
Coeur d'Alene Lake Drive Master Plan

May 5, 2016

Introductions



Phil Boyd, P.E., President/Principal Engineer
Chris Bosley, P.E., Project Engineer
Lina Turner, Project Administrator



Jim Coleman, P.E., Board Member, District 1
Damon Allen, P.E., District 1 Engineer
Ben Ward, P.E., Staff Engineer



John Pankratz, District Manager



David White, North Region Manager



Gordon Dobler, P.E., City Engineer



Agenda

- Project Limits
- A Little History
- Master Plan Goal and Objectives
- Coeur d'Alene Lake Drive Evaluation
- Perspectives and Comments
 - Idaho Transportation Department (ITD)
 - City of Coeur d'Alene (City)
 - East Side Highway District (ESHD)
 - Idaho Department of Parks and Recreation (IDPR)
- Public Comments and Questions

Coeur d'Alene Lake Drive Master Plan

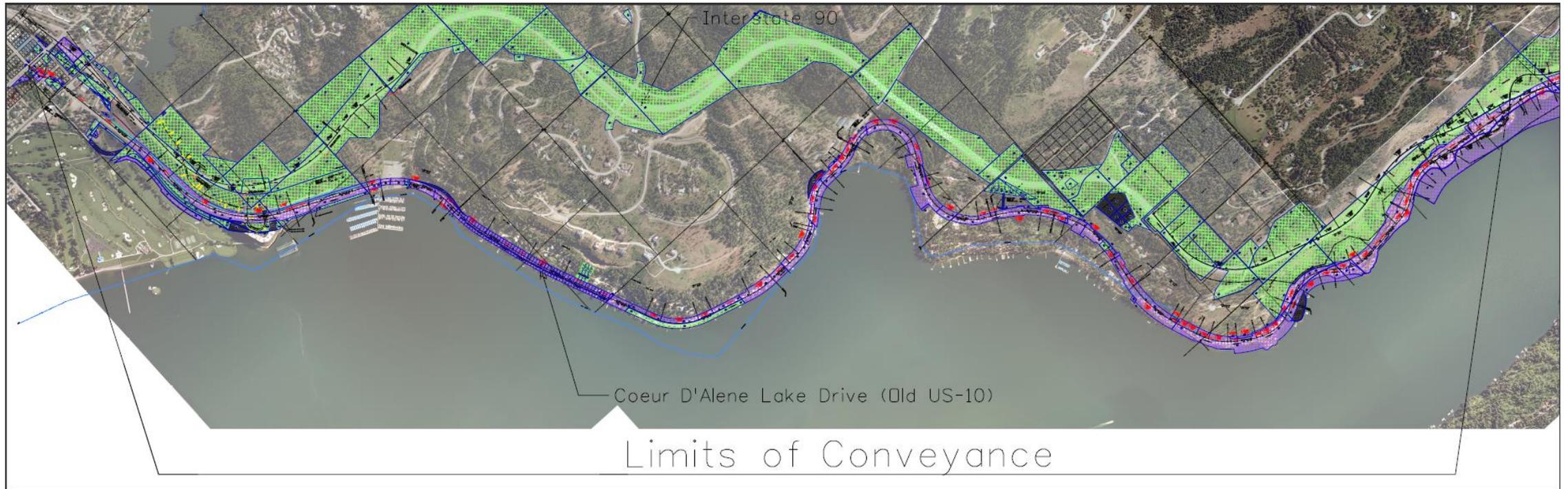


A Little History – Just the High Points

- Designated US -10 in 1927
- Changed to a Local Road, Coeur d'Alene Lake Drive, in early 1990's
- Potential Jurisdiction Transfer to City Discussed in Mid 2013
- Welch Comer Engineers Retained to Complete a Master Plan in Late 2014
- Data Collection and Agency Stakeholder Meetings in 2015/2016

Coeur d'Alene Lake Drive Corridor Master Plan Goal

Evaluate opportunities for ITD to transfer the ITD Right of Way (ROW) to another public entity or entities that are best suited to manage part, or all of the ROW.



Master Plan Objectives

1. Identify and evaluate the transferees' potential opportunities and risks that will allow the transferees to objectively evaluate the value of receiving part or all of ITD's ROW.
2. Facilitate a stakeholder process to present opportunities, constraints, concepts, and solicit stakeholder input and feedback.



