Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
US HIGHWAY 26 **Moreland Rd. – I-15 NB Ramps** **Mileposts 301.54 – 306.10**							
Existing Deficiencies							
Lemhi Rd.	301.66	1	Westbound right-turn lane needed (ITD turn lane warrants met).	O	1.1	Construct right-turn lane - *Recommended*.	Approx. 500' between Lemhi Rd. and access road to County transfer station. This would provide adequate distance for right-turn lane plus taper.
Parks Rd./Porterville Rd. – Begin 4-Lane Divided	302.45 – 303.67	2	LOS does not meet ITD standard, inadequate passing opportunities.	L, O	2.1	Widen to four lanes with traversable median - *Recommended*.	1. Existing and future LOS would improve to "A" in both directions. 2. Adequate ROW width. 3. Would require widening of Danskin Canal bridge (see Imp. Option 7.1 below).
Clark Rd.	302.88	3	Eastbound left-turn lane needed (ITD turn lane warrants met).	O	3.1	Construct left-turn lane - *Recommended*.	Turn lane would still be needed with recommended four-lane widening between Parks Rd./Porterville Rd. and existing four-lane section (see Imp. Option 2.1 above).
Clark Rd.	302.88	4	Westbound left-turn lane needed (ITD turn lane warrants met).	O	4.1	Construct left-turn lane - *Recommended*.	See comment above for Imp. Option 3.1.
Clark Rd.	302.88	5	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	5.1	Construct right-turn lane - *Recommended*.	See comment above for Imp. Option 3.1.
Clark Rd.	302.88	6	Westbound right-turn lane needed (ITD turn lane warrants met).	O	6.1	Construct right-turn lane - *Recommended*.	See comment above for Imp. Option 3.1.
Clark Rd.	302.88	R12	Stop sign on northbound approach of Clark Rd. located far to right, so hard to see.	S	R12.1	Relocate stop sign - *Recommended*.	1. Stop sign located approximately 18' from edge of roadway or 28' from driver's eye. 2. Nearby utility pole could also form obstruction in driver's line of sight to stop sign.
Danskin Canal Br. (#13215)	303.38	7	Bridge width does not meet ITD standard.	G	7.1	Widen bridge - *Recommended*.	
Bond Rd.	304.10	8	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	8.1	Construct right-turn lane - *Recommended*.	
Bond Rd.	304.10	9	Westbound right-turn lane needed (ITD turn lane warrants met).	O	9.1	Construct right-turn lane - *Recommended*.	
Bond Rd.	304.10	R18	Centerlines on Bond Rd. approaches need restriping.	G	R18.1	Restripe centerlines on approaches - *Recommended*.	
Pioneer Rd.	304.24	10	Westbound right-turn lane needed (ITD turn lane warrants met).	O	10.1	Construct right-turn lane with flare - *Recommended*.	
Pioneer Rd.	304.24	R21	Drivers ignore stop sign on eastbound approach of Pioneer Rd., yield only as needed.	S	R21.1	Install and adequately maintain pavement markings and delineation on eastbound approach - *Recommended*. At minimum, this should include: • Centerline • Edgeline • Stop bar - double width (24") • "Stop" marking in advance of stop bar and stop sign	1. Currently, centerline is the only delineation on eastbound approach and this is in poor condition. 2. Existing stop sign is in clear view. 3. Stop sign may be ignored by drivers turning right due to skew of eastbound approach, which creates sweeping right-turn. 4. Recommended options should be monitored for effectiveness. 5. Depending on effectiveness of recommended options, additional improvements, such as Option R21.3, may also need to be considered. 6. Speed hump not recommended because it would not be
					R21.2	Install over-sized stop sign - *Recommended*.	
					R21.3	Install curbing with curb extension on eastbound approach; move stop sign to curb extension.	
					R21.4	Install speed hump on eastbound approach.	

[1] The letter "R" preceding some of the deficiency and improvement numbers indicates that these are reported deficiencies, i.e., deficiencies identified at committee, stakeholder, or public meetings and, where possible, verified through field survey.
[2] L = Level of Service, G = Geometric, O = Traffic Operations, S = Safety, B = Bike, P = Pedestrian

