



I-90, SH-41 to US-95: West and East Contracts

Pre-Advertisement Presentation

November 4, 2024
1:00 PM PST

Your Safety • Your Mobility • Your Economic Opportunity

Disclaimer



- The information in the following slides is presented to the contracting community to increase awareness of the upcoming advertisement of the I-90, SH-41 to US-95 WEST and EAST widening projects.
- Information within these slides are not contractual.
- The only contractually binding materials are the bid documents when the project is advertised.
- All quantities are approximate and subject to change prior to advertisement.



Agenda



- Safety Topic
- Welcome Remarks
- Introductions
- I-90 Project Overview and Scope
- Key Dates and Timeframes
- Questions

Informational purposes only.
Not for bidding.



Safety Topic

Situational Awareness

Observe what is happening around you

Comprehend the situation you are experiencing

Anticipate what is likely to occur next

Factors that reduce Situation Awareness

- Rushing through a task
- Mental or physical fatigue
- Complacency
- Poor communications



STOP - LOOK - ASSESS - MANAGE

Welcome



The Idaho Transportation Department is widening I-90 from SH-41 to US-95 in Kootenai County starting in Spring 2025.



Team Introductions

Dan McElhinney

Chief Deputy Director/COO

Amy Schroeder

Division Administrator

Eric Staats

TECM Program Manager

Erika Bowen

Project Manager, Design

Damon Allen

District 1, District Engineer

Justin Wuest

District 1, Resident Engineer Design/Construct B (DCB)

Mason Palmer

Project Manager DCB, Construction (WEST)

Steven Bakker

District 1, Resident Engineer Design/Construct C (DCC)

Joey Sprague

Project Manager DCC, Construction (EAST)

Project Location

District 1
City of Post Falls
City of Coeur d'Alene
Kootenai County

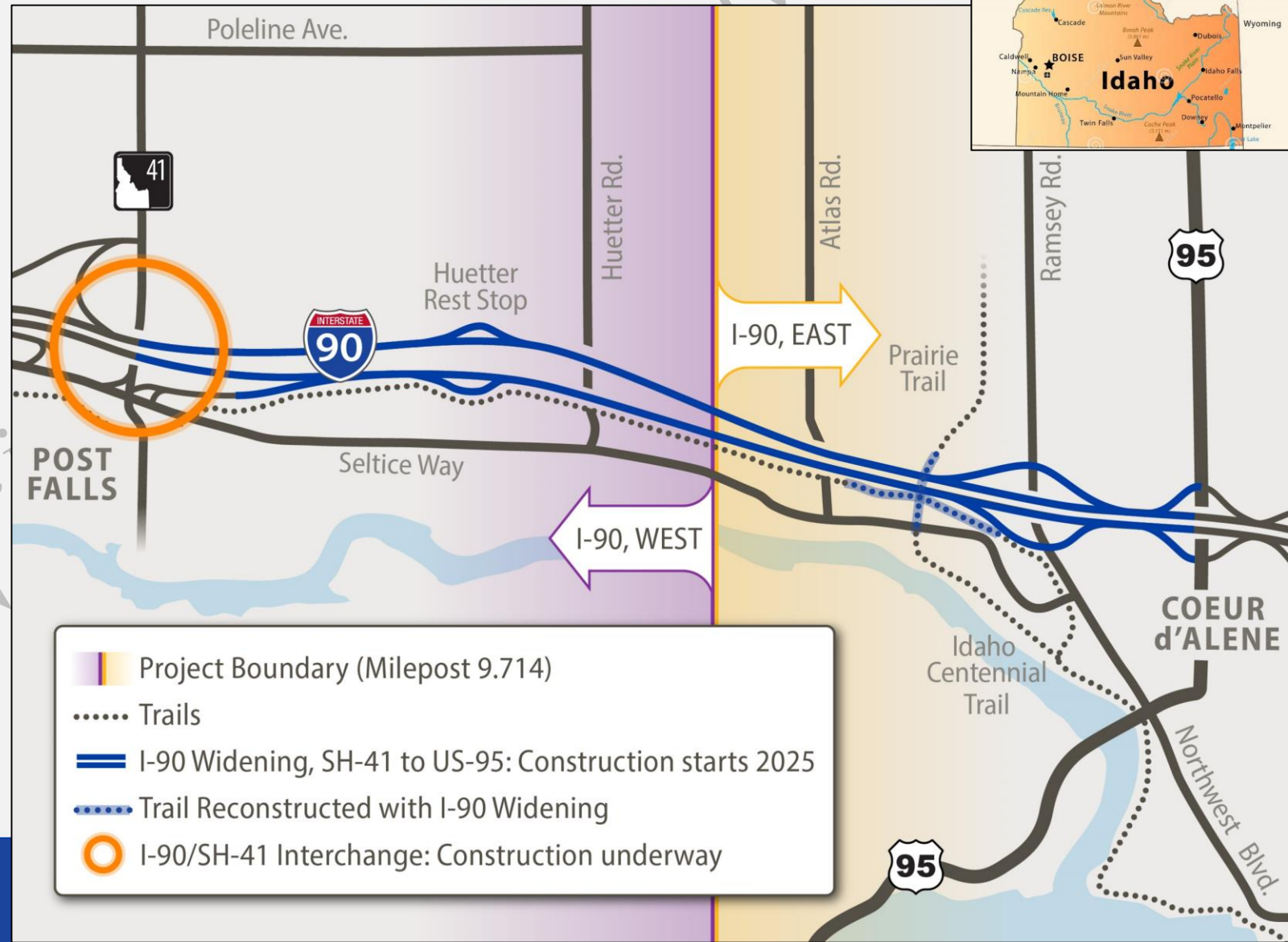
Interstate 90 (I-90)

I-90 WEST: MP 7.128 - MP 9.714

- Approximately 2.6 miles

I-90 EAST: MP 9.714 - MP 12.046

- Approximately 2.3 miles



Project Overview

Anticipated Advertisement

- January 2025

Anticipated Cost

- I-90 WEST: \$90M - \$100M
- I-90 EAST: \$65M - \$75M

Federally Funded Construction

- DBE
- Davis-Bacon
- Buy America

Construction Duration

- I-90 WEST: 3 Construction Seasons
- I-90 EAST: 4 Construction Seasons

Proposed Improvements

Roadway Improvements *(I-90 WEST & I-90 EAST)*

- Full reconstruction with four lanes each direction and asphalt pavement
- Clearing and regrading throughout the right-of-way

Bridges

- Replacement of Huetter Road Bridges *(I-90 WEST)*
- Replacement of Atlas Road and Prairie Trail Bridges *(I-90 EAST)*