City of Fernan Lake Village



4 County Natural Resource Committee

Kootenai Environmental Alliance

Master Plan Objectives

3. Facilitate a public involvement process.
4. Develop a master plan that can be used as a “guidance document.”

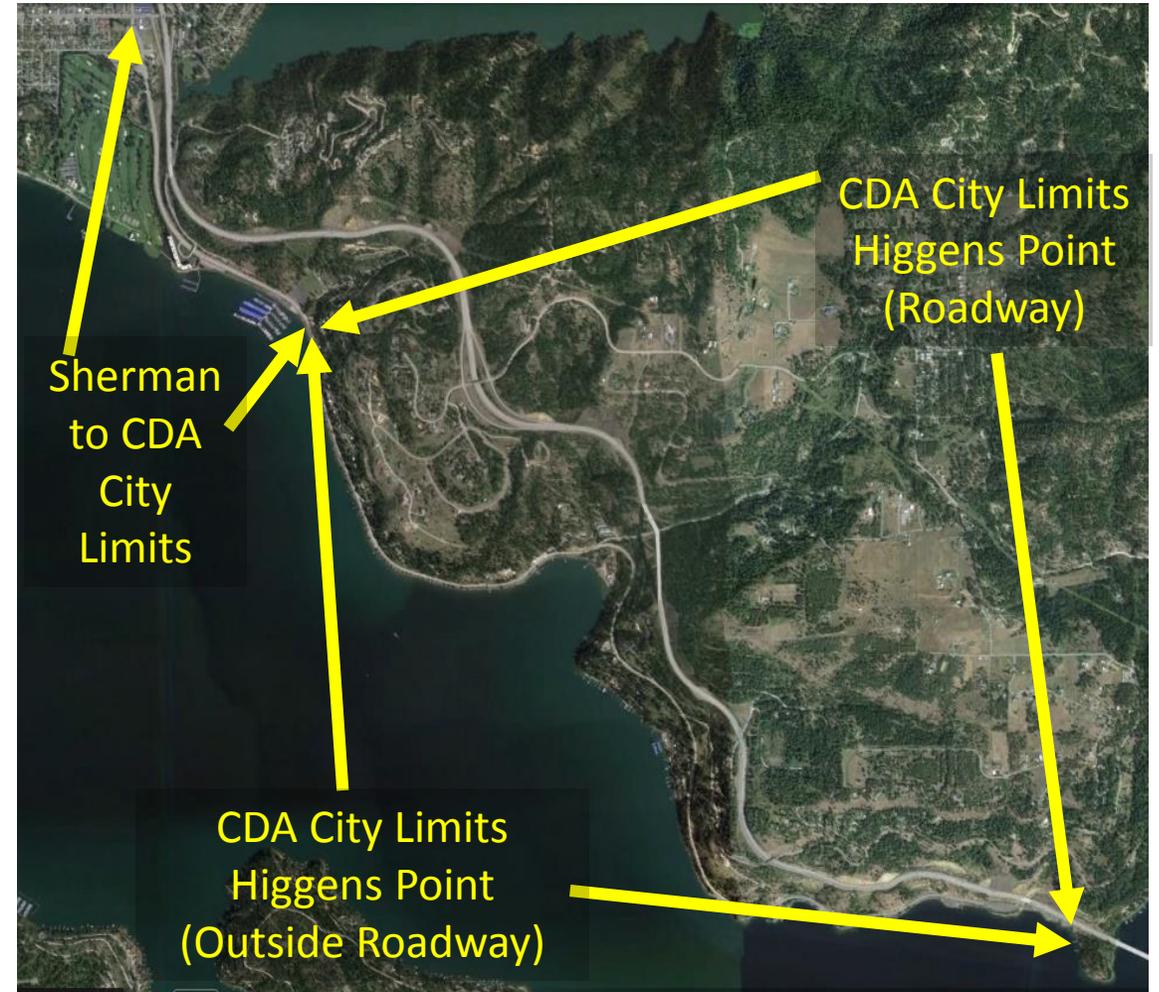
Facility Condition Evaluation

- What we evaluated:
 1. Pavement Condition
 2. Signs
 3. Stormwater System
 4. Shoreline
 5. Guardrail
 6. Centennial Trail

