

SECTION 6

Planned Projects

PROJECT PRIORITIZATION PROCESS

The identification and prioritization of transportation projects is completed through a process of coordinating with area jurisdictions, analyzing the regional travel demand model, and working with the public through transportation studies and surveys.

PROJECT PRIORITIZATION

As part of the funding process, proposed projects are prioritized by relative importance (i.e. regional significance, safety, congestion mitigation, etc.). Given the extensive list of recommended future projects at any one-time, regional prioritization is critical to assuring that transportation improvements are initiated and accomplished in accordance with their regional significance.

Several critical elements were used to define the priority of each project. Those elements are found in Table 6.1.

TRANSPORTATION IMPROVEMENT PLAN

Once projects have been prioritized, they are adopted into KMPO's Transportation Improvement Plan (TIP). The TIP is a short range, six-year program of highway and transit projects for KMPO's Planning Area (Figure 1.1). The TIP is updated annually; most recently, the FY 2020-2026 TIP was adopted by the KMPO Board in September 2019.

The TIP is an identification of projects from various Federal, State and local funding programs that have been selected for implementation. Thus, the projects included in the TIP are financially constrained; only those projects that can reasonably anticipate full funding based on historical funding trends are included.

Table 6.1 Priority Array Scoring Criteria

Scoring Criteria High Points = Higher Priority			
Priority Factors	1-3 Points	4 to 6 Points	7-10 Points
Cost	High Cost Per Mile	Moderate Cost Per Mile	Low Cost Per Mile
Environmental Constraints	Significant Impacts	Mitigated Impacts	Minimal Issues
Right-of-Way Availability	R/W Significantly Developed	R/W Undeveloped Private	Agency Owned R/W
Development Pressures	Undeveloped Area	Moderately Developed Area	Densely Developed Area
Regional Importance	1 Agency	2 or 3 Agencies	Countywide
Capacity Problems	Based on 10 times the set volume to capacity ration set at design year.		
Community Support	Significant Resistance	No Positive or Negative Support	Significant Support
Available Funding (likelihood)	Unfunded/Does not Qualify for Known Funding Sources	Unfunded/Qualified for Funding Sources	Funded or High on Agency Priority for Funding
Ability to Construct	Low	Moderate	High
Safety	Minimal Safety Issues	Moderate Safety Issues	Significant Safety Issues
Impacted Utilities	Significant Utility Impacts	Moderate Utility Impacts	Minimal Utility Impacts

STATE TRANSPORTATION IMPROVEMENT PLAN

Upon adoption of the regional TIP by KMPO, the project lists are reviewed for inclusion in the Statewide Transportation Improvement Program (STIP) by the Idaho Transportation Department. Only projects included in the STIP (and the regional TIP) can be awarded federal funding. The current STIP for FY 2020-2026 was adopted by the ITD Board in September 2019.

SHORT-TERM PROJECTS

Short-term projects are programmed projects that have been adopted into the Statewide Transportation Improvement Program for the FY 2020-2026 or are future projects that can reasonably anticipate being fully funded by 2025. The following maps depict the region's overall transportation plan through 2025 (Figures 6.1a & 6.1b). Table 6.2 provides brief descriptions for the corresponding projects. Projects are not listed in priority order. Complete project details can be found in Appendix E.

For bicycle and pedestrian projects, see Existing and Proposed Non-Motorized Pathways maps (Section 3, Figures 3.22a-3.22e).

Table 6.2 Short-term Projects

ID	Location	Project Description	Est. Cost (2020)
1	Kathleen Ave	Add EB turn lane	\$785,000
2	15th St	Widen to three lanes	\$2,400,000
3	Atlas Rd	Widen to three lanes	\$6,900,000
4	Kathleen Ave/ Margaret Ave	Widen to three lanes	\$1,550,000
5	Sherman Ave	Revitalization	\$6,000,000
6	Hayden Ave	Reconstruct 4 lane section	\$1,500,000
7	Ramsey Rd	Construct new 3 lane section	\$6,900,000
8	12th Ave	Construct urban collector	\$458,000
9	Prairie Ave	Reconstruct to 5 lanes	\$4,973,000
10	Spokane St	Construct Major Collector	\$652,000
11	Cecil Rd	Reconstruct	\$205,000
12	Cecil Rd	Reconstruct	\$294,000
13	Cecil Rd	Reconstruct	\$393,000
14	16th Ave	Widen section w/ sidewalks	\$800,000
15	Horsehaven Ave	Construct Minor Collector	\$928,000
16	Bluegrass/Hope Ave	Construct Major Collector	\$1,236,000
17	Hope Ave	Construct Major Collector	\$686,000
18	McGuire Rd	Reconstruct to 4 lanes	\$737,000
19	Boekel Rd	New 3 lane segment	\$244,000
20	Meyer Rd	Reconstruct to 3 lanes	\$1,830,000
21	Meyer Rd	Reconstruct to 4 lanes	\$3,700,000
22	Boekel Rd	Reconstruct to 3 lanes	\$2,330,000
23	Lancaster Rd	Reconstruct to 2 lanes	\$1,160,000
24	Rockford Bay Rd	Rebuild	\$600,000
25	Loff's Bay Rd	Rebuild	\$328,000
26	Kidd Island Rd	Reconstruct	\$3,415,000
27	French Gulch/ Fernan Hill Rds	Overlay and safety improvements	\$1,600,000
28	Prairie Ave	Reconstruct to 5 Lanes	\$4,500,000
29	Beck Rd	Overlay and widen shoulders	\$2,100,000
30	SH 41	Rebuild as 4-lane divided highway	\$39,700,000
31	SH 53	Widen to 3 lanes	\$4,500,000
32	SH 53	Widen roadway w/ turn bay	\$3,500,000
33	SH 53	Widen roadway to 3 lanes w/ right turn bays	\$9,000,000
34	US 95	Corridor access improvements	\$7,300,000
35	Wilbur Rd	Construct new segment	\$2,000,000
36	SH 41	Reconstruct to 4 lane divided hwy	\$28,000,000
37	SH 41	Reconstruct to 4 lane divided hwy	\$11,900,000
38	SH 41	ADA Improvements	\$440,000
39	I90	Install concrete median	\$6,300,000
40	SH 54	Mill and Overlay	\$600,000
41	Sherman/Lakeside & 1 st to 8 th St	Upgrade 11 signals	\$1,251,000
42	Ramsey Rd & Honeysuckle Ave	Roundabout	\$1,164,000
43	Spokane St & Prairie Ave	Align approaches, build north leg	\$100,000
44	Clark Fork Pkwy & Seltice Way	Dual-lane roundabout	\$717,000
45	Corbin Rd & Seltice Way	ADD SB left turn bay, signal	\$668,000
46	Spokane St & 6 th Ave	Modify signal and approach	\$509,000