Retaining Walls *(I-90 WEST & I-90 EAST)*

- Soldier Pile Walls and MSE Walls adjacent to the roadway and at bridge abutments

Centennial Trail and Prairie Trail

- Trail reconstruction and intersection realignment *(I-90 EAST)*
- Chain link fence installation between Centennial Trail and I-90 eastbound *(I-90 WEST & I-90 EAST)*

Weigh-in-Motion (WIM)

- Provide and install new WIM system at the Huetter Port of Entry *(I-90 WEST)*

Construction Staging

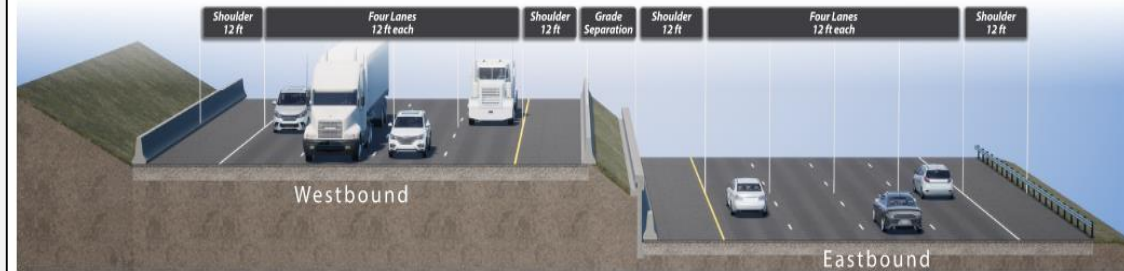
- Multi-year, multi-phased, and multi-contractor coordination *(I-90 WEST & I-90 EAST)*

Roadway Improvements

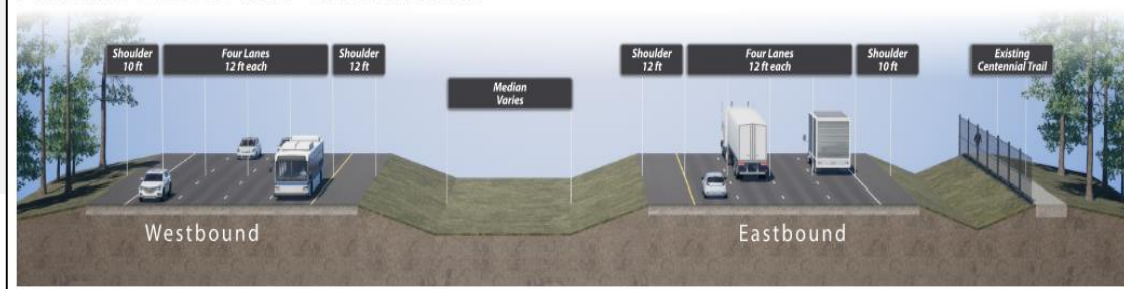
Quantities for I-90 WEST

- 204,000 Tons of $\frac{3}{4}$ " Aggregate Type B for Base
- 134,000 Tons of HMA
- 25,000 Feet of Concrete Barrier

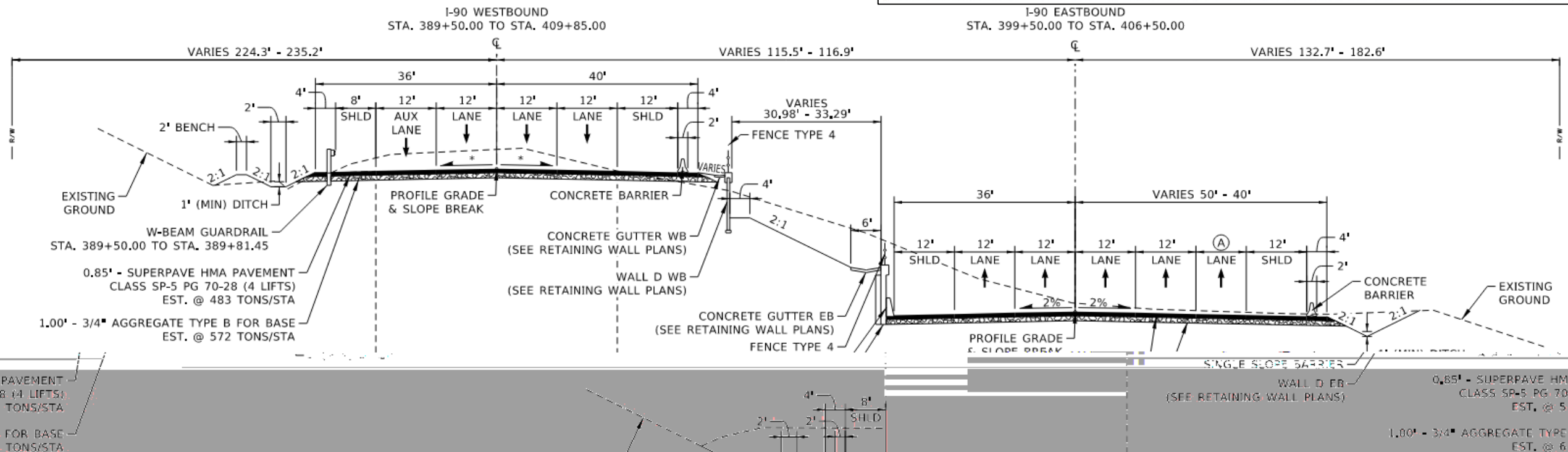
I-90: SH-41 TO HUETTER REST STOP



I-90: HUETTER REST STOP TO ATLAS ROAD



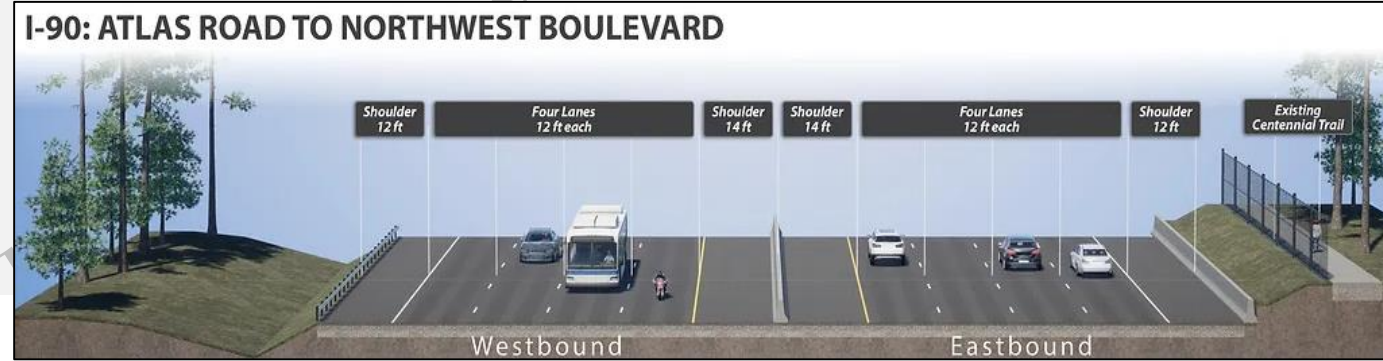
I-90 TYPICAL SECTION
N.T.S.