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
					R21.5	Install rumble strip across eastbound approach.	effective and may result in additional problems: • Placement of speed hump at or near stop bar on eastbound approach could make it difficult for vehicles to accelerate into traffic stream on US 26. • Placement of speed hump away from stop bar may cause some drivers to accelerate rather than decelerate after crossing it. • Snow removal problems. 7. Rumble strip not recommended because this addresses lack of driver awareness, whereas actual problem is more likely related to driver carelessness.
W. Collins Siding Rd.	305.09	11	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	11.1	Construct right-turn lane - *Recommended*.	
W. Collins Siding Rd.	305.09	12	Substandard approach grade on W. Collins Siding Rd.	G	12.1	Raise approach grade – *Not Recommended*.	1. Significant adjustments would be required for driveways of industrial sites along W. Collins Rd. (high truck volumes at these locations). 2. Raising grade on top of Trego Canal may require structural changes to culvert. 3. Existing grade does not appear to be causing significant problems.
W. Collins Siding Rd.	305.09	R27	Northbound right-turn too sharp for trucks; in some cases, trucks must use portion of westbound left-turn lane to complete turn.	G	R27.1	Realign south leg of intersection (W. Collins Siding Rd.) – *Recommended*.	1. Existing northbound right-turn truck volumes are: • Weekday 4:00 – 5:00P: 10 large trucks, 3 small trucks. • Weekday 5:00 – 6:00P: 1 large truck, 2 small trucks. 2. Realignment would require: • Construction of new bridge over Trego Canal on W. Collins Siding Rd. • Realignment of existing access roads to/from Non-Pareil and Basic American Foods immediately south of Trego Canal. 3. Primary alternate route would be: • SB on W. Collins Siding Rd. to SH-39 • EB on SH-39 to US 26. 4. Use of Groveland Rd. as alternate route not recommended due to existing deficiencies at US 26/Groveland Rd. intersection (see below). 5. Realignment recommended because alternate route would result in significant out-of-direction travel for trucks and would worsen existing LOS deficiency at SH-39/Bridge St. intersection (see below).
					R27.2	Require large trucks to use alternate route.	
Groveland Rd.	305.27	13	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	13.1	Construct right-turn lane – *Not Recommended*.	1. Right-turn lane would not impact Trego Canal. 2. Right-turn lane would not be needed with recommended closure of south leg of intersection (see Imp. Option 14.2 below).
Groveland Rd.	305.27	14	Intersection sight distance for northbound left-turn movement does not meet ITD	G	14.1	Trim or remove trees.	1. Trimming or removal of trees would address only sight

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
			standard due to trees near SE corner of intersection.		14.2	Close south leg of intersection - *Recommended*.	distance deficiency. 2. Closure of south leg of intersection would: • Also address Deficiencies 13, 15, and R31. • Require alternate local access from Groveland Rd. to US 26 via W. Collins Siding Rd. • Increase need for realignment of south leg of US 26/W. Collins Rd. intersection (see Imp. Option R27.1 above) due to additional traffic volumes from Groveland Rd. 3. Adequate LOS would be maintained at US 26/W. Collins Siding Rd. (LOS "C") because additional volumes from Groveland Rd. would be relatively low.
Groveland Rd.	305.27	15	LOS does not meet ITD standard.	L	15.1	Widen median to allow two-stage crossing maneuvers – *Not Recommended*.	1. Neither improvement option would be required with recommended closure of south leg of intersection (see Imp. Option 14.2 above), since this would allow existing WB left-turn lane to be converted to refuge/acceleration lane for SB left-turning vehicles (see Imp. Option R31.1 below), resulting in adequate level of service (LOS "B") for both existing and future conditions. 2. Existing volumes are close to, but do not meet, peak hour signal warrant. Future volumes will meet warrant, however.
					15.2	Install traffic signal – *Not Recommended*.	
Groveland Rd.	305.27	R29	Steam from potato plant on S.E. corner of intersection causes sight obstruction.	S	R29.1	Provide advance warning along US 26 using Road Weather Information System (RWIS) - *Recommended*.	RWIS should be monitored for effectiveness. If ineffective, then measures to reduce amount of steam from plant should be considered.
					R29.2	Reduce amount of steam from plant.	
Groveland Rd.	305.27	R31	Southbound left-turns are difficult due to heavy volumes along US 26 in A.M. and P.M. peak hours.	O	R31.1	Convert WB left-turn lane to acceleration lane for SB left-turning vehicles - *Recommended*.	1. Conversion of WB left-turn lane would require closure of south leg of intersection (see Imp. Option 14.2 above). 2. SB trucks currently use WB left-turn lane as acceleration lane anyway.
					R31.2	Close westbound right-turn lane to decrease crossing width of westbound US 26.	
Trego Canal Br. (#13220)	305.38	16	Bridge width does not meet ITD standard (eastbound direction only).	G	16.1	Widen bridge - *Recommended*.	Bridge widening would impact Trego Canal culvert and trees near SE corner of Groveland Rd.
Worthen Rd.	305.56	17	Westbound right-turn lane needed (ITD turn lane warrants met).	O	17.1	Construct right-turn lane - *Recommended*.	
SH-39	305.74	18	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	18.1	See comment.	Recent installation of signal at this location eliminates need for right-turn lane.
Future Deficiencies							
Moreland Rd. – Parks Rd./Porterville Rd.	301.54 - 302.45	19	LOS will not meet ITD standard, inadequate passing opportunities.	L, O	19.1	Widen to four lanes with traversable median - *Recommended*.	1. Existing and future LOS would improve to "A" in both directions. 2. Widening of Aberdeen Canal Bridge west of Moreland Rd. would be required for transition to/from 2-lanes.
Lemhi Rd.	301.66	20	Eastbound right-turn lane will be needed (ITD turn lane warrants met).	O	20.1	Construct right-turn lane - *Recommended*.	Turn lane would still be needed with recommended four-lane widening between Moreland Rd. and Parks Rd./Porterville Rd. (see Imp. Option 19.1 above).
Parks Rd./Porterville Rd.	302.45	21	LOS will not meet ITD standard.	L	21.1	At existing intersection location, widen median to allow two-stage crossing maneuvers.	1. Median improvement could be implemented as a part of Imp. Option 19.1 above.