*Highlighted projects are not displayed on the maps

Table 6.2 Short-term Projects - Continued

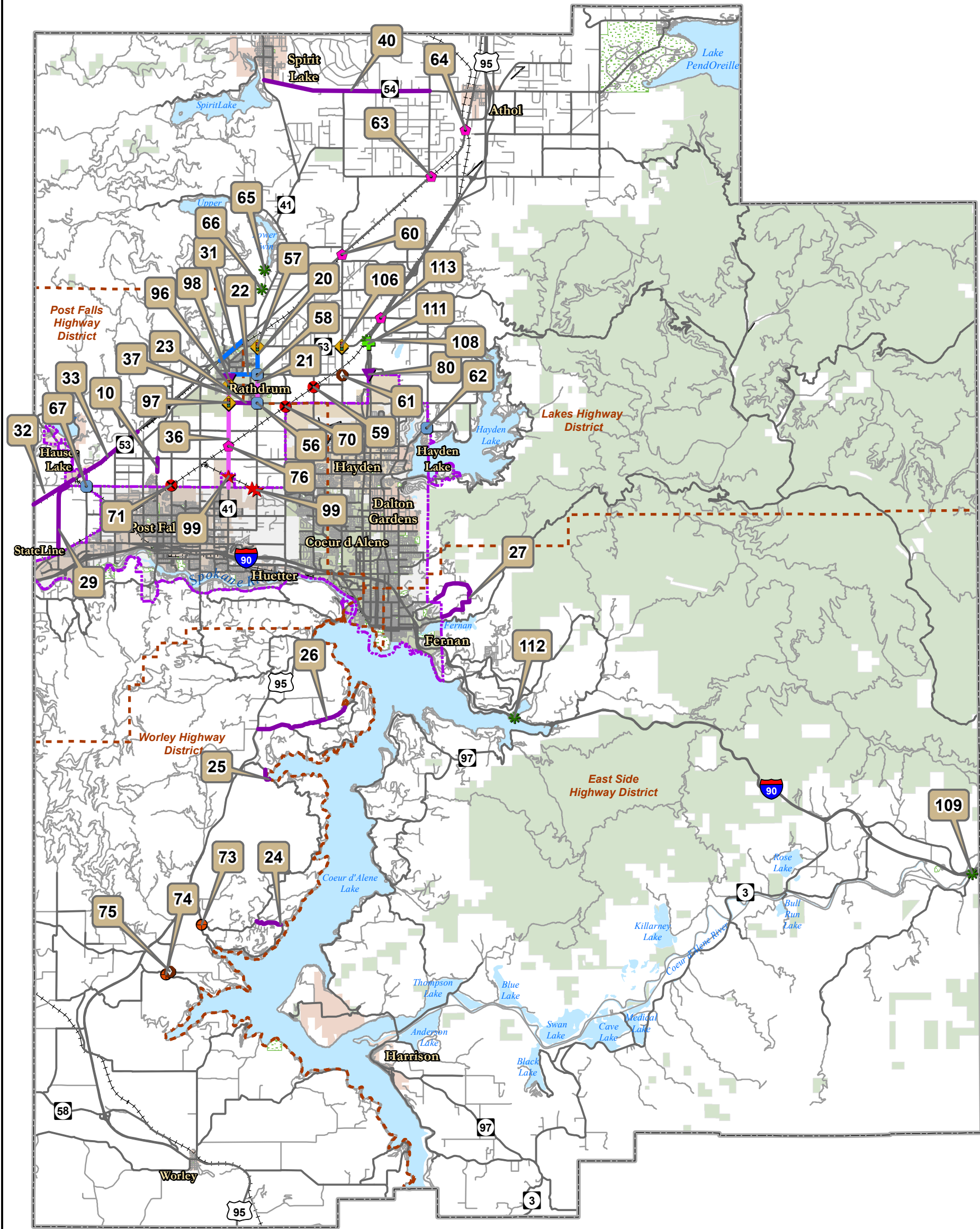
ID	Location	Project Description	Est. Cost (2020)
47	Idaho St & 4 th Ave	Realign 5 th and 4 th ; construct roundabout	\$700,000
48	Spokane St & 15 th Ave	Add Signal	\$568,000
49	Idaho Rd & Prairie Ave	Add NB turn lane	\$1,000
50	Idaho Rd & 15 th Ave	Add signal & EB turn lane	\$581,000
51	Greensferry Rd & Prairie Ave	Add left turn bays	\$22,000
52	Greensferry Rd & 12 th Ave	Add WB left turn lane	\$22,000
53	Grange Ave & BNSF Spur	Install gated crossing and urban improvements	\$214,000
54	Chase Rd & UPRR	Install planking, gates, lights; improve typical section	\$580,000
55	Spokane St & 12 th Ave	Turn restrictions	\$20,000
56	Meyer Road & Lancaster Rd	Multi-lane Roundabout	\$1,600,000
57	Meyer Rd & SH 53	Add signal and left/right turn lanes	\$1,560,000
58	Meyer Rd & Boekel Rd	Roundabout	\$1,250,000
59	Atlas Rd & UPRR	Install gates, lights and planking	\$310,000
60	Ramsey Rd & Diagonal Rd	BNSF Xing Grade Separation Bridge	\$7,500,000
61	Ramsey Rd & Boekel Rd	Add turn lanes	\$203,000
62	Rimrock Rd & Lakeview Dr	Roundabout	\$500,000
63	Brunner Rd & Diagonal Rd	BNSF RR Xing Grade Separation Bridge	\$8,500,000
64	Old Hwy 95 & UPRR	RR Xing Grade Separation Bridge	\$6,500,000
65	Gunning Rd	Bridge	\$350,000
66	Sturgeon Rd	Bridge	\$350,000
67	Pleasant View Rd & Prairie Ave	Roundabout	\$1,200,000
68	Greensferry Rd & Prairie Ave	Signal	\$600,000
69	Spokane St	Bridge Overlay	\$3,400,000
70	Huetter Rd & UPRR	Add gates and signals	\$250,000
71	Idaho Rd & UPRR	Add signal, constant warning protection, planking, and cabinet	\$320,000
72	Idaho Rd & Prairie Ave	Signal	\$990,000
73	Rockford Bay Rd & Loff's Bay Rd	Intersection Reconstruction	\$450,000
74	Sun Up Bay Rd & Bennion Rd	Reconstruct, eliminate Y Configuration	\$500,000
75	Bennion Rd & Finnebott Rd	Correct sight distance, vertical and horizontal geometry	\$1,100,000
76	SH 41 & UPRR	Grade Separation Bridge	Incl. in #36
77	Wilbur Rd & US 95	Add signal & widen EB approach for thru and right/left turn lanes	\$650,000

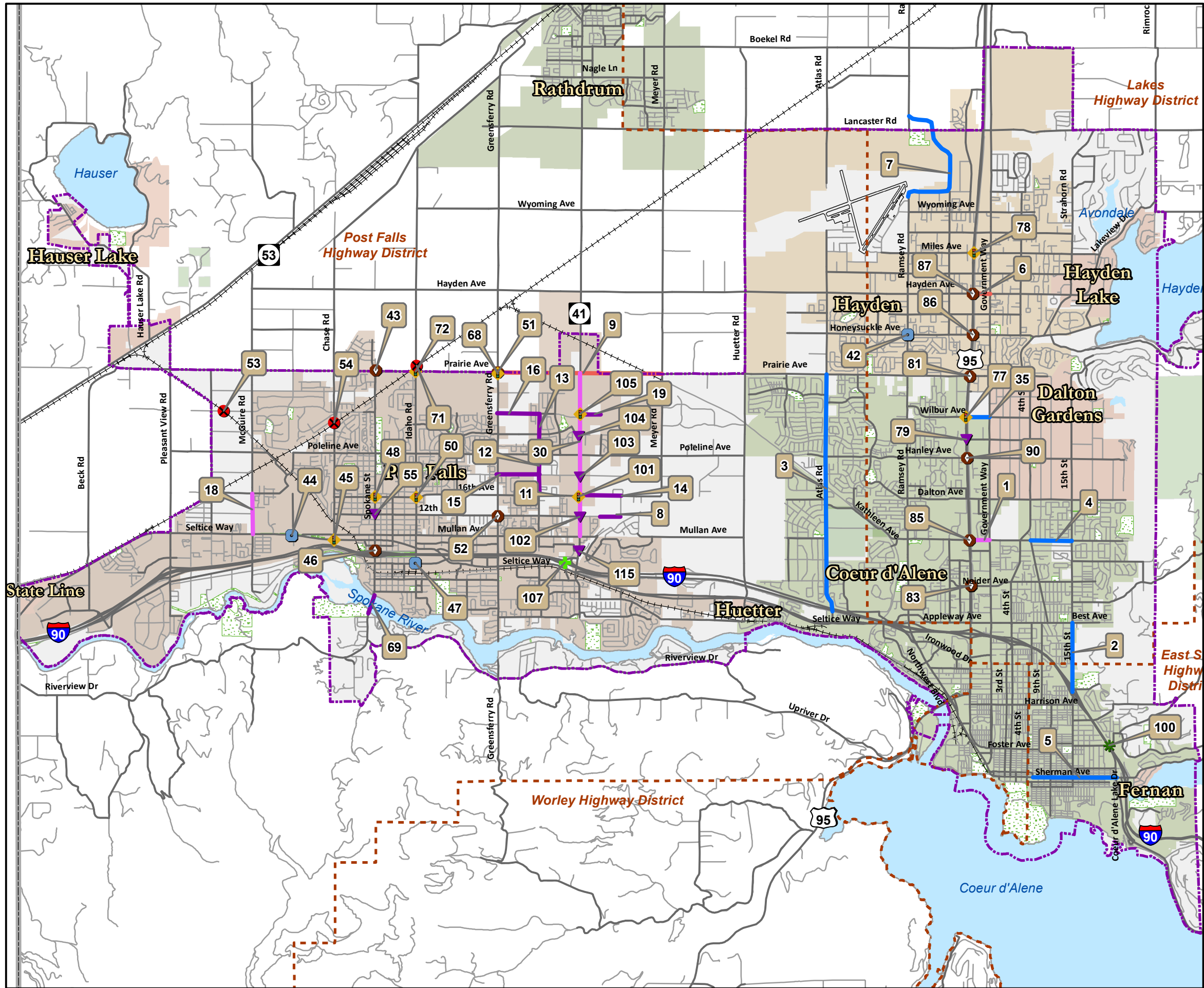
Table 6.2 Short-term Projects - Continued

