



I-90, US-95 Interchange Design Project (KN 24395)

Quick reference project summary, revised following Nov. 2025 open house

Key Messages & Takeaways - Nov. 2025 Open House

- An open house on November 18, 2025 shared revised designs addressing access between Appleway Ave and US-95 based on March 2025 feedback.
 - Strong overall engagement with 207 in-person attendees, 1,387 unique online visitors, and 213 total comments submitted.
- Public feedback supported the new west access route between southbound US-95 and Appleway Avenue
- Public feedback favored adding an east access route between northbound US-95 and Appleway Avenue. **Design A – New City Road was the preference of more than 50% of respondents** with Design B – New Signal at Haycraft Avenue and Government Way the preference of 26%.

Project Description

The I-90, US-95 Interchange project is the first interchange to emerge from the I-90 Corridor Study from SH-41 to 15th Street.

Key improvements include:

- New single-point urban interchange (SPUI) at I-90 and US-95
- I-90 widening from US-95 to 4th Street
- US-95 widening to three lanes from Emma Avenue to Bosanko Avenue
- US-95 will be elevated on a bridge, and Appleway Avenue will be lowered so that the two roads are grade separated (no longer intersect).
- **Design revisions (Nov. 2025) to improve access between US-95 and Appleway Avenue, adding both east and west access routes.**
- Intersection improvements on:
 - US-95, from Emma Avenue to Neider Avenue
 - 4th Street, at the westbound I-90 ramps and Appleway/Best Avenue
 - Northwest Boulevard, at the westbound I-90 ramps and Appleway Avenue
- Bicycle and pedestrian improvements along I-90 and US-95

Intermediate design, right-of-way plans, and environmental re-evaluation are funded and anticipated to be completed by summer 2026. Final Design and PS&E is planned to be completed by fall 2027. Construction is not yet funded.



Public Involvement Results – Nov. 2025 Open House

The digital survey and public comment form posed three questions to the public, asking their opinion of the west access route, a preference between two options of the east access route, and overall comments about the project. The summaries for these three questions are below.

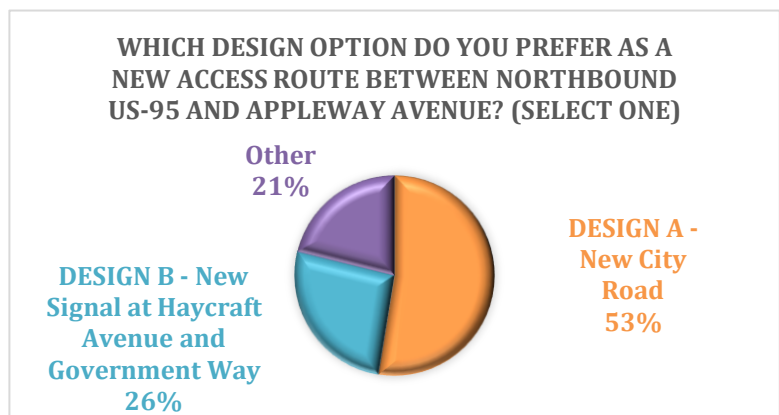
West Access Route

- **Most common response:** approval of the west access route.
- **Frequent mentions:** concerns about residential streets (Fruitland/Haycraft), preference to avoid adding signals, and maintaining business access.
- **Fewer mentions:** signage needs; bike/ped safety and accessibility; equity considerations.

East Access Route Preference

Comments on design options:

- **Design A Preference:** avoids adding a new signal on Government Way; improves flow; leverages existing desire lines; potential business/access benefits.
- **Design B Preference:** lower cost; fewer impacts to existing businesses/infrastructure; concerns that a new city road could add conflicts.
- **“Other” Preference:** leave as-is; propose alternative alignments; cost concerns; maintain direct Appleway access; consider EJ concerns.



Overall Project Design Considerations

- **Most common response:** broad support and desire to start/finish quickly.
- **Frequent responses:** do not build/change; protect Appleway business access; concerns about local road impacts; skepticism about grade separation.
- **Less frequent but notable:** plan for longer-term (beyond 2045); sync signals along US-95; truck movements; bike/ped safety; transit limitations.