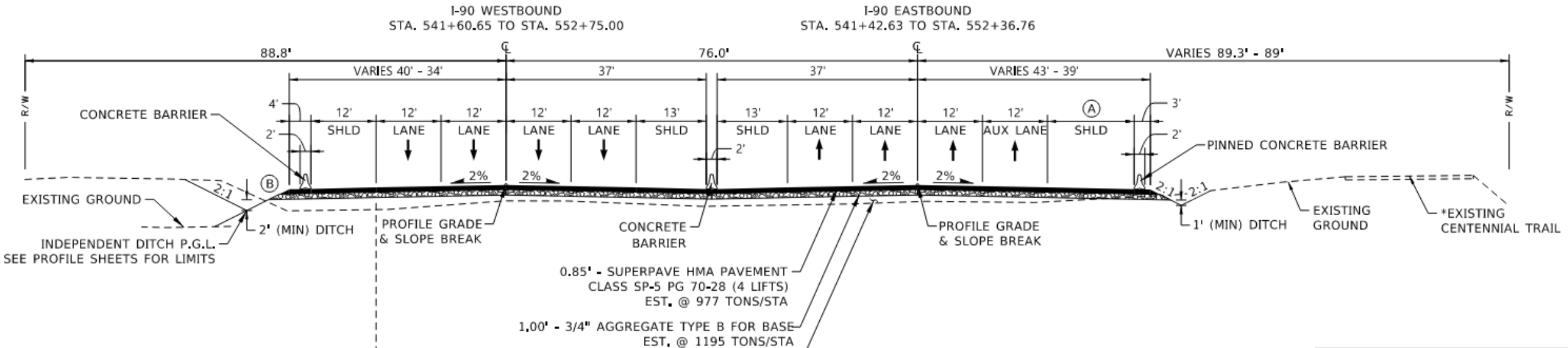
Roadway Improvements

Quantities for I-90 EAST

- 156,000 Tons of ¾" Aggregate Type B for Base
- 115,000 Tons of HMA
- 23,000 Feet of Concrete Barrier



I-90 TYPICAL SECTION
N.T.S.



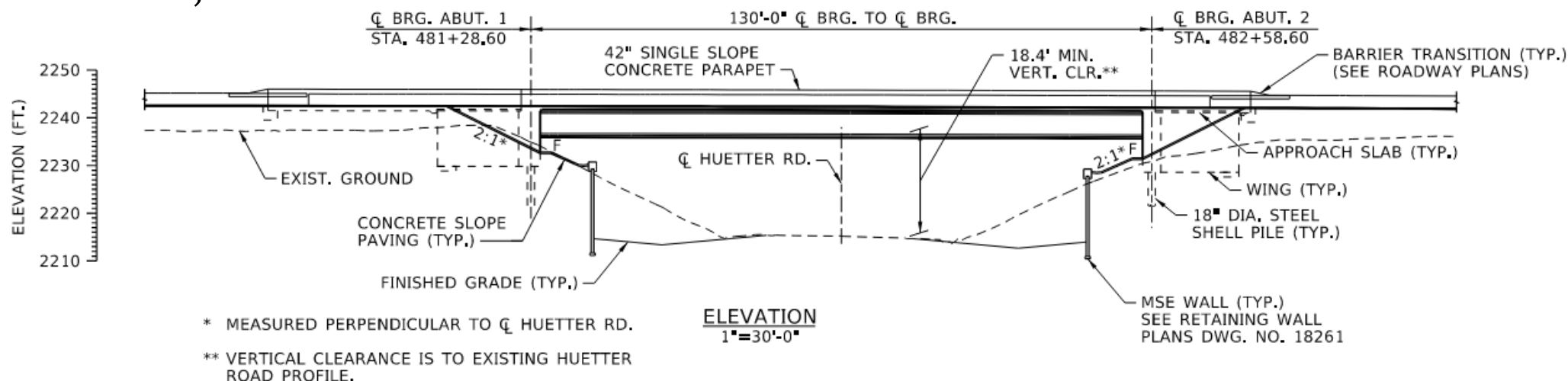
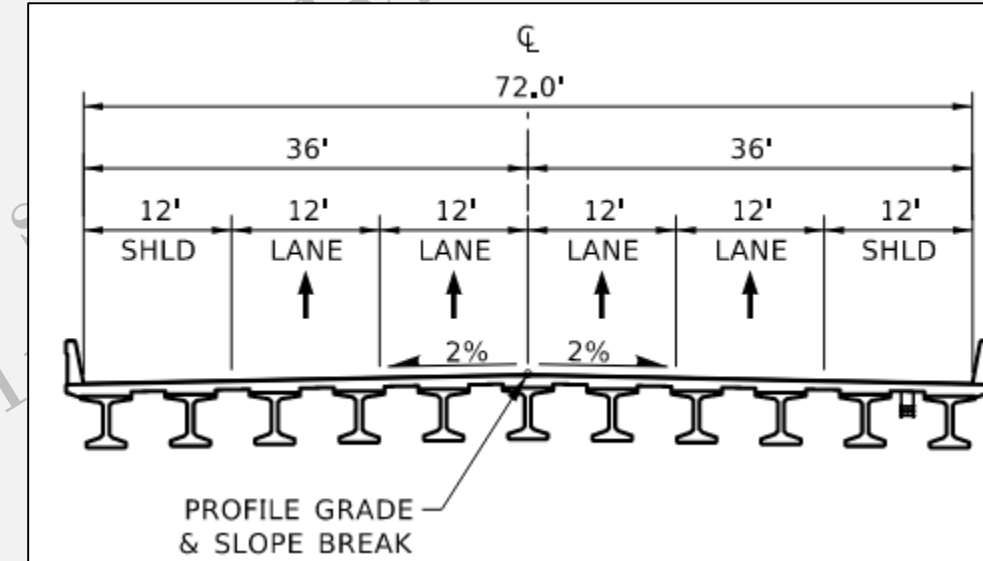
Huetter Road Bridges (I-90 WEST)