ID	Location	Project Description	Est. Cost (2020)
78	Miles Ave & US 95	Add signal & turn lanes	\$1,720,000
79	US 95 & Canfield Ave	Remove signal; Restrict to right in/right out	\$125,000
80	Boekel Rd & US 95	Restrict to right in/right out	\$51,000
81	Prairie Ave & US 95	Add EB turn lane	\$605,000
82	US 95 & Prairie Ave	Add SB left turn lane	\$71,000
83	Neider Ave & US 95	Add WB right turn lane	\$338,000
84	Prairie Ave & US 95	Add WB turn lane	\$306,000
85	US 95 & Kathleen Ave	Add SB left turn lane	\$71,000
86	Honeysuckle Ave & US 95	Change WB turn lane into thru movement	\$31,000
87	Hayden Ave & US 95	Add EB right and thru lanes	\$665,000
88	Kathleen Ave & US 95	Add EB right turn lane	\$478,000
89	Kathleen Ave & US 95	Add WB right turn lane	\$353,000
90	Hanley Ave & US 95	Convert WB right turn to thru lane, widen approach	\$284,000
91	Hanley Ave & US 95	Add EB right and thru lanes	\$306,000
92	US 95	Signal retiming	\$44,000
93	Hayden Ave & SH 41	Signal upgrade	Incl. in #34
94	Wyoming Ave & SH 41	Wired for future signal	Incl. in #36
95	Boekel Ave & SH 41	Signal upgrade	Incl. in #37
96	Nagel Ave & SH 41	Add signal	\$500,000
97	Lancaster Rd & SH 41	Add signal and right and left turn bays	Incl. in #36
98	California St & SH 41	Restrict to right in/right out	Incl. in #37
99	Prairie Ave, Meyer Rd & SH 41	Close UPRR Spur Crossings	\$232,000
100	I90 & Pennsylvania Ave	Overpass bridge replacement	\$4,900,000
101	SH 41 & 16 th Ave	Signal	Incl. in #30
102	SH 41 & 12 th Ave	Restrict to Right-in/Right-out	Incl. in #30
103	SH 41 & Horsehaven Ave	Restrict to Right-in/Right-out	Incl. in #30
104	SH 41 & Bogie/Market Lp	Restrict to Right-in/Right-out	Incl. in #30
105	SH 41 & Hope Ave	Signal	\$412,000
106	SH 53 & Ramsey Rd	Signal, install turn bays	\$2,210,000
107	I90 & SH 41	Construct new interchange	\$48,000,000
108	SH 53 & UPRR	Bridge replacement and approach realignment	\$16,700,000
109	I90 & CDA River	Cataldo Bridge Replacements	\$16,500,000
110	SH 41 & Orchard Ave	Restrict to Right-in/Right-out	Incl. in #36
111	US 95 & SH 53	Interchange	\$17,200,000
112	I90 & Blue Creek Bay	Rehabilitate bridge piers	\$5,000,000
113	US 95 & Garwood Rd	Highway overcrossing, construct frontage road	\$7,400,000
114	I90 & MP 7.64	Repair culvert	\$670,000
115	SH 41 & Neufeld Ln	Restrict to Right-in/Right-out	Incl. in #107
2025 Total Estimated Cost			\$342,816,000

*Highlighted projects are not displayed on the maps

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040





KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

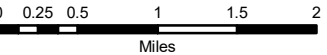
**SHORT TERM 2025
TRANSPORTATION PLAN,
URBAN AREA**

Short Term Projects

- | | | |
|---------|-------------|-----------------------------|
| 6 Lanes | Interchange | Geometric Improvement |
| 5 Lanes | Signal | Turn Restrictions |
| 4 Lanes | Roundabout | Intersection Closure |
| 3 Lanes | RR Xng | Overpass |
| 2 Lanes | Bridge | Intersection Reconstruction |

Physical Characteristics

- Highway Districts
- Roads
- Railroad
- Kootenai County
- Urban Area Boundary
- National Forest
- Water Features
- Parks



*Data based on best available information. *Data for illustrative purposes only.

MID-TERM PROJECTS

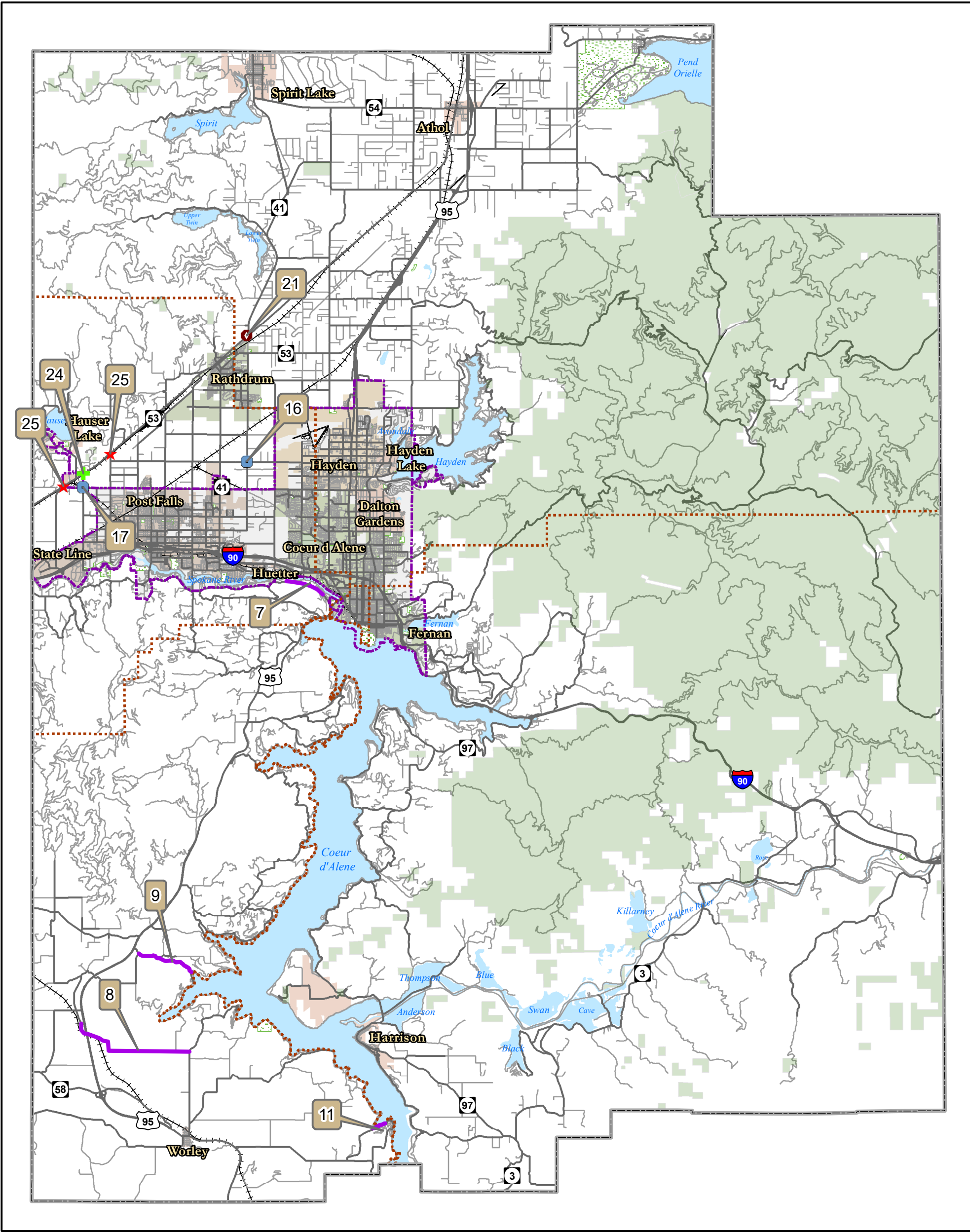
Mid-term projects are projects that may be in preliminary design or are expected to be funded within the next 10 years. The following maps depict the region's overall mid-term transportation plan (Figures 6.2a & 6.2b). Table 6.3 provides brief descriptions for the corresponding projects. Projects are not listed in priority order. Complete project details can be found in Appendix E.