Facility Condition Evaluation Areas

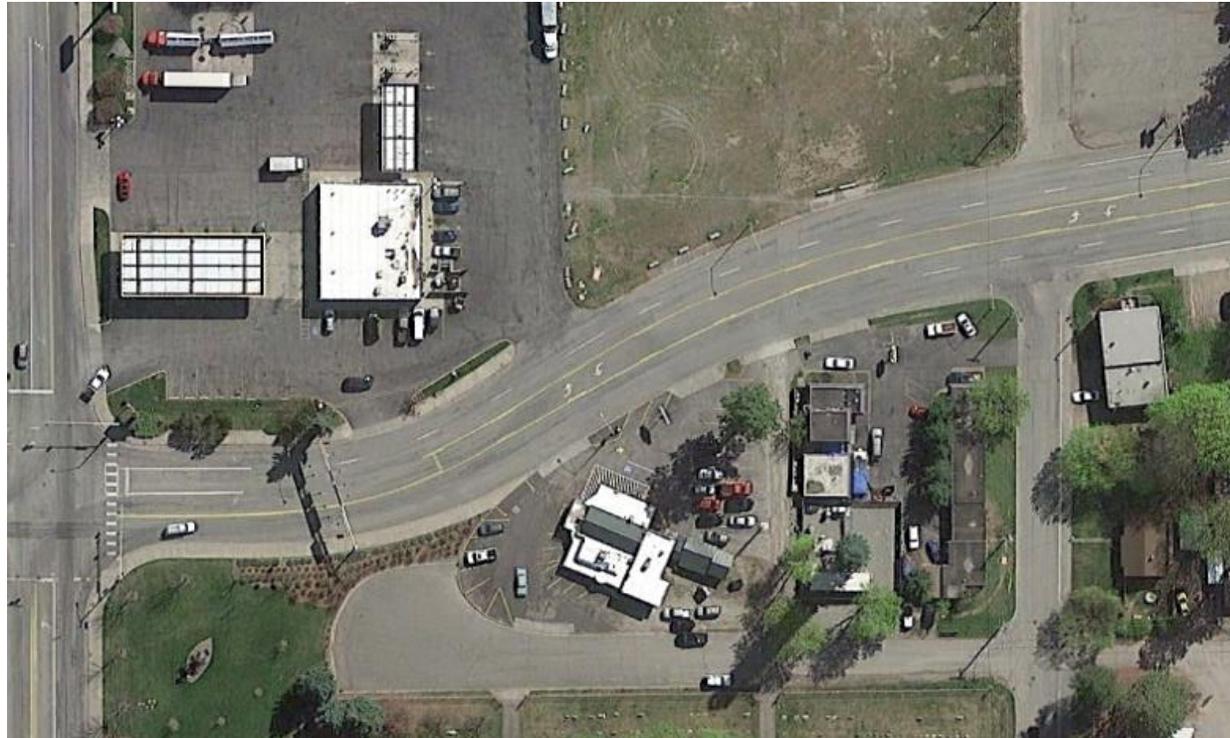
Purpose:

1. Complete a technical and objective analysis of existing facilities.
2. Prepare Opinions of Cost to:
 - A. Improve (if necessary) Facilities to Good, Maintainable Condition
 - B. Maintain the facility for a 30 year period.