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
					21.2	At new intersection location, install median with adequate width to allow two-stage crossing maneuvers – *Recommended*: • Close existing Parks Rd./Porterville Rd. intersection. • Realign Parks Rd./Porterville Rd. at 90–degree angle with US 26 to northwest of existing intersection. • Install median with adequate width to allow two-stage crossing. • Provide local access connection to parcel in southwest quadrant of existing intersection.	2. Imp. Options 21.2 and 21.3 would require property acquisition. 3. AASHTO recommends intersection angle of at least 60-degrees (2004 Greenbook, pg. 581). 4. Level of service would improve to LOS "C" with recommended option.
					21.3	Replace existing intersection with offset "T" intersections to northwest and southeast of existing intersection.	
Clark Rd.	302.88	22	LOS will not meet ITD standard.	L	22.1	Widen median to allow two-stage crossing maneuvers - *Recommended*.	1. Could be implemented as a part of Imp. Option 2.1 above. 2. Level of service would improve to LOS "C" with recommended option.
Bond Rd.	304.10	23	LOS will not meet ITD standard.	L	23.1	Widen median to allow two-stage crossing maneuvers.	1. Imp. Option 23.2 would require property acquisition. 2. AASHTO recommends intersection angle of at least 60-degrees (2004 Greenbook, pg. 581). 3. Level of service would improve to LOS "C" with recommended option.
					23.2	Create new combined intersection between Bond Rd. and Pioneer Rd. - *Recommended*: • Close existing Bond Rd. and Pioneer Rd. intersections. • Construct connector road between Bond Rd. and Pioneer Rd. to north of US 26. • Construct new road between connector road and Pioneer Rd., intersecting US 26 at 90-degree angle between existing Bond Rd. and Pioneer Rd. intersections. • Provide local access connections to parcels along Bond Rd. and Pioneer Rd. immediately adjacent to US 26. • Widen median to allow two-stage crossing maneuvers at new intersection.	
Pioneer Rd.	304.24	24	Eastbound right-turn lane will be needed (ITD turn lane warrants met).	O	24.1	Construct right-turn lane – *Recommended (at new Bond Rd. – Pioneer Rd. intersection –see Imp. Option 23.2 above).*	
Pioneer Rd.	304.24	25	Substandard roadway width on west leg of Pioneer Rd.	G	25.1	Widen road – *Recommended (if Imp. Option 23.2 above not implemented).*	
Pioneer Rd.	304.24	26	LOS will not meet ITD standard.	L	26.1	Widen median to allow two-stage crossing maneuvers.	
						See Imp. Option 23.2 above - *Recommended*.	
W. Collins Siding Rd.	305.09	27	LOS will not meet ITD standard.	L	27.1	Install westbound acceleration lane in existing median area for vehicles turning left from W. Collins Siding Rd. - *Recommended*.	1. Level of service would improve to LOS "C" with recommended option. 2. Would require local access adjustments.
SH-39 – I-15 NB Ramps	305.74 – 306.10	28	LOS will not meet ITD standard.	L	N/A	N/A - see comment.	Coordinated signal operation between signal at I-15 SB ramps and recently installed signals at US 26/SH-39 and I-15 NB ramps will provide adequate green bands to achieve LOS "C" standard within this segment.