Table 6.3 Mid-term Projects

ID	Location	Project Description	Est. Cost (2020)
1	4th St	Reconstruct	\$4,000,000
2	Dalton Ave	Widen to 3 lanes w/ bike lanes	\$1,500,000
3	Emma Ave	Widen to 3 lanes	\$1,500,000
4	Kathleen Ave	Widen to 3 lanes	\$2,240,000
5	Julia St	Construct overpass	Incl. in #23
6	Greensferry Bridge	Construct 2-lane Bridge	\$16,000,000
7	E Riverview Dr	Construct to 2 lanes	\$4,640,000
8	Bitter Rd	Rebuild	\$2,070,000
9	Sun Up Bay Rd	Rebuild	\$3,200,000
10	Watson Rd	Reconstruct	\$570,000
11	Conkling Park Dr	Rebuild	\$725,000
12	I90 – WA to SH 41	Widen to 3 lanes in each direction	\$64,000,000
13	I90 – SH 41 to Sherman Ave	Widen to 3 lanes in each direction	\$325,000,000
14	US 95	Widen to 4 lanes	\$5,000,000
15	Chase Rd & BNSF	Reconstruct approaches	\$500,000
16	Meyer Rd & Hayden Ave	Roundabout	\$1,200,000
17	Pleasant View Rd & Prairie Ave	Multi-lane roundabout	\$580,000
18	US 95 & Neider Ave	Add right turns on Neider	\$159,000
19	US 95 & Canfield Ave	Add right turns on Canfield	\$159,000
20	US 95 & Haycraft Ave	Add right turns on Haycraft	\$159,000
21	SH 41 & Diagonal Rd	Widen and install turn bays	\$1,000,000
22	US 95	Widen US 95 to four lanes; Replace Spokane River Bridge; Reconfigure interchange	\$59,000,000
23	US 95 & I90	Interchange reconstruction	\$95,000,000
24	SH 53 & Pleasant view Rd	Interchange	\$29,600,000
25	SH 53/Bridging the Valley	Close McGuire & Prairie Ave RR Xings	Incl. in #24
26	Port of Entry	Relocate Port of Entry from current location to space near McGuire Rd	\$35,000,000
2030 Total Estimated Cost			\$652,802,000

*Highlighted projects are not displayed on the maps

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

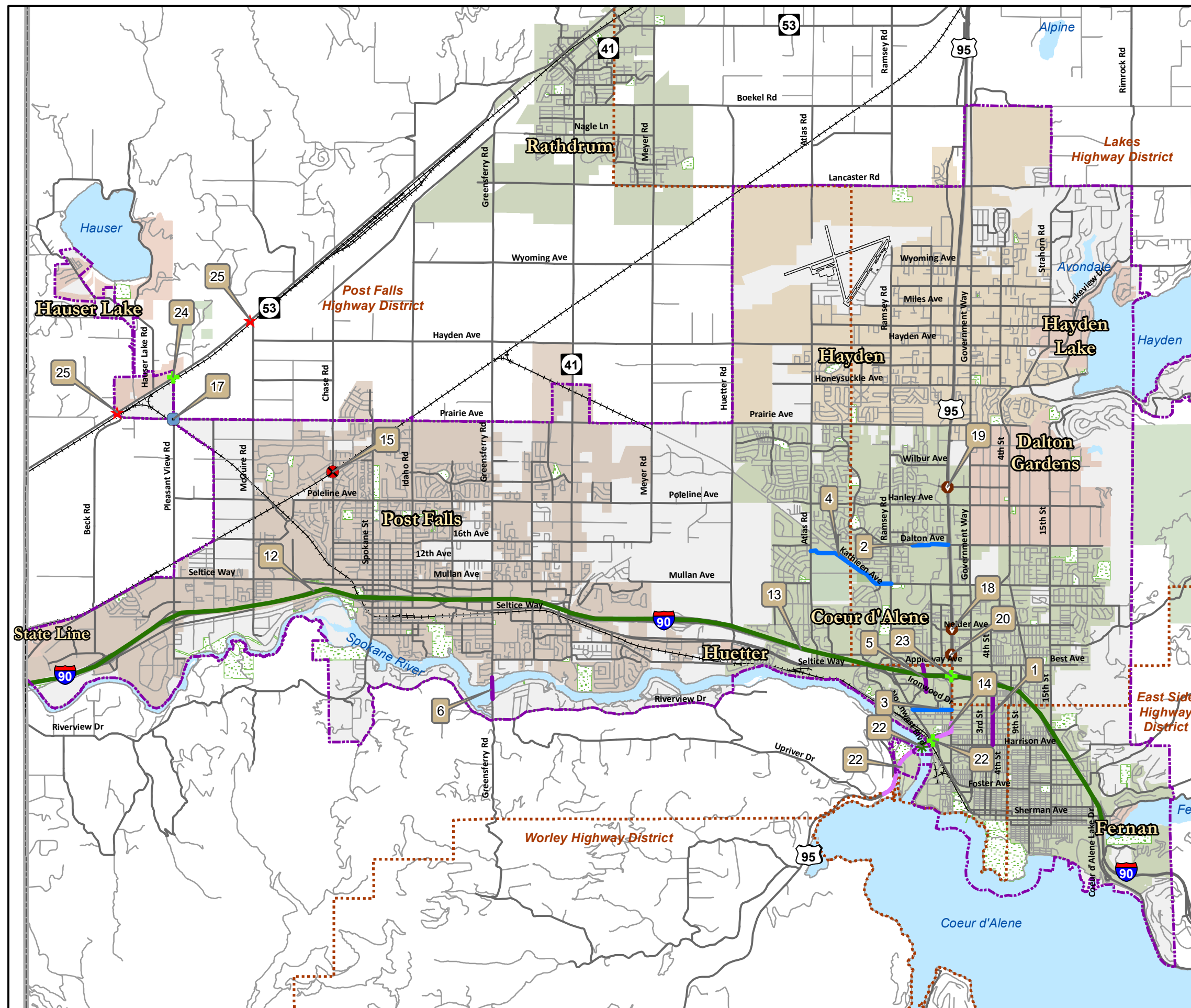


0 0.75 1.5 3 4.5 6
Miles

MID RANGE 2030 TRANSPORTATION PLAN RURAL, KOOTENAI COUNTY

Mid Term Projects			Physical Characteristics	
6 Lanes	Interchange	Geometric Improvements	HwyDist_Arcs	County Boundary
5 Lanes	Signal	Overpass	Roads	National Forest
4 Lanes	Roundabout	Turn Restrictions	Railroad	Water Features
3 Lanes	Railroad Crossing	Intersection Closure	Urban Area Boundary	Parks
2 Lanes	Intersection Reconstruction	Bridge		
















*Data based on best available information.*Data for illustrative purposes only.











**KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040**

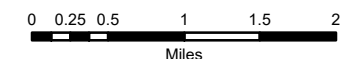
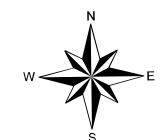
**MID TERM 2030
TRANSPORTATION PLAN,
URBAN AREA**

Mid Term Projects

- | | | | |
|---|---------|---|-----------------------------|
|  | 6 Lanes |  | Interchange |
|  | 5 Lanes |  | Signal |
|  | 4 Lanes |  | Roundabout |
|  | 3 Lanes |  | Railroad Crossing |
|  | 2 Lanes |  | Bridge |
| | |  | Overpass |
| | |  | Intersection Reconstruction |
| | |  | Geometric Improvements |
| | |  | Intersection Closure |
| | |  | Turn Restrictions |

Physical Characteristics

-  Highway Districts
-  Roads
-  Railroad
-  Kootenai County
-  Urban Area Boundary
-  National Forest
-  Water Features
-  Parks



*Data based on best available information. *Data for illustrative purposes only.

LONG-TERM PROJECTS

Figures 6.3a & 6.3b depict the transportation plan for the long-term, through 2040. Projects included in the long-term transportation plan must be financially constrained. In other words, for a project to be included in the MTP's long-term transportation plan, it must be reasonable to anticipate it being fully-funded by 2040, based on historical funding trends.

Table 6.4 provides brief descriptions for the corresponding projects. **Projects are not listed in priority order.** Complete project details can be found in Appendix E.