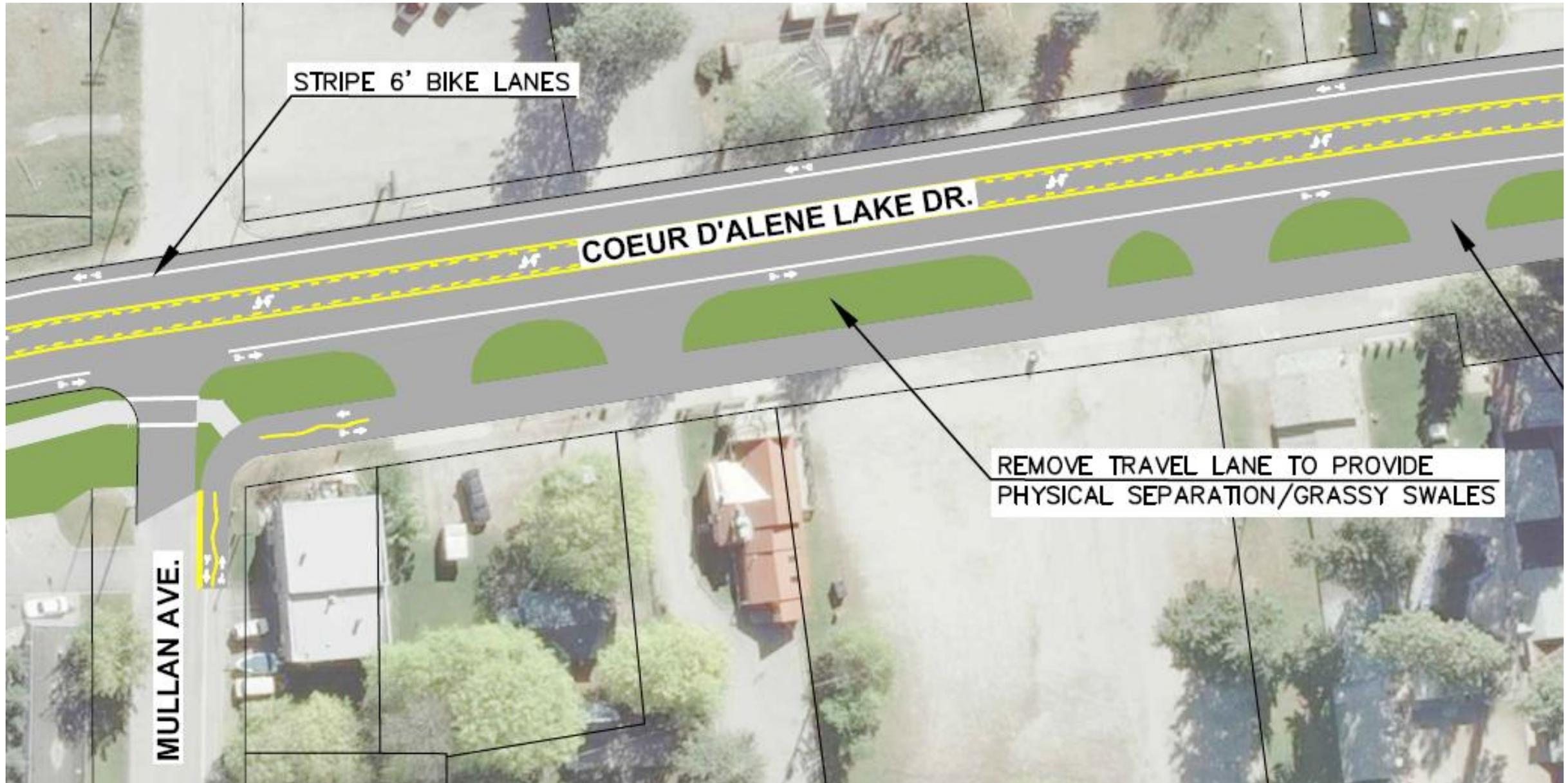


Sherman to CDA City Limits

1. Wider than necessary for current traffic volume (58 to 80 feet). The City does not want all the roadway width to maintain.



Pavement Width Reduction Schematic Plan



Sherman to CDA City Limits

Pavement exhibits varying degrees of cracking, patching, and potholes



Sherman to CDA City Limits

- Other Facilities
 - Potlatch Road Bridge
 - Sherman Ave/CDA Lake Drive traffic signal



Sherman to CDA City Limits – Summary

- Roadway
 - Remove strip of asphalt, providing separation between Centennial Trail and CDA Lake Drive, overlay, and restripe
- Sherman Ave Traffic Signal
 - Minimal Maintenance Costs. City prefers to control.
- Potlatch Road Bridge
 - Unique maintenance requirements.
 - ITD can continue to maintain the bridge

Opinions of Cost for Current and On-Going Maintenance

Sherman to CDA City Limits

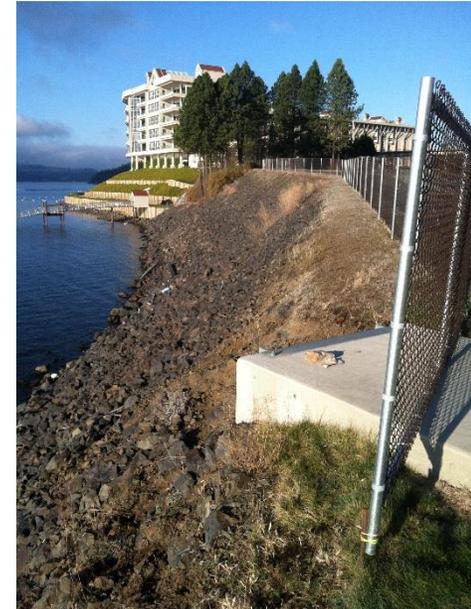
	Estimated Cost
Initial Construction Cost	\$600,000
Chip seal (annual cost share)	\$10,000
Annual crack seal cost	\$3,000
Sum annual investment	\$13,000
Present Value of Annual Investment	\$255,000
Total Present Value of Investment	\$855,000

*Present Value calculated based on 30 year value at 3% rate of inflation.