Improvements:

- Replace eastbound and westbound I-90 Bridges
- Stage construct eastbound bridge
- Westbound bridge built without adjacent traffic

Bridge Quantities:

- 1,200ft of Prestressed WF Girder (66" Depth)
- 2,000ft of 18" Dia Shell Pile
- 570 CY Class 40 Concrete
- 58,000lbs Metal Reinforcement



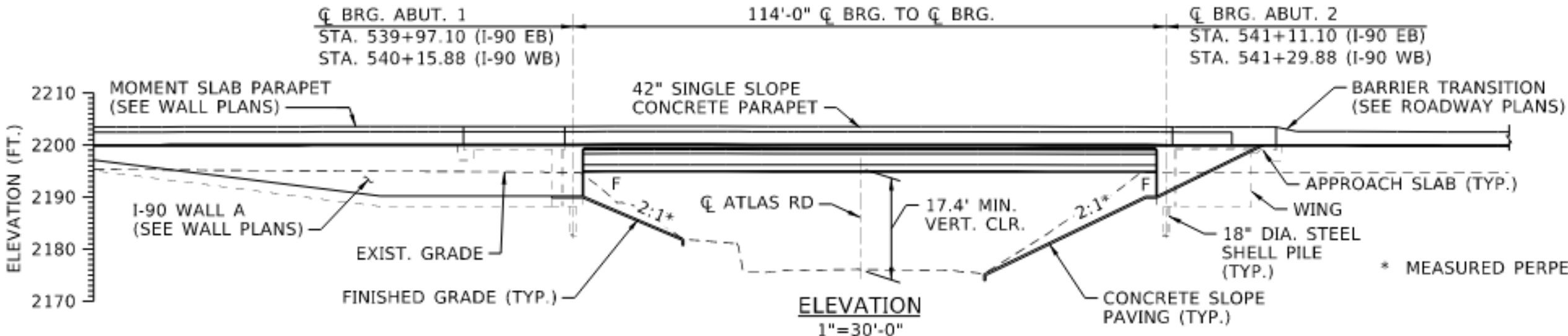
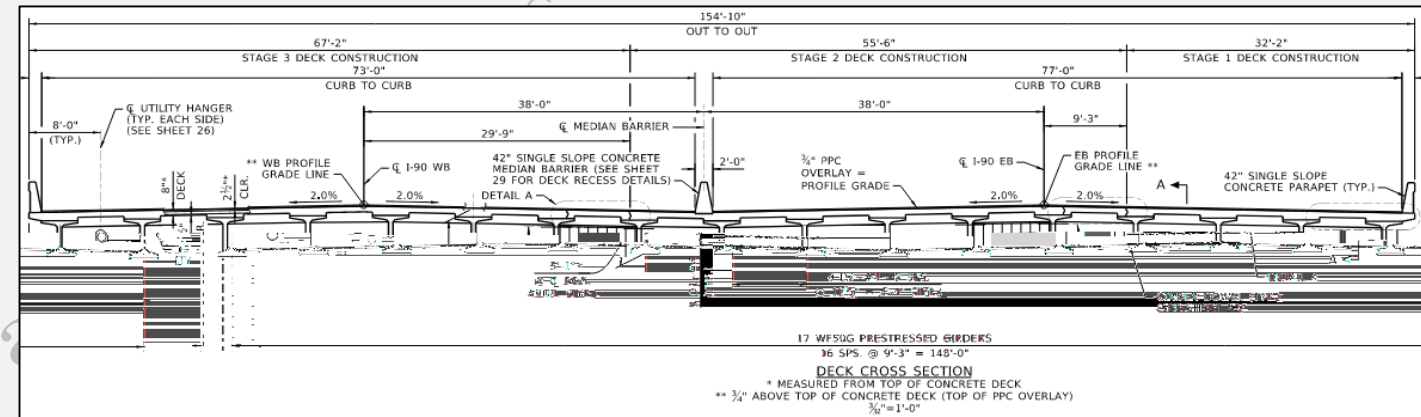
Atlas Road Bridge (I-90 EAST)

Improvements:

- Replace eastbound and westbound I-90 Bridges with one bridge
- Stage construct bridge

Bridge Quantities:

- 1,200ft of Prestressed WF Girder (50")
- 4,000ft of 18" Dia Shell Pile
- 900 CY Class 40 Concrete
- 91,000lbs Metal Reinforcement



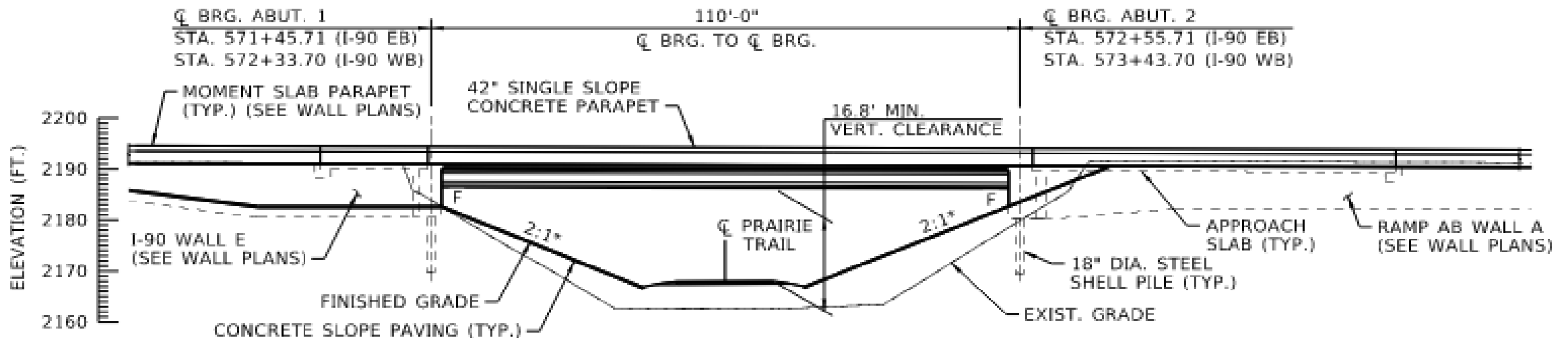
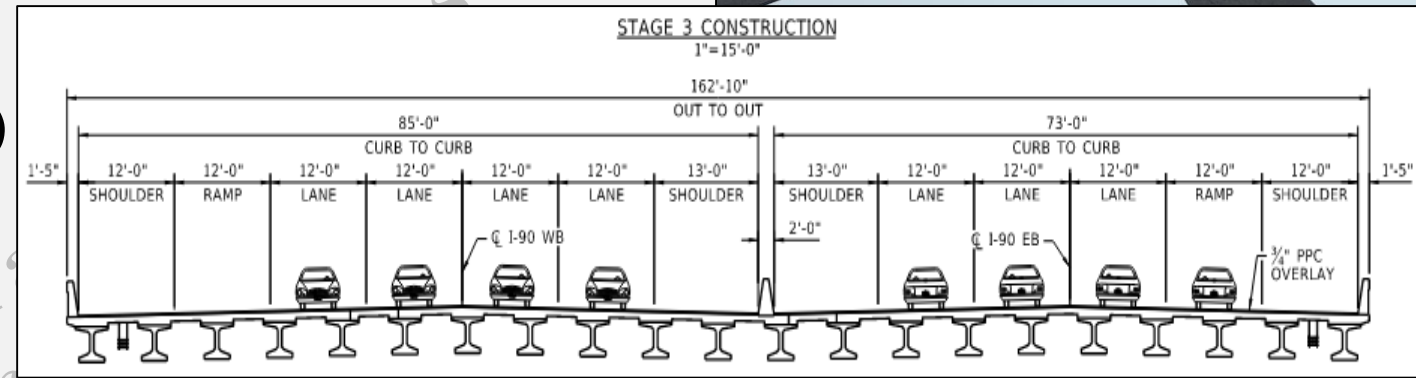
Prairie Trail Bridge (I-90 EAST)