Table 6.4 Long-term Projects

ID	Location	Project Description	Est. Cost (2020)
1	Fernan Hill Rd	Widen to 3 lanes	\$2,210,000
2	Ironwood Dr	Widen to 4 lanes	\$5,000,000
3	Hazel Ave	Widen to 3 lanes	\$1,000,000
4	Atlas Rd	C2 Typical Section	\$2,060,000
5	Atlas Rd	Reconstruct to 3 lane	\$997,000
6	Government Way	Reconstruct to 5 lanes	\$6,600,000
7	Honeysuckle Ave	Widen to 5 lanes	\$964,000
8	Hayden Ave	Widen to 5 lanes	\$3,500,000
9	Hayden Ave	Reconstruct to 5 lanes	\$10,550,000
10	Hess St	Build C1 Typical Section	\$827,000
11	Hess St	Build C1 Typical Section	\$2,650,000
12	Hess St	Build C1 Typical Section	\$1,800,000
13	Lancaster Rd	Widen to 5 lanes	\$10,900,000
14	Miles Ave	Reconstruct to 3 lanes	\$1,600,000
15	Miles Ave	3 lane Gateway improvement	\$964,000
16	Orchard Ave	3 lane Gateway improvement	\$723,000
17	Prairie Ave	A1 Typical Section	\$2,100,000
18	Ramsey Rd	Widen to 5 lanes	\$5,100,000
19	Ramsey Rd	New 3 lane section	\$5,600,000
20	Ramsey Rd	Reconstruct to 3 lane	\$5,200,000
21	Strahorn Rd	Build A1 Typical Section	\$390,000
22	Strahorn Rd	Build A3 Typical Section	\$1,700,000
23	Wyoming Ave	Reconstruct to 3 lane	\$1,800,000
24	Huetter Rd	Reconstruct to C1 Typical Section	\$1,700,000
25	Poleline Ave	Construct minor arterial, include grade separation	\$7,776,000
26	Prairie Ave	Reconstruct to 5-lane minor arterial	\$9,583,000
27	Poleline Ave	4-lane section (north half)	\$625,000
28	Huetter Rd	Extend to Singer Rd	\$2,800,000
29	Lancaster Rd	Reconstruct to 3 lanes	\$1,160,000
30	Main St	Construct 3 lane rural major collector segment over BNSF	Incl. in #134
31	Lancaster Rd	Reconstruct to 5 lanes	\$4,052,000
32	Nagel Rd	Construct new 2 lane section	\$974,000
33	Boekel Rd	Reconstruct to 3 lanes	\$1,840,000
34	Greensferry Rd	Reconstruct to 3 lanes	\$1,980,000
35	River Rd	Reconstruct 4.8 miles	\$3,650,000
36	Sunnyside Rd	Reconstruct 1.5 miles	\$3,100,000
37	Idaho Rd	Reconstruct to 3 lanes	\$3,800,000
38	Idaho Rd	Reconstruct to 3 lanes	\$3,700,000
39	Greensferry Rd	Reconstruct to 3 lanes	\$3,320,000
40	Chase Rd	Reconstruct to 3 lanes	\$266,000
41	Prairie Ave	Reconstruct to 3 lanes	\$3,700,000
42	Hayden Ave	Reconstruct to 5 lanes	\$7,400,000
43	Hayden Ave	Reconstruct to 5 lanes	\$8,855,000
44	Hayden Ave	Reconstruct to 5 lanes	\$7,400,000
45	Hauser Lake Rd	Reconstruct to 5 lanes	\$2,200,000
46	Pleasant View Rd	Reconstruct to 5 lanes	\$5,600,000
47	Spokane St	Add 2 lanes	\$11,950,000
48	Wyoming Ave	Construct 3 lane Collector	\$9,960,000
49	Meyer Rd	Reconstruct to 3 lanes	\$4,995,000
50	Huetter Rd	Reconstruct to 3 lanes	\$7,028,000
51	Prairie Ave	Reconstruct to 5 lanes	\$3,700,000
52	Prairie Ave	Reconstruct to 5 lanes	\$12,500,000
53	Prairie Ave	Reconstruct to 5 lanes	\$4,200,000
54	SH 41	Widen roadway w/bike lanes	\$ -
55	US 95 Huetter Bypass	New 6-lane freeway with 3 lane frontage road	\$340,000,000
56	4th St & Honeysuckle Ave	Roundabout	\$970,000

*Highlighted projects are not displayed on the maps

Table 6.4 Long-term Projects - Continued

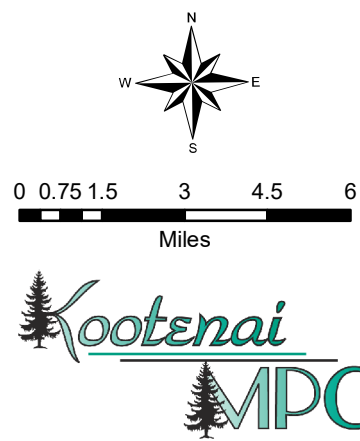
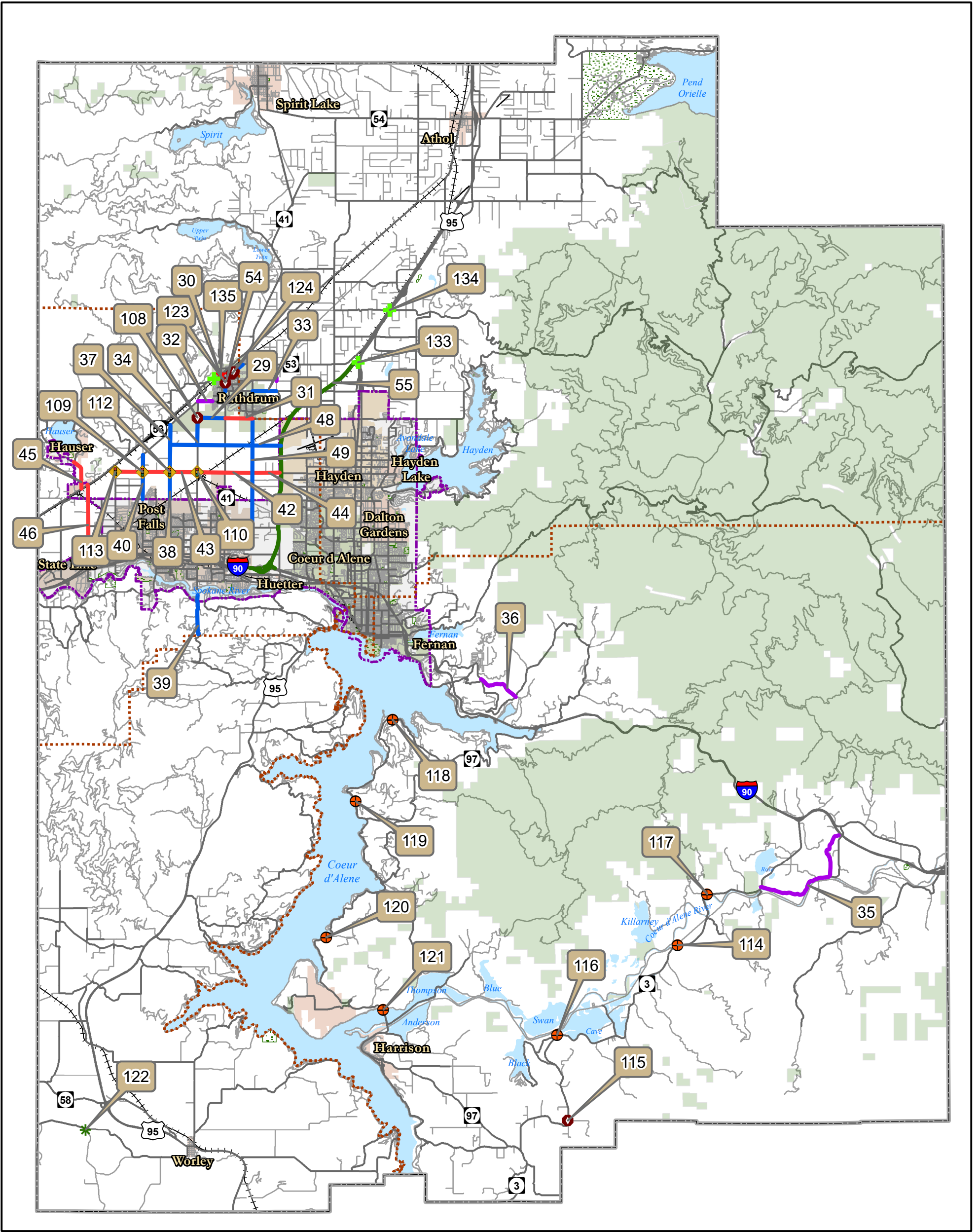
ID	Location	Project Description	Est. Cost (2020)
57	Atlas Rd & Hayden Ave	Signal and turn lanes all	\$1,840,000
58	Atlas Rd & Honeysuckle Ave	Add turn lanes @ E/W legs	\$405,000
59	Government Way & Lacey Ave	Signalize w/Turn lanes	\$1,200,000
60	Government Way & Lacey Ave	Turn lanes on E/W approaches	\$475,000
61	Government Way & Wyoming Ave	Signal and turn lanes all	\$1,660,000
62	Government Way & Lancaster Ave	Install new signal & turn lanes	\$1,700,000
63	Government Way & Dakota Ave	Add turn bays at E/W legs	\$483,000
64	Government Way & Miles Ave	Signal and E/W turn lanes	\$1,300,000
65	Ramsey Rd & Hayden Ave	Signal and turn lanes all	\$1,873,000
66	Ramsey Rd & Honeysuckle Ave	Signal and turn lanes all	\$1,623,000
67	Ramsey Rd & Lancaster Rd	Signal and turn lanes all	\$2,123,000
68	Ramsey Rd & Miles Ave	Signal and turn lanes all	\$17,000,000
69	Ramsey Rd & Wyoming Ave	Signal and turn lanes all	\$1,750,000
70	Ramsey Rd & Dakota Ave	Signalize N/S Turn lanes on Dakota	\$1,228,000
71	Ramsey Rd & Orchard Ave	Turn lanes on Orchard all	\$903,000
72	Strahorn Rd & Honeysuckle Ave	Roundabout	\$1,067,000
73	Greensferry Rd & 16 th Ave	Signal or roundabout	\$608,000
74	Cecil Rd & Prairie Ave	Add left turn lanes, signal	\$591,000
75	W ¼ Mile & Prairie Ave	Dual lane roundabout	\$663,000
76	E ¼ Mile & Prairie Ave	Dual lane roundabout	\$663,000
77	E ½ Mile & Prairie Ave	Add left turn lanes, signal	\$591,000
78	Bluegrass Ln & Syringa St	Install roundabout	\$636,000
79	Pleasant View Rd & Seltice Way	Add NB and SB right turn lanes, adjust signal timing	\$31,000
80	Pleasant View Rd & Riverbend Ave	Add NB turn lane, adjust approach	\$47,000
81	Corbin Rd & Prairie Ave	Add NB left turn lane	\$13,000
82	McGuire Rd & Prairie Ave	Expand to dual lane roundabout	\$313,000
83	McGuire Rd & Seltice Way	Add NB thru/turn lane, SB receiving lane	\$81,000
84	McGuire Rd & Riverbend Ave	Add EB turn lane	\$13,000
85	Chase Rd & Prairie Ave	Expand to dual lane roundabout	\$313,000
86	Spokane St & Prairie Ave	Signal or roundabout	\$690,000
87	Spokane St & 3 rd Ave	Signal	\$563,000
88	Idaho Rd & Polston Ave	Restrict WB left turns	\$9,000
89	Idaho Rd & Seltice Way	ADD second NB thru lane	\$31,000
90	Syringa St & Mullan Ave	Roundabout	\$690,000
91	Greensferry Rd & Prairie Ave	Signal	\$600,000
92	Greensferry Rd & Bluegrass Ln	Roundabout	\$690,000