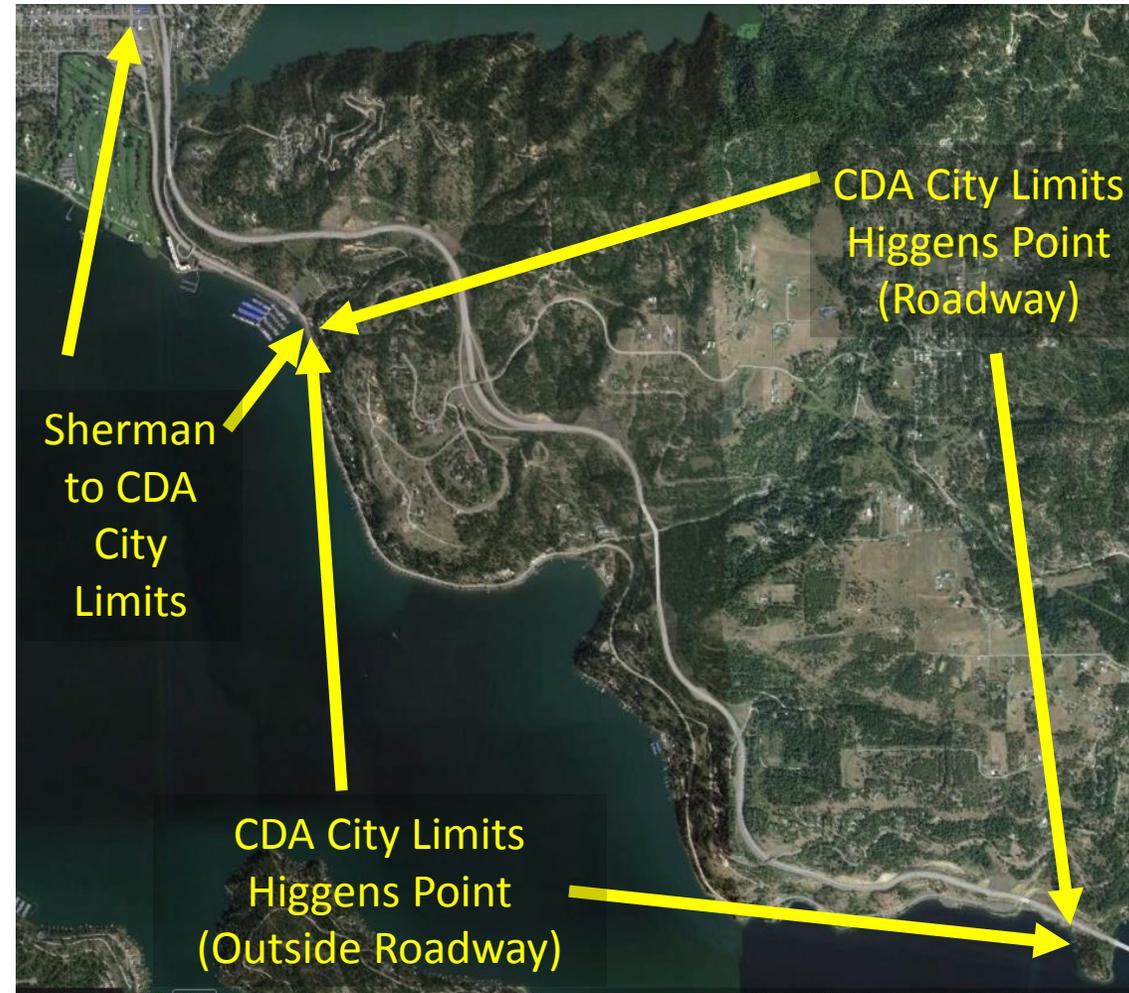


Sherman to CDA City Limits-Operations & Management

- Roadway
 - Encroachment Permits
 - ROW Vacations
 - Annual Striping and Snow Plowing
- Outside Roadway
 - Trail Head Maintenance: Options for City or IDPR by Agreement
 - Shoreline



City Limits to Higgens Point- (Roadway)



CDA City Limits to Higgins Point - (Roadway)