Improvements:

- Replace eastbound and westbound I-90 Bridges with one bridge
- Stage construct bridge

Bridge Quantities:

- 2,000ft of Prestressed WF Girder (42")
- 4,200ft of 18" Dia Shell Pile
- 1,000 CY Class 40 Concrete
- 135,000lbs Metal Reinforcement



* MEASURED PERPENDICULAR TO \bar{C} PRAIRIE TRAIL

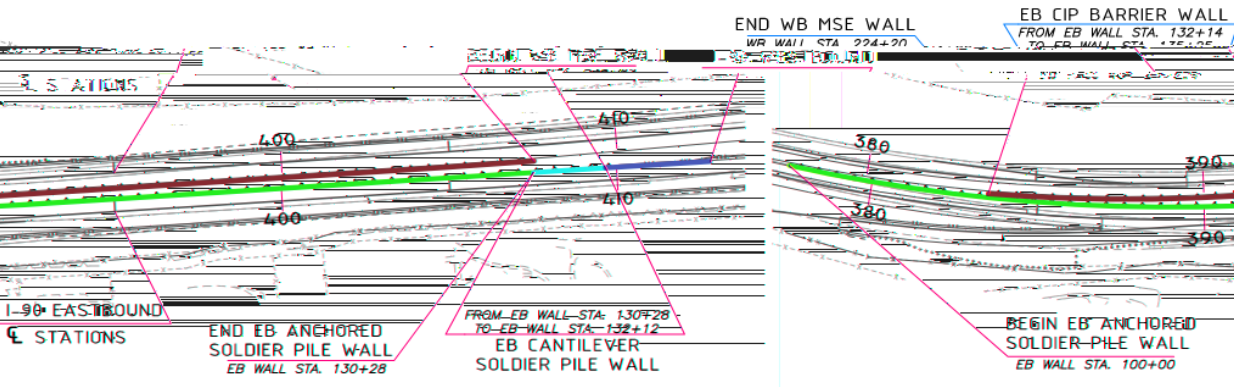
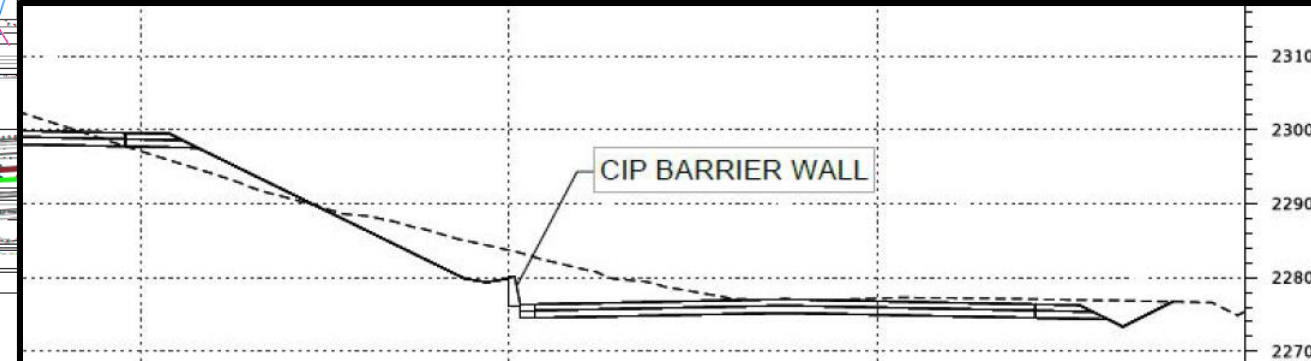
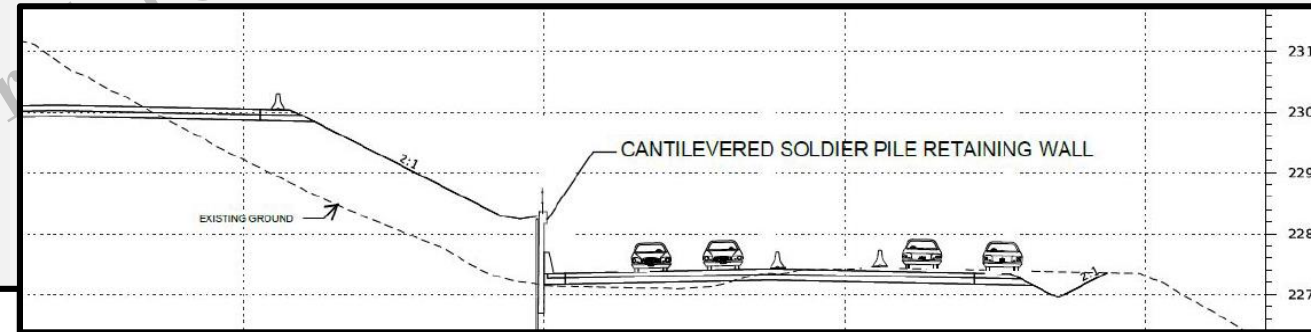
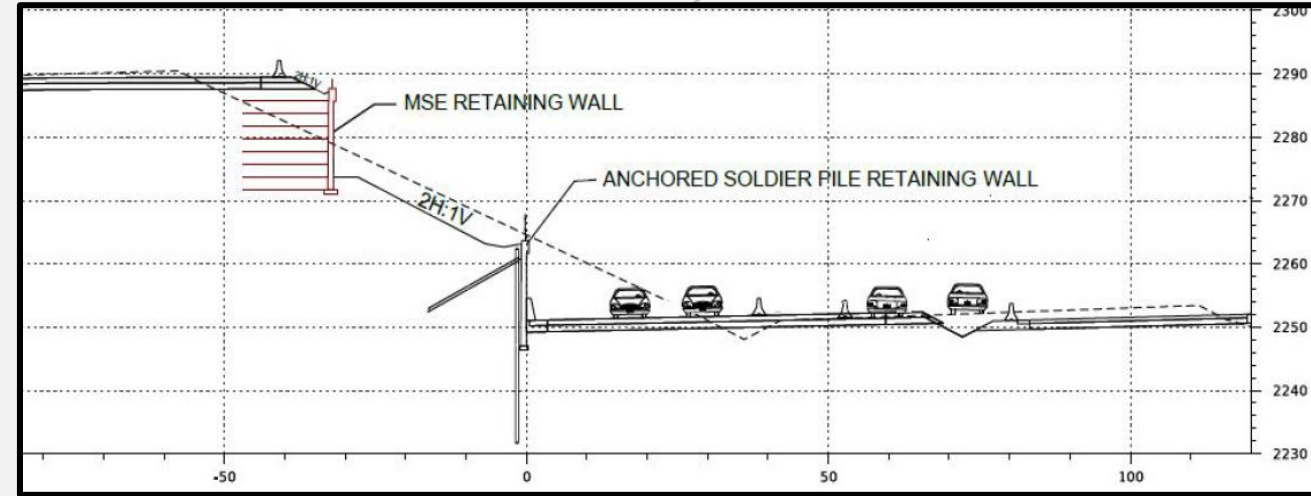
Retaining Walls (I-90 WEST)