Table 6.4 Long-term Projects - Continued

ID	Location	Project Description	Est. Cost (2020)
93	Greensferry Rd & 12 th Ave	Roundabout	\$690,000
94	Greensferry Rd & Seltice Way	ADD SB right turn, convert NB right turn to thru/right	\$20,000
95	Greensferry Rd & 3 rd Ave	Signal	\$663,000
96	Cecil Rd & Poleline Ave	Signal or roundabout	\$663,000
97	Cecil Rd & 12 th Ave	ADD EB/WB left turn lanes	\$22,000
98	W ¼ Mile & Poleline Ave	Roundabout	\$690,000
99	E ¼ Mile & Poleline Ave	Roundabout	\$690,000
100	Ross Point Rd & 3 rd Ave	Roundabout	\$636,000
101	Greensferry Rd & Horsehaven Ave	Roundabout with NB right turn lane	\$672,000
102	Clearwater Lp & Riverbend Ave	ADD NB turn lane	\$9,000
103	Poleline Ave & Huetter Rd	Signal	\$618,000
104	Idaho Rd & UPRR	Install planking, gates, lights	\$579,000
105	Henry St & Mullan Ave	ADD multi-lane roundabout	\$625,000
106	Greensferry Rd & Lancaster Rd	Add left & right turn lanes	\$760,000
107	Lancaster Rd & Greensferry Rd	Added TWLTL/center median	\$1,063,000
108	Chase Rd & Hayden Ave	Signal	\$580,000
109	Greensferry Rd & Hayden Ave	Signal	\$580,000
110	Huetter Frontage Rd & Hayden Ave	Signal	\$580,000
111	Idaho Rd & Hayden Ave	Signal	\$580,000
112	McGuire Rd & Hayden Ave	Signal	\$580,000
113	SH 3 & Old Lane Rd	Intersection reconstruction	\$481,000
114	SH 3 & Rosewood Rd	Geometric	\$481,000
115	SH 3 & Black Lake Rd	Intersection reconstruction	\$481,000
116	SH 3 & Killarney Lake Rd	Intersection reconstruction	\$481,000
117	SH 97 & Arrow Rd	Intersection reconstruction	\$481,000
118	SH 97 & Driftwood Heights	Intersection reconstruction	\$481,000
119	SH 97 & Half Round Bay Rd	Intersection reconstruction	\$481,000
120	SH 97 & Harlow Pt Rd	Intersection reconstruction	\$481,000
121	Williams Rd	Bridge Replacement	\$21,200
122	SH41	Add left turn lanes. Correct skew at Coeur d'Alene St.	\$315,000
123	SH41	Add left turn lanes.	\$326,000
124	I90 & Spokane St	Improve Ramps	\$5,000,000
125	Pleasant View Rd & I90	Add EB/WB right turn lanes	\$125,500
126	I90	Huetter Bypass Interchange	\$700,000
127	Poleline Ave	Huetter Bypass Interchange	\$700,000
128	Prairie Ave	Huetter Bypass Interchange	\$700,000
129	Hayden Ave	Huetter Bypass Interchange	\$700,000
130	Wyoming Ave	Huetter Bypass Interchange	\$700,000
131	Lancaster Ave	Huetter Bypass Interchange	\$700,000
132	SH 53	Huetter Bypass Interchange	\$700,000
133	Ohio Match Rd & US 95	Interchange	\$15,800,000
134	SH 53 & Mill St	Interchange	\$15,100,000
2040 Total Estimated Cost			\$656,220,700

*Highlighted projects are not displayed on the maps

KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040



LONG RANGE 2040 TRANSPORTATION PLAN
RURAL, KOOTENAI COUNTY

Long Term Projects

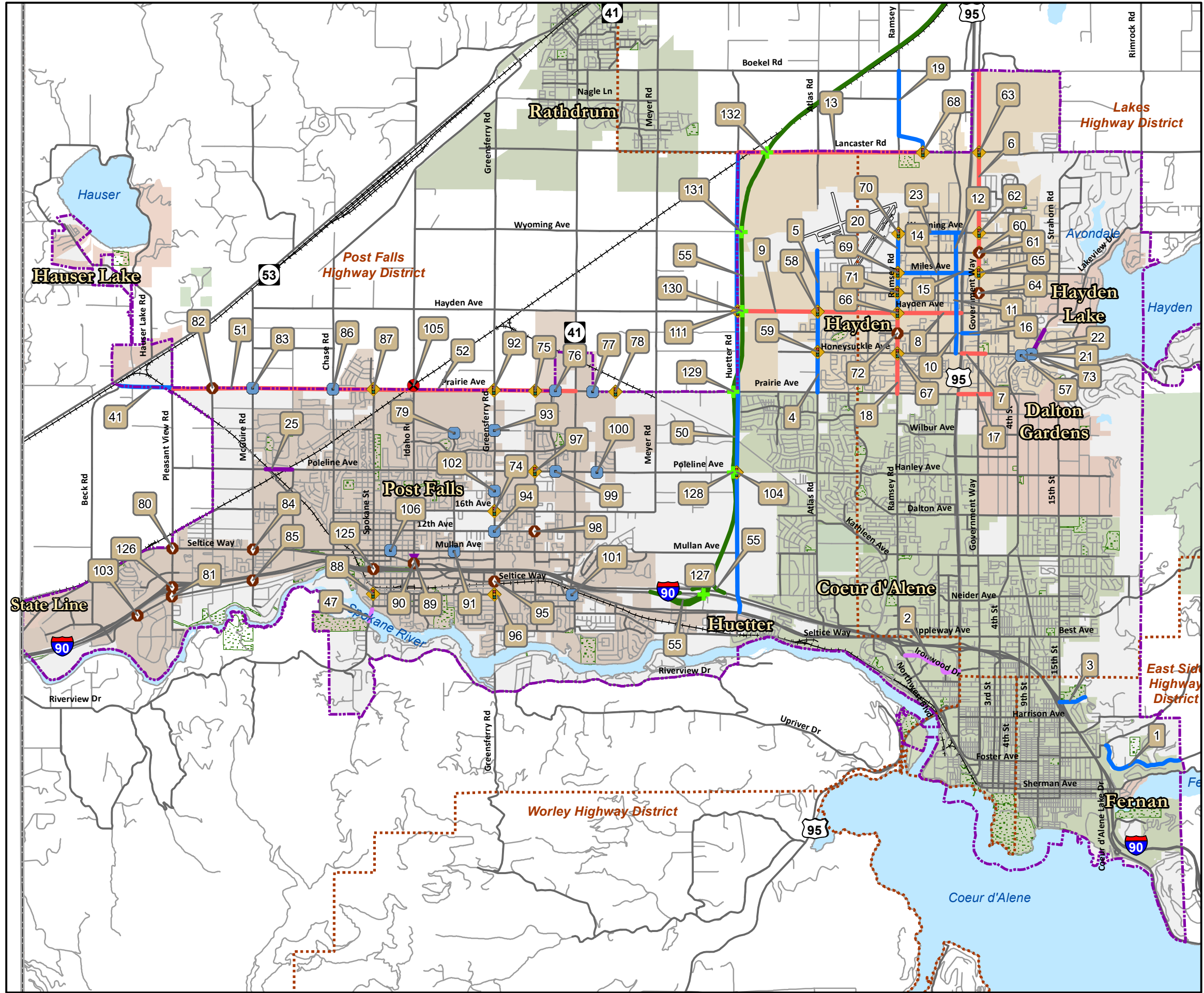
- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- Interchange
- Signal
- Roundabout
- Railroad Crossing
- Intersection Reconstruction