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
I-86B **Pocatello Ave. (American Falls) – Idaho St.** **Mileposts 101.87 – 100.259**							
Existing Deficiencies							
Hillcrest Ave.	101.41	29	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	29.1	Construct right-turn lane - *Recommended*.	Right-turn lane would require relocation of light pole.
Hillcrest Ave.	101.41	R45	Drivers ignore stop sign on northbound approach of Hillcrest Ave.	S	R45.1	Install and adequately maintain pavement markings and delineation on northbound approach - *Recommended*. At minimum, this should include: • Centerline • Edgeline • Stop bar - double width (24") • "Stop" marking in advance of stop bar and stop sign	1. Existing stop sign is in clear view. 2. Recommended options should be monitored for effectiveness. 3. Depending on effectiveness of recommended options, additional improvements, such as Option R45.3, may be considered. 4. Speed hump not recommended because it would not be effective and may result in additional problems: • Placement of speed hump at or near stop bar on northbound approach could make it difficult for vehicles to accelerate into traffic stream on bypass. • Placement of speed hump away from stop bar may cause some drivers to accelerate rather than decelerate after crossing it. • Snow removal problems. 5. Rumble strip not recommended because this addresses lack of driver awareness, whereas actual problem is more likely related to driver carelessness.
					R45.2	Install over-sized stop sign - *Recommended*.	
					R45.3	Install curbing with curb extensions on northbound approach; move stop signs to curb extensions.	
					R45.4	Install speed humps on northbound approach.	
					R45.5	Install rumble strips on northbound approach.	

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
Ft. Hall Ave./Marina Rd.	101.15	30	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	30.1	Construct right-turn lane – *Not Recommended*.	1. Only 150' between end of U.P.R.R. bridge approach and intersection. 2. To provide adequate width for right-turn lane plus taper, bridge approach would have to be widened. This would require: • Major fill or construction of retaining wall. • Relocation of bridge guardrail. 3. Relocation of spanwire/flasher pole at intersection would also be required. 4. Cost would be difficult to justify due to marginal need for this improvement (turn lane warrant volume exceeded by only 1 vph).
Ft. Hall Ave./Marina Rd.	101.15	31	Westbound left-turn lane needed (ITD turn lane warrants met).	O	31.1	Construct left-turn lane – *Not Recommended*.	1. Only 150' between end of U.P.R.R. bridge approach and intersection. 2. To provide adequate width for taper on west leg of intersection, bridge approach would have to be widened.[3] This would require: • Major fill or construction of retaining wall. • Relocation of bridge guardrail. 3. Relocation of light pole at intersection would also be required. 4. Although turn lane warrant is met and this is high-accident location, cost of improvement would be difficult to justify because there were no collisions involving left-turning vehicles between 2001 – 2003.
Ft. Hall Ave./Marina Rd.	101.15	R53	High accident intersection (HAL). Drivers ignore flasher and stop signs on northbound and southbound approaches of Ft. Hall Ave./Marina Rd. even though there are significant truck volumes and higher speeds (55-mph speed limit) on bypass.	S	R53.1	Install and adequately maintain pavement markings and delineation on northbound and southbound approaches - *Recommended*. At minimum, this should include: • Centerline • Edgeline • Stop bar - double width (24") • "Stop" marking in advance of stop bar and stop sign	1. There is recreational traffic on Ft. Hall Rd./Marina Rd. going to/from marina and park on north side of bypass. 2. Through truck volume on bypass = 33 vph. 3. Existing stop signs and flasher are in clear view. 4. No intersection sight distance deficiencies. 5. All but one accident between 2001 – 2003 were angle collisions between through traffic on bypass and vehicles entering intersection from Ft. Hall Ave./Marina Rd. 6. Recommended options should be monitored for effectiveness. 7. Speed humps not recommended because they would not be effective and may result in additional problems: • Placement of speed humps at or near stop bars on northbound and southbound approaches could make it difficult for vehicles to accelerate into traffic stream on bypass. • Placement of speed humps away from stop bars may cause some drivers to accelerate rather than decelerate after crossing them. • Snow removal problems.
					R53.2	Install over-sized stop sign - *Recommended*.	
					R53.3	Install speed humps on northbound and southbound approaches.	
					R53.4	Install rumble strips on northbound and southbound approaches.	
					R53.5	Close south and/or north legs of intersection.	
					R53.6	Construct underpass (with or without ramps) at existing intersection location.	

[3] Assumes widening for left-turn lane would be on north side of intersection.

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
					R53.7	Create grade separation using existing U.P.R.R. overpass: • Increase width of bridge opening. • To south of SH-39, extend Lee St. from Whitman Ave. to beneath overpass. • To north of SH-39, extend Autumn Way across Marina Rd. to beneath overpass, connecting with Lee St. extension. • Close north and south legs of existing intersection.	8. Rumble strip not recommended because