Improvements:

- Two-tiered retaining wall (Wall D)
 - MSE, Soldier Pile, Cast-in-Place
- MSE Walls at Huetter Bridges

Quantities:

- 53,000 SF MSE Wall
- 37,000 SF Soldier Pile Wall
- 18,000 SF Cast-in-Place Wall



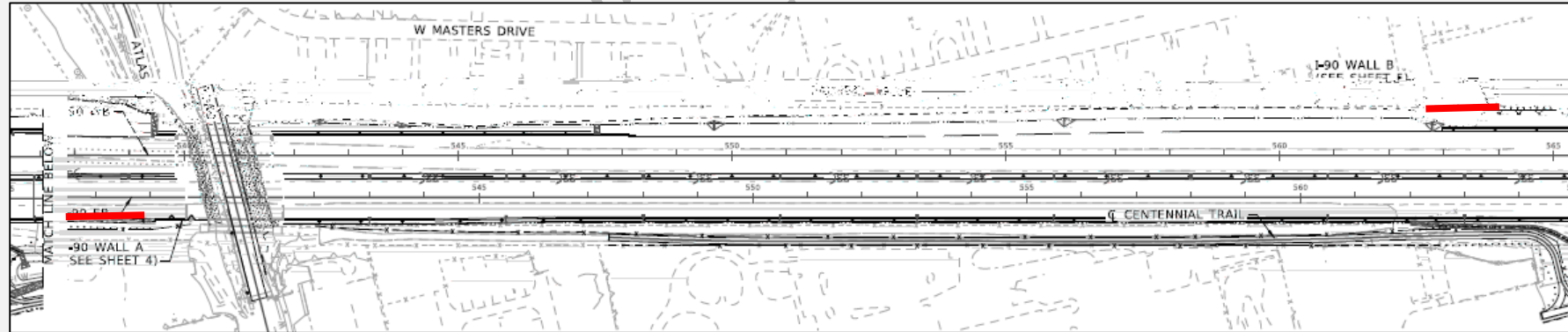
Retaining Walls (I-90 EAST)

Improvements:

- Seven (7) walls in total
 - Grade-Separated Barrier Wall
 - Soldier Pile Walls
 - MSE Walls

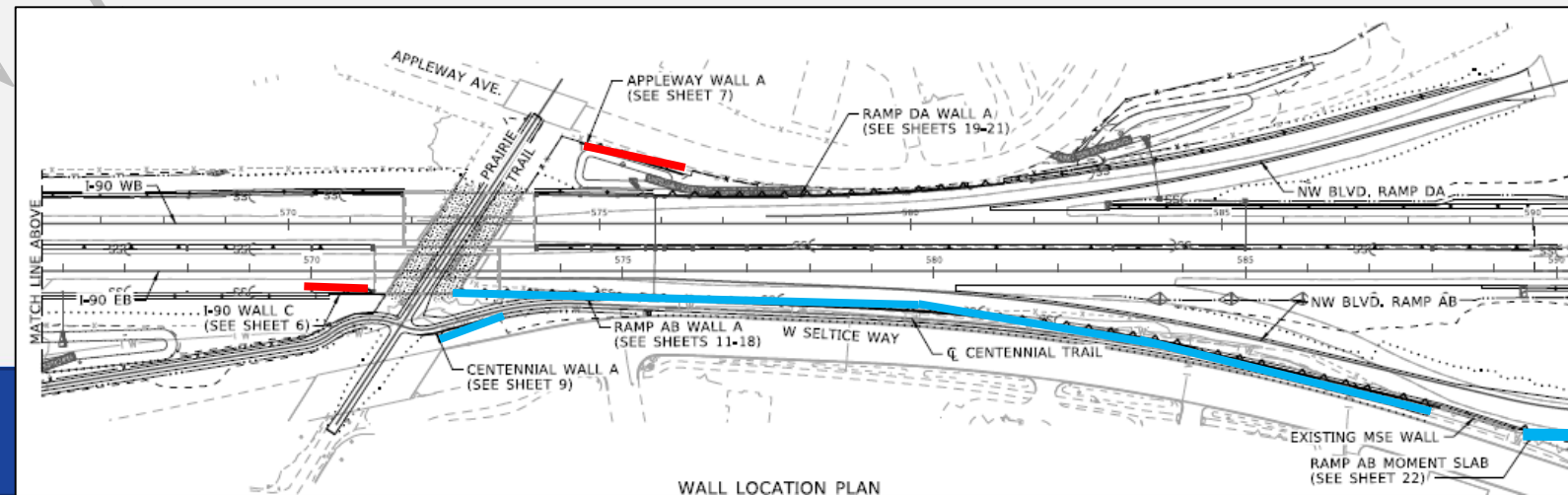
WALL DATA TABLE			
WALL	BASELINE	MAX HT,	WALL TYPE
I-90 WALL A	I-90 EB	8.9'	MSE WALL W/ MOMENT SLAB
I-90 WALL B	I-90 WB	10.6'	MSE WALL W/ COPING
I-90 WALL C	I-90 EB	10.1'	MSE WALL W/ MOMENT SLAB
APPLEWAY WALL A	I-90 WB	12.9'	SOLDIER PILE WALL
CENTENNIAL WALL A	CENTENNIAL TRAIL	10.8'	SOLDIER PILE WALL
RAMP AB WALL A	I-90 EB/I-90 RAMP AB	12.8'	MSE WALL/GSBW
RAMP DA WALL A	I-90 WB/I-90 RAMP DA	9.5'	GSBW