Pavement width varies from 30 feet to 58 feet

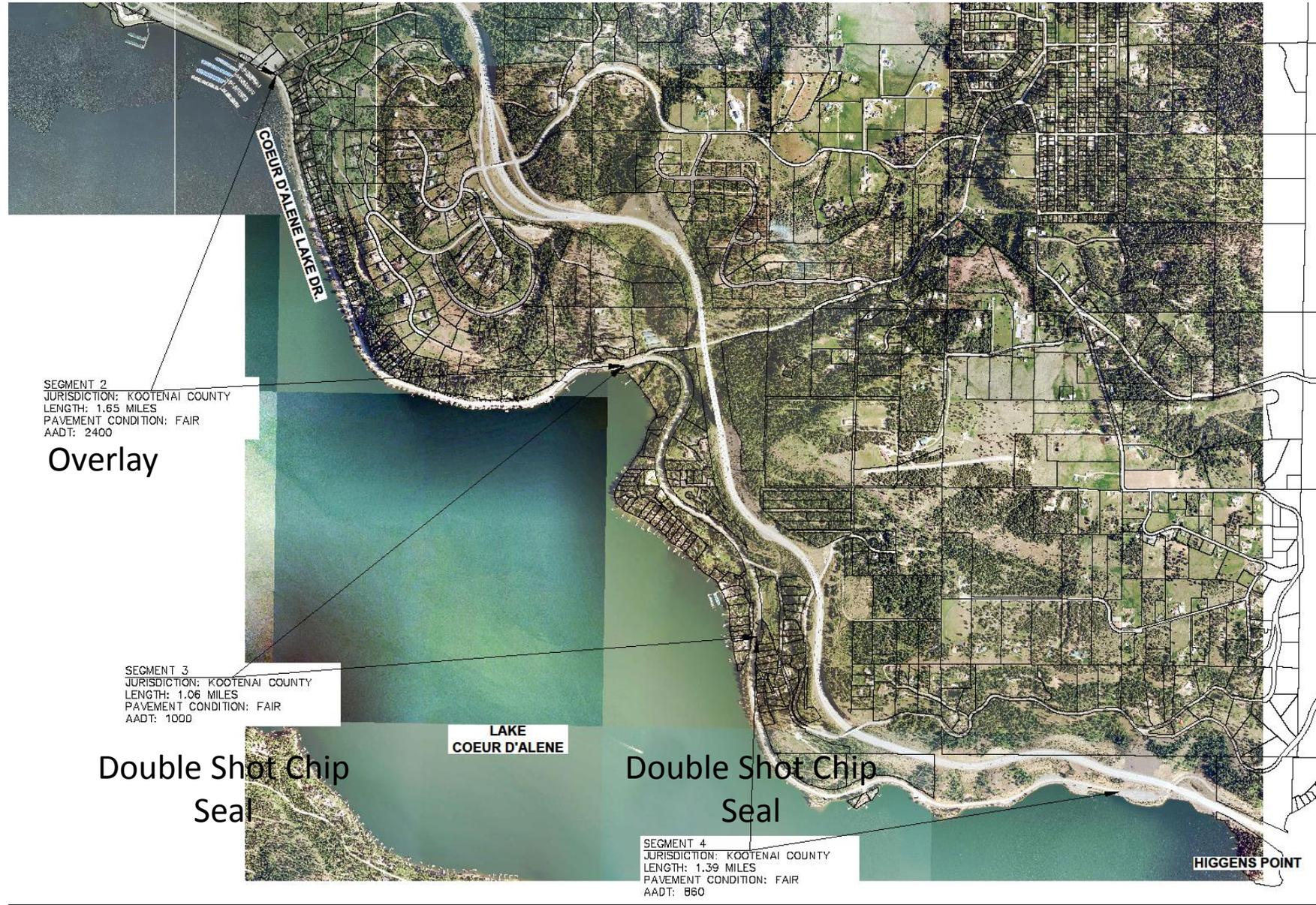


CDA City Limits to Higgins Point - (Roadway)



Pavement exhibits varying degrees of cracking, patching, potholes, rutting, shoving, bleeding, and raveling

CDA City Limits to Higgins Point - (Roadway) Summary



CDA City Limits to Higgins Point - (Roadway)

Many existing signs are faded and/or damaged and do not meet current standards



Sign Replacements Needed

CDA City Limits to Higgins Point - (Roadway)

Stormwater
Pipes Exhibit
Moderate
Deterioration
that Requires
Monitoring



Opinions of Cost for Current and On-Going Maintenance

CDA City Limits to Higgins Point

	Estimated Cost
Initial Construction Cost	\$802,000
Chip Seal (annual cost share)	\$24,000
Crack Seal (annual cost share)	\$5,000
Sum annual investment	\$29,000
Present Value of Annual Investment	\$568,000
Total Present Value of Investment	\$1,370,000

*Present Value calculated based on 30 year value at 3% rate of inflation.