Physical Characteristics

- Geometric Improvements
- Overpass
- Turn Restrictions
- Intersection Closure
- Bridge
- HwyDist_Arcs
- Roads
- Railroad
- Urban Area Boundary
- County Boundary
- National Forest
- Water Features
- Parks

*Data based on best available information. *Data for illustrative purposes only.

Figure 6.3a



KOOTENAI METROPOLITAN TRANSPORTATION PLAN
2020 - 2040

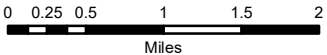
**LONG TERM 2040
TRANSPORTATION PLAN,
URBAN AREA**

Long Term Projects

- 6 Lanes
- 5 Lanes
- 4 Lanes
- 3 Lanes
- 2 Lanes
- Interchange
- Signal
- Roundabout
- Railroad Crossing
- Intersection Reconstruction
- Geometric Improvements
- Intersection Closure
- Overpass
- Bridge
- Turn Restrictions

Physical Characteristics

- Highway Districts
- Roads
- Railroad
- County Boundary
- Urban Area Boundary
- National Forest
- Water Features
- Parks



*Data based on best available information. *Data for illustrative purposes only.

PROJECT LIST SUMMARY

Based on the list of short, mid, and long-term projects compiled from local agencies, the total estimated costs for project needs in the Kootenai County region is:

LONG-TERM ROAD IMPROVEMENT PROJECTS
THROUGH 2040

TOTAL COST: \$ 656,220,700

MID-TERM ROAD IMPROVEMENT PROJECTS
THROUGH 2030

TOTAL COST: \$ 652,802,000

SHORT-TERM ROAD IMPROVEMENT
PROJECTS THROUGH 2025

TOTAL COST: \$ 342,816,000

2020-2040 TOTAL PROJECT COSTS: \$ 1,651,838,700

* Estimated costs for all project years are in 2020 dollars.

DEVELOPMENT-DRIVEN PROJECTS

The need for transportation improvements often exceeds the amount of funding available. One way to implement transportation improvements outside of traditional governmental funding sources is through the private sector.

The new roadways included in Table 6.5 are part of the planned roadway system but are not currently funded by the jurisdictions and are development-driven. These roadways are part of the local jurisdictions' transportation plans and will most likely be funded through subdivision projects.

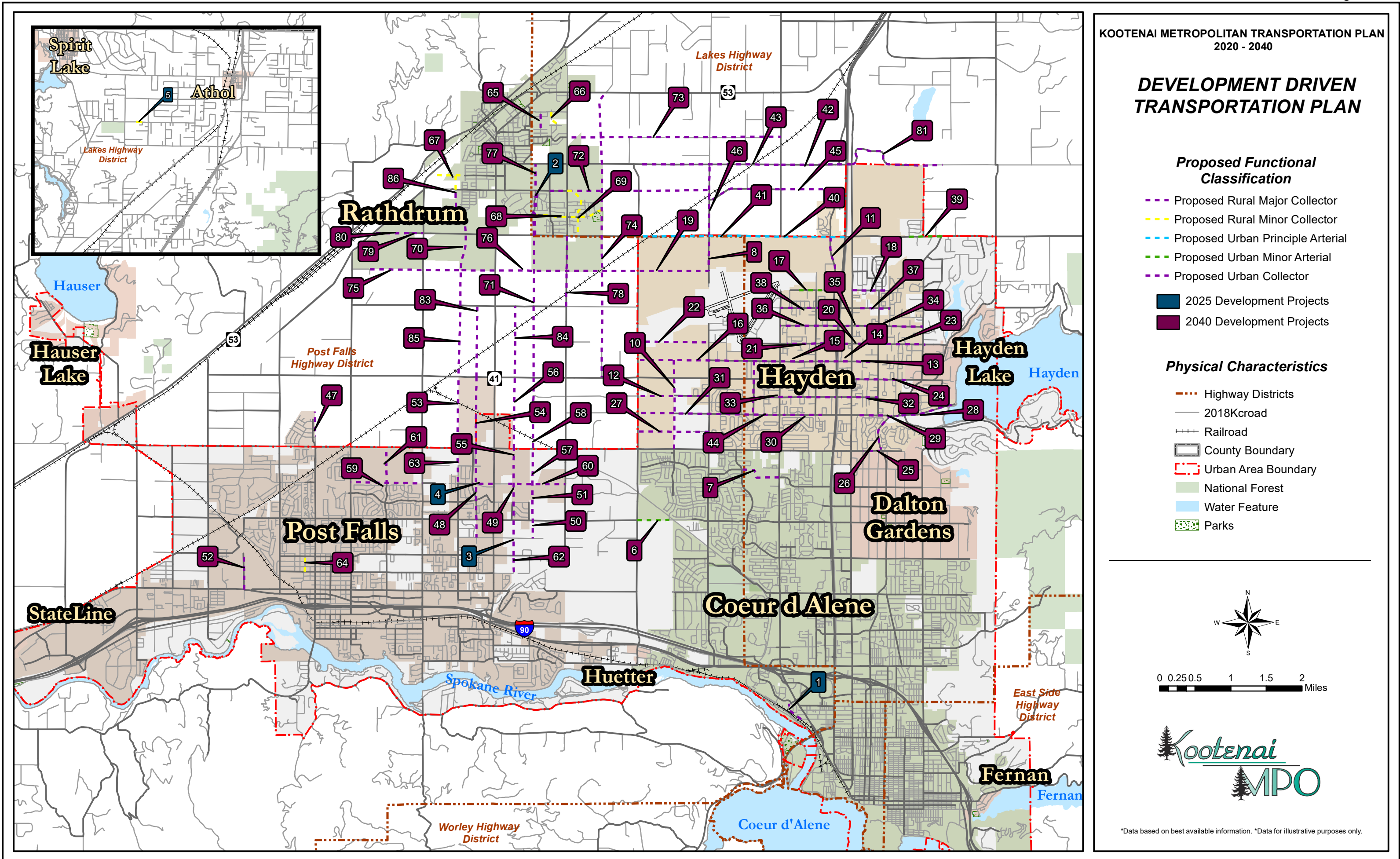
The roadway projects have been modeled to exist at the request of the jurisdictions and are included in both the KMPO modeling forecasts and the federal functional classification (FFC) maps. However, because these projects are not required to be financially constrained, they are illustrated on a separate map from the 2025, 2030 and 2040 transportation plan maps (Figure 6.4)

Table 6.5 Development-Driven Projects

ID	Location	Project Description
1	New Road	ADD Urban Collector
2	Radcliff	ADD rural major collector
3	W. 1/4 Mile	ADD Proposed Major Collector
4	Hope	ADD Proposed Major Collector
5	Seasons Road	New connection
6	Hanley Ave	ADD proposed urban minor arterial
7	Wilbur	ADD <i>proposed</i> urban collector
8	Atlas	C2 Roadway Section
9	Carrington	C2 Roadway Section
10	Carrington	C2 Roadway Section
11	Warren	ADD <i>proposed</i> urban collector
12	Robison	ADD <i>proposed</i> urban collector AC1
13	Dakota	ADD <i>proposed</i> urban collector AC 2
14	Dakota	A2 typical section
15	Dakota	AC 2 typical section
16	Dakota	C1 typical section
17	Buckles	Upgrade from local access to <i>proposed</i> urban minor arterial C1
18	Buckles	AC 2 typical section
19	New Road	A2 typical section
20	Miles Ave	AC 2 typical section
21	Miles Ave	AC 2 typical section
22	Miles Ave	C 2 typical section