GSBW = GRADE-SEPARATED BARRIER WALL



Quantities:

- 1,500ft Grade Separated Wall
- 3,000 SF Soldier Pile Wall
- 13,000 SF MSE Wall



Centennial Trail and Prairie Trail

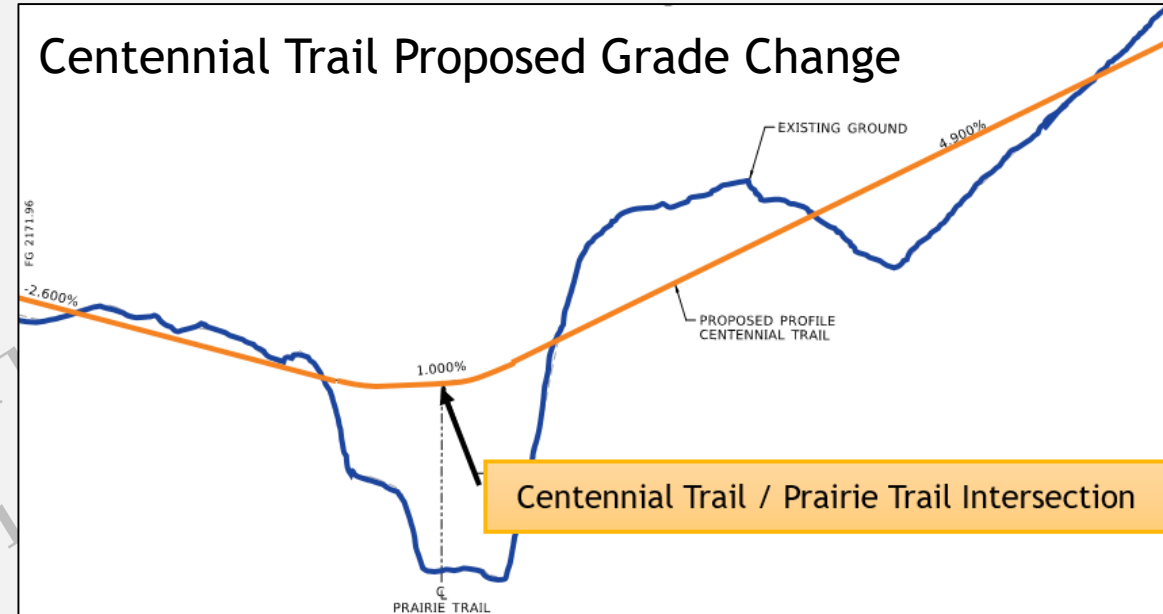
Improvements:

Centennial Trail (*I-90 EAST*)

- 4,000ft of reconstruction and realignment
- Flattened grades and better alignment at the Prairie Trail intersection

Prairie Trail (*I-90 EAST*)

- 600ft of reconstruction and vertical alignment change



Quantities:

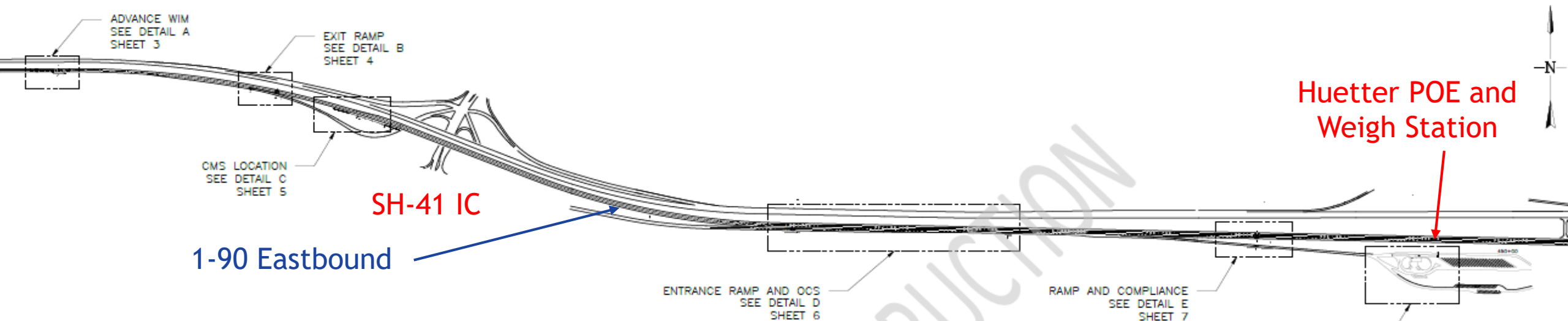
- 1,000 tons HMA for Shared Use Path
- 3,000 tons of aggregate base for Shared-Use Path
- 10,000ft of 6' chain-link fence (*I-90 WEST & I-90 EAST*)



Weigh-in-Motion (WIM) *(I-90 WEST)*

Improvements:

- Provide and install new WIM systems on eastbound I-90.
- ITD's sole source provider for materials/installation related to the WIM system is International Road Dynamics (IRD)
- IRD's cost estimate for the labor/equipment/materials provided or performed by them for this work is approximately \$1.8M. This cost is incidental to the pay item.
- The Contractor will coordinate with the designated IRD representative for this project.
 - Coordinate road construction and traffic control activities to allow for the removal of existing WIM components and installation of the new WIM system.