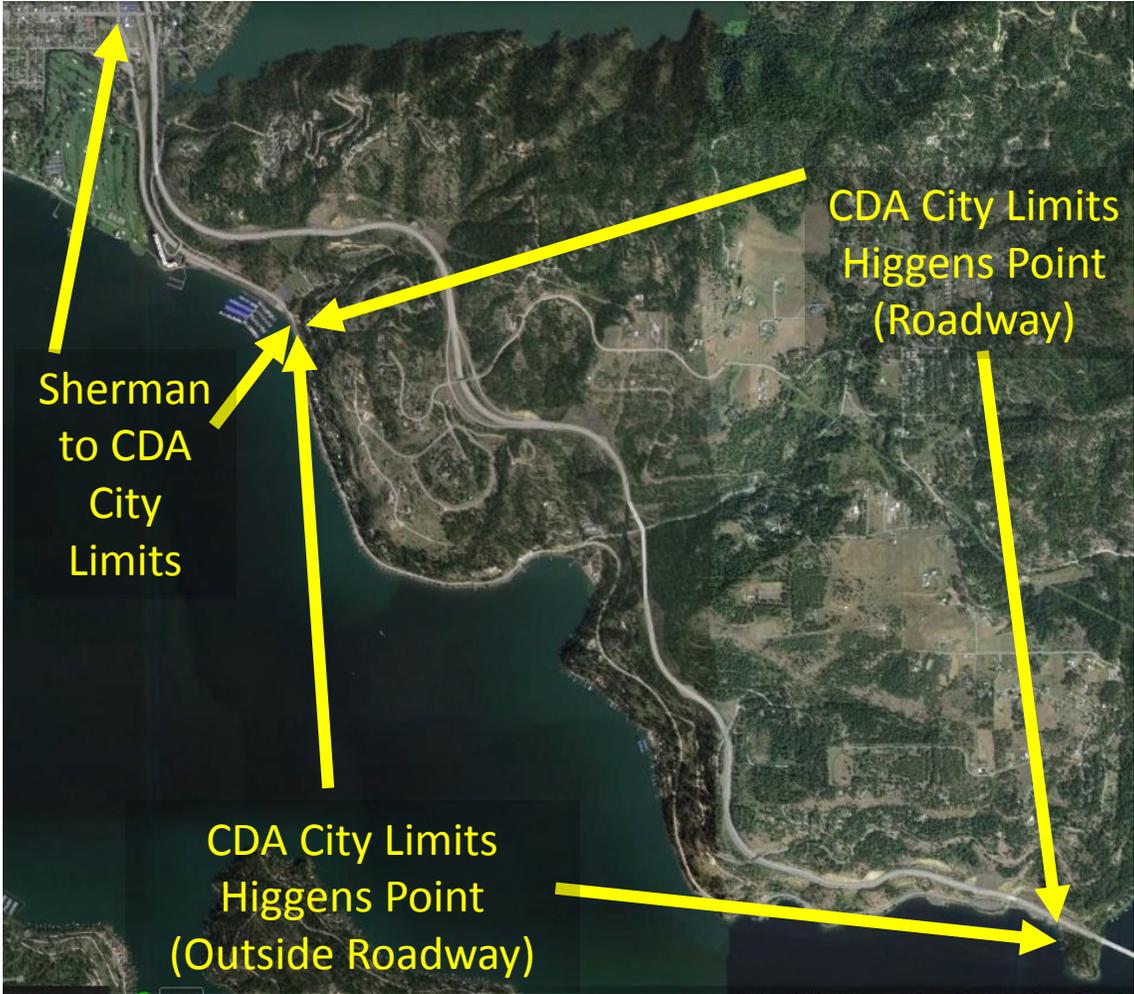


CDA City Limits to Higgins Point –(Roadway)

Operations and Management

- Roadway
 - Annual striping
 - Annual ditch cleaning
 - Snow plowing
- Administrative
 - Encroachment/Approach Permits
 - Review/Comment IDOL Dock Permits
 - Coordination with IDPR

City Limits to Higgens Point- (Outside Roadway)



CDA City Limits to Higgins Point (Outside Roadway)



Cable Guardrail Stabilization and Replacement Needed

CDA City Limits to Higgins Point (Outside Roadway) - Evaluation



CDA City Limits to Higgins Point (Outside Roadway) - Evaluation



Shoreline Stabilization and Path Reconstruction Needed

Remediation Recommendations

- CDA City Limits to Higgins Point (Outside Roadway)
 - Overlay and restripe existing parking areas
 - Perform shoreline stabilization
 - Reconstruct paths to shore
 - Replace or remove damaged cable guardrail sections



CDA City Limits to Higgens Point (Outside Roadway)

Operations and Management

- Parking lots
 - Snow plowing
 - Periodic striping
- Shoreline
 - Periodic condition assessment/stabilization
- Cable guardrail
 - Periodic condition assessment
 - Occasional repairs

Agency Perspectives and Comments

- Brief Comments from Each Entity on A Variety of Topics
 - Mission
 - Policy
 - Funding
 - Operations
 - Management

Agency Perspectives & Comments



- Idaho Transportation Department

- Highway Agency, Mission, Priorities
 - Non-commerce, not in TAMS, last priority winter response
- Current Operational Arrangement
 - Memorandum of understanding with IDPR
 - Mostly easements as transportation facility
 - Limitations of land disposal and transfer of jurisdiction
- Benefit of Local Controlling Regarding:
 - Event Permits
 - Approach Permits
 - Dock Permits
 - Maintenance
 - Centennial Trail