Table 6.5 Development-Driven Projects - Continued

ID	Location	Project Description
23	Miles Ave	AC 2 typical section
24	Hayden Ave	AC 1 typical section
25	Prairie Ave	C1 typical section
26	4th	AC 1 typical section
27	Cranston	AC 1 typical section
28	Honeysuckle Ave	AC 2 typical section
29	Honeysuckle Ave	AC 1 typical section
30	Honeysuckle Ave	AC 2 typical section
31	Honeysuckle Ave	A2 typical section
32	Orchard Ave	AC 2 typical section
33	Orchard Ave	AC 2 typical section
34	Lacey Ave	AC 2 typical section
35	Lacey Ave	C1 typical section
36	Lacey Ave	AC 2 typical section
37	Wyoming Ave	AC 2 typical section
38	Wyoming Ave	AC 1 typical section
39	Lancaster Ave	A 1 typical section
40	Lancaster Ave	Upgrade to Principle Arterial
41	Lancaster Ave	Upgrade to Principle Arterial
42	Boekel Rd	C1 typical section
43	Boekel Rd	C1 typical section
44	Chateaux	AC1 typical section
45	Diamond Bar	ADD <i>proposed</i> rural major collector C1
46	Diamond Bar	C1 typical section
47	Spokane St	ADD proposed major collector
48	W 1/4 Mile	ADD proposed major collector
49	E 1/4 Mile	ADD proposed major collector
50	E 1/2 Mile	ADD proposed major collector
51	E 1/2 Mile	ADD proposed major collector
52	Clark Fork Pkwy	Reconstruct as major collector
53	Cecil Rd	ADD proposed major collector
54	W 1/4 Mile	ADD proposed major collector
55	E 1/4 Mile	ADD proposed major collector
56	E 1/4 Mile	ADD proposed major collector
57	E 1/2 Mile	ADD proposed major collector
58	E 1/2 Mile	ADD proposed major collector
59	Bluegrass/Hope Ave	ADD proposed major collector
60	Bluegrass/Hope Ave	ADD proposed major collector
61	Syringa St	ADD proposed major collector
62	E. 1/4 Mile	ADD Proposed Major Collector
63	W. 1/2 Mile	ADD Proposed Major Collector
64	Compton	Reconstruct as Minor Collector
65	Beechwood	ADD <i>proposed</i> rural minor collector
66	Sedona	ADD <i>proposed</i> rural minor collector
67	California	ADD <i>proposed</i> rural minor collector
68	Majestic	ADD <i>proposed</i> rural minor collector
69	New rural minor collector	ADD <i>proposed</i> rural minor collector
70	Rio Grande	ADD <i>proposed</i> rural major collector
71	E ½ Mile	ADD <i>proposed</i> rural major collector
72	Nagel	ADD <i>proposed</i> rural major collector
73	Tombstone	ADD rural major collector
74	Trails End	Upgrade from local access to rural major collector
75	Ok Corral	ADD rural major collector
76	Ok Corral	ADD <i>proposed</i> rural major collector
77	Radcliff	ADD <i>proposed</i> rural major collector
78	Meyer	ADD <i>proposed</i> rural major collector
79	Lancaster	Upgrade to rural major collector
80	Lancaster	ADD proposed rural major collector
81	Rookery	ADD <i>proposed</i> rural major collector
82	Ramsey Rd	Dev. Driven, overlay + 2 intersections
83	E ¼ Mile	ADD <i>proposed</i> rural major collector
84	W ¼ Mile	ADD <i>proposed</i> rural major collector
85	W ½ Mile	ADD <i>proposed</i> rural major collector
86	W ½ Mile	ADD <i>proposed</i> rural minor collector



*Data based on best available information. *Data for illustrative purposes only.

VISUALIZATIONS

Information on financing available for projects follows the Transportation Improvement Plan. Below are a few visualizations of proposed regional projects, such as widening Huetter Rd to three lanes (addition of a two-way left turn lane) from Seltice Way to Lancaster Rd, reconstructing and paving 1.64 miles of Diagonal Road, reconstructing 1.9 miles of Kidd Island Road, widening Meyer Road to four lanes from Lancaster Rd to Boekel Road, and making improvements to Fernan Hill Road from Coeur d'Alene City Limits to one mile east.

HUETTER ROAD (POST FALLS HIGHWAY DISTRICT)

PRESENT



VISUALIZATION – THREE LANE FRONTAGE ROAD



DIAGONAL ROAD
(LAKES HIGHWAY DISTRICT)

PRESENT



VISUALIZATION – RECONSTRUCT
AND PAVE; 1.64 MILES, SW TO

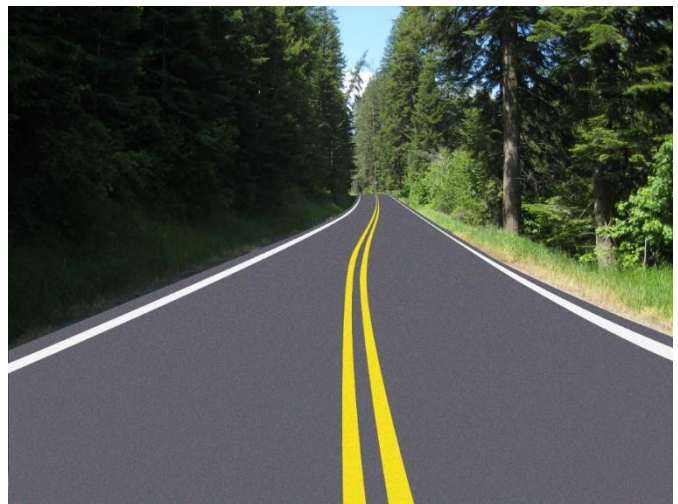


KIDD ISLAND BAY ROAD
(WORLEY HIGHWAY DISTRICT)

PRESENT



VISUALIZATION – RECONSTRUCT;
3.21 MILES, OLD US95 TO



MEYER ROAD
(CITY OF RATHDRUM)

PRESENT



VISUALIZATION – RECONSTRUCT TO
4 LANES; MEYER ROAD, LANCASTER



FERNAN HILL RD
(EAST SIDE HIGHWAY DISTRICT)

PRESENT



VISUALIZATION – FERNAN HILL ROAD; PARTIAL
RECONSTRUCTION 1 MILE TO CITY LIMITS



CONCLUSION

Today, the Kootenai area transportation system continues to experience the effects of growth and development. Arterials built to serve developments are absorbing the traffic coming in from outlying suburban areas, as well.

Current traffic operations within the regional transportation system have a high overall operating performance. However, this performance is expected to decline as growth and development continue to have an impact in the outlying areas, as discussed in Sections 3 and 4.

In the 2018 Base Model, some roads such as Ironwood Drive, Lincoln Way, Government Way, Hubbard and River Avenues, Fort Grounds Drive, and 15th Street are nearing capacity, primarily at intersections. US Highway 95 is also showing signs of increased congestion with additional trips from growth and development.

In the 2040 No-Build model, sections of the following roads are shown to be operating over their capacity: Ironwood Drive, Seltice Way, Northwest Boulevard, Lakewood Drive, Emma Avenue, 15th Street, Huetter Road, Hayden Avenue, Atlas Road, 7th Street, 9th Street, Lincoln Way, Fort Grounds Drive, Hubbard Avenue, River Avenue, Riverstone Drive, Upriver Drive, Mullan Ave, SH-41, Pleasant View Road, Government Way, US 95 and I-90.

The 2040 Build forecast model shows an overall regional decrease in congestion compared with the No Build scenario. However, some

congestion problems are shown to exist along I-90, Seltice Way, 15th Street, 9th Street, Riverstone Drive, Greensferry Road, US 95, Northwest Boulevard, Ironwood Drive, Lincoln Way, Fort Grounds Drive, Hubbard Avenue, River Avenue, Julia Street, Poleline Avenue, Riverbend Avenue and Government Way.

To be proactive and prevent this decline, it is important that each jurisdiction do its part to construct projects that meet transportation needs identified in this Metropolitan Transportation Plan. If the key to the success of the MTP is to strategically invest in projects that meet those deficiencies, it is important to defer non-essential capacity increasing projects that are inconsistent with the goals and policies of the comprehensive land use and transportation plans being developed.