Lane Closures and Restrictions

- Day and night work allowed
- Maintain two lanes in each direction on I-90 during peak hours (5am to 8pm)
- Overnight I-90 mainline and ramp lane closures with restrictions:
 - 8pm to 5am Monday through Thursday
 - 8pm to 7am Friday through Sunday
- Ramp closures from 55 hours up to 7 days per contract
- Local road detours and temporary closures
 - Huetter Road - Overnight as needed for bridge removal and girder placement
 - Atlas Road - Overnight as needed for bridge removal and girder placement
 - Prairie Trail - 30 day and 14 day closures per contract

Construction Staging



I-90, SH-41 to US-95 WEST

Three Major Stages over Three Seasons

Stage 1 -

- Eastbound I-90 roadway construction
- Wall D Construction
- Eastbound Huetter Road bridge - Stage Construct

Stage 2 - **Connection to I-90 EAST**

- Westbound traffic shift to new eastbound
- Westbound reconstruction
- Westbound Huetter Road bridge

Stage 3 -

- Westbound traffic back to westbound lanes
- Eastbound moved to new eastbound lanes
- Complete eastbound Huetter Road bridge

I-90, SH-41 to US-95 EAST

Three Major Stages over Four Seasons

Stage 0 -

- Temporary widening and paving

Stage 1 -

- I-90 widening construction
- Eastbound Atlas Road bridge
- Westbound Prairie Trail bridge

Stage 2 - **Connection to I-90 WEST**

- I-90 Median construction
- Eastbound Atlas Road bridge
- Westbound Prairie Trail bridge

Stage 3 -

- Roadway construction completion
- Westbound Atlas Road bridge
- Eastbound Prairie Trail bridge



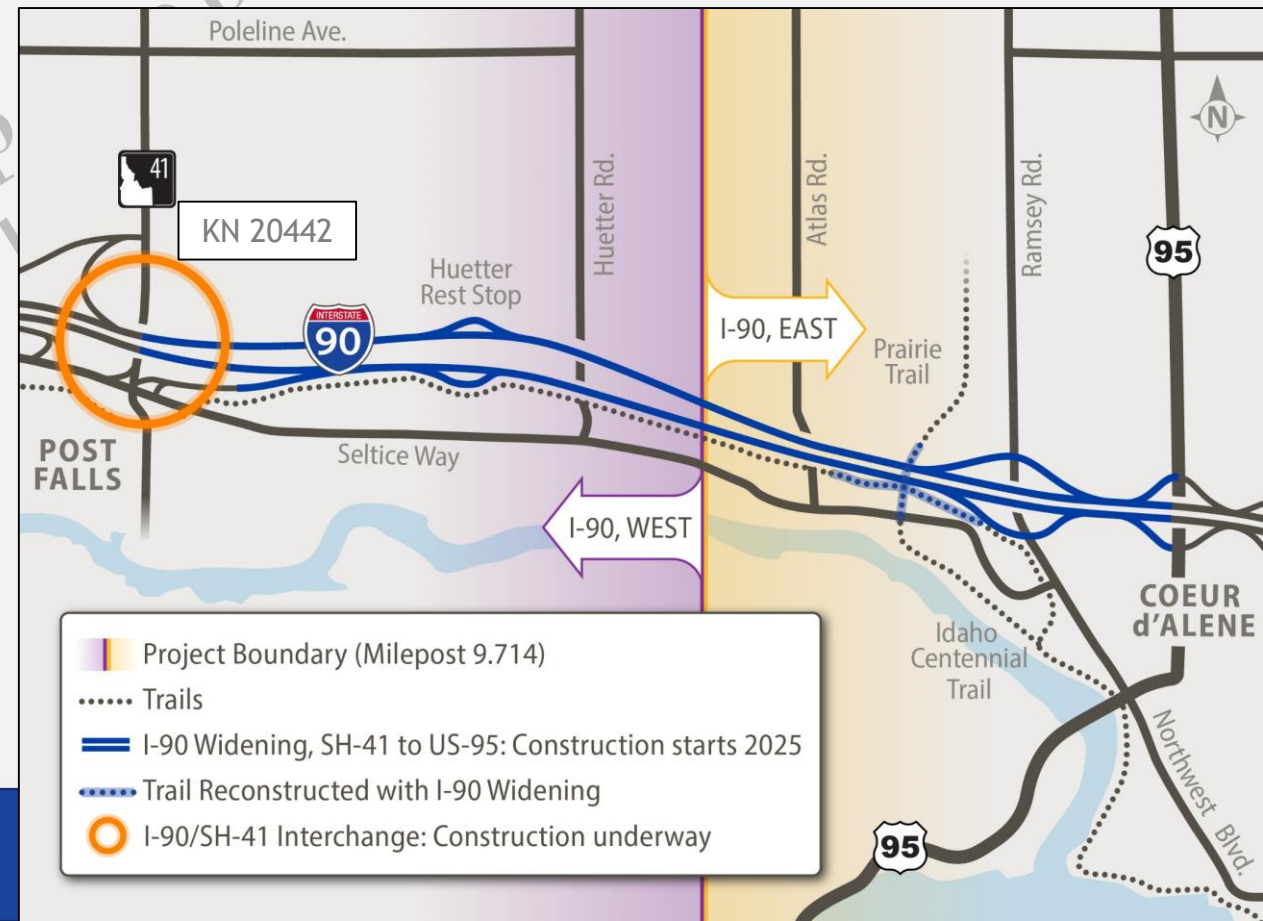
Adjacent Projects

I-90, SH-41 IC

- Construction ongoing, expected completion in 2026
- Overlapping traffic control with KN 24305
- Coordination with project contractor required

I-90, SH-41 to US-95 WEST & EAST

- Shared project start/end at MP 9.714
- Overlapping traffic control between projects
- Contractual date for meeting lane shift
- Interproject coordination is required



Construction Schedule

I-90, SH-41 to US-95 WEST

Advertisement for Bid

- January 2025
- Seven (7) week advertisement

Construction Begins

- Spring 2025

Work Complete

- Fall 2027

I-90, SH-41 to US-95 EAST

Advertisement for Bid

- January 2025
- Five (5) week advertisement

Construction Begins

- Spring 2025

Work Complete

- Fall 2028

Informational purposes only.
Not for bidding.

Specification Highlight

Section 629 - Mobilization

“After contract award, and upon written request by the Contractor, the Department will issue the first progress payment up to 20 percent of the contract unit price or 2 percent of the total contract amount, whichever is less. Productive work on the project is not required for this payment.”
(629.05 Basis of Payment)



Specification Highlight

Section 104 - Construction Partnering

Formal partnering is specified for this contract. The purposes of Construction Partnering are:

- To enhance project and work zone safety
- To produce customer-focused results
- To use innovative problem solving
- To overcome extraordinary challenges
- To effectively administer the contract
- To provide timely completion of projects

Informational purposes only.
Not for bidding.

Contact Information



Project Website <https://itdprojects.idaho.gov/pages/i90corridor>

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