Agency Perspectives & Comments



- City of Coeur d'Alene
 - No Interest in Annexation
 - City Limits at Silver Beach
 - Excess Road Width
 - Centennial Trail
 - Bike Lanes
 - Sherman Ave Signal
 - Park Opportunities
 - Potlatch Hill Road Bridge
 - Speed Limit
 - Enhanced Pedestrian Crossing (Silver Beach)

Agency Perspectives & Comments



- Idaho Department of Parks & Recreation
 - Mission
 - CdA Lake Parkway State Park: Rutledge to Higgens Point – Centennial Trail
 - Operation and Management
 - Opportunities
 - Special/Group Event Permits
 - Maintenance
 - FUTURE: Quality Recreational Trail Corridor & Associated Opportunities

Agency Perspectives & Comments



- East Side Highway District
 - Transportation Agency
 - Pavement Condition/Maintenance
 - Drainage
 - Redmond Hill Slide
 - Dock Permits
 - Approach Permits
 - Right-of-Way Vacation
 - Speed Limit

Questions and Comments

www.itd.idaho.gov



FERNAN LAKE

BENCHES, PICNIC TABLES
AND WORKOUT EQUIPMENT

LINE SHEET C2

RIP RAP TREATED SHORELINE

RUTLEDGE TRAILHEAD
38 PARKING SPACES

BEYOND TRAIL
SEPARATION

END 4 LANE SECTION
BEGIN TRANSITION TO
2 LANES

POTLATCH HILL RD

I-90

END STREET
LIGHTING

END CURB
AND GUTTER

370' JERSEY
BARRIERS

END 5 LANE
BEGIN 4 LANE

COEUR D'ALENE LAKE DR.

35 MPH 45 MPH

52'

100'

END CURB
AND GUTTER

ASHTON AVE

215' JERSEY
BARRIERS

HAGADONE GOLF
COURSE

LAKE COEUR
D'ALENE

SHERMAN AVE

MULLAN AVE



MARMOT TRAIL

KOOTENAI COUNTY
CITY OF COEUR D'ALENE

BEGIN 2 LANE

MARKED CROSSING
-SUGGEST ENHANCING

WORKOUT
EQUIPMENT

COEUR D'ALENE LAKE DR.

SILVER BEACH RD.

DEWEY DR.

SILVER BEACH
MARINA

BENCHES, PICNIC TABLES
AND WORKOUT EQUIPMENT

LAKE COEUR
D'ALENE

MATCH LINE SHEET C1

MATCH LINE SHEET C3



DEWEY DR.

SUNNYSIDE RD.

1-90

REDMOND SLIDE

51

BENNETT BAY

MATCH LINE SHEET C4

260' JERSEY BARRIERS

TONI'S RESTAURANT

VETERAN'S MEMORIAL CENTENNIAL BRIDGE PULLOUT

WALKWAY

CABLE DOWN IN THIS AREA

COEUR D'ALENE LAKE DR.

50

MATCH LINE SHEET C2

STEAMERS TRAILHEAD
27 PARKING SPACES



MATCH LINE SHEET C3

BEGIN TRAIL SEPARATION

YELLOWSTONE TRAIL

THURTY LANE

BOOTHS PARK AND LANDING

BOOTH PARK RD.

RESTROOM

YELLOWSTONE TRAIL

LAKE COEUR D'ALENE

COEUR D'ALENE LAKE DR.

MATCH LINE SHEET C3

BEACON POINT PULLOUT

BEACON POINT

WALKWAY TO BEACH

RESTROOM

WALKWAY TO BEACH

SHORELINE STABILIZATION NEEDED



TIMOTHY LN.

YELLOWSTONE TRAIL

BONNELL RD.

I-90

MATCHLINE SHEET C4

14 PARKING SPACES (TRAILER)

END TRAIL SEPARATION

45 MPH 35 MPH

OSPREY POINT TRAILHEAD
17 PARKING SPACES

TRAIL TO SHORE

OSPREY POINT

SHORELINE STABILIZATION NEEDED

TRAIL TO BEACH

COEUR D'ALENE LAKE DR.

SHORELINE STABILIZATION NEEDED

PULLOUT

HIGGINS POINT BOAT LAUNCH

14 PARKING SPACES (TRAILER)

WATERFRONT TRAIL

45 PARKING SPACES (PRIMARILY TRAILER)

BREAK IN R/W FENCE

LAKE COEUR D'ALENE

HIGGINS POINT