the merge point to join traffic. The design team will continue to plan signage that will help drivers determine which lanes will get them where they want to go.

## **Other ramps in Post Falls should be built or improved, like at Huetter, Greensferry and Seltice.**

Existing interchanges in Post Falls are too close together to allow the construction of additional interchanges. Current standards call for interchanges to be spaced at least one mile apart to reduce conflicts between traffic merging onto the freeway and other traffic weaving to exit. As it is, there are no other city routes capable of handling traffic accessing the interstate.

There are no other plans to modify interchanges in Post Falls, but a planning study next year will evaluate whether existing access points need improvements.

## **Will stop signs be sufficient at Ross Point Road and Seltice?**

Traffic control devices, like signals and stops signs, will stay in place for city intersections based on projected volumes and land use changes. The Ross Point Road and Seltice intersection will transition from a signal to a stop sign since it will no longer serve as the main access point to ID-41 and will be a T-intersection. Traffic will be unable to turn left from Ross Point Road onto Seltice.

Drivers on Third Avenue will have a stop sign to access Ross Point Road, but at Third Avenue and Herborn Place, the stop sign will be for drivers on Herborn Place. Other changes to traffic control, speed limits and parking may take place after construction by the city.

## **What's the update on ID-41 expansion? And I-90 expansion?**

Expansion of ID-41 is underway. Improvements will take until fall 2022 to complete. [Read more.](#)

In the future, I-90 will need a third lane to accommodate regional growth and increased traffic volumes. A study in 2021 will identify if it is possible to expand within existing state-owned property, or if further right of way, and thus environmental analysis, will be warranted.

Two projects in 2026 and 2027 have been programmed to add a third lane in both directions from Atlas Road to Government Way, but the study and any resulting environmental analysis will need to be completed prior to construction. [Read more about why expansion hasn't started yet.](#)

[visit website](#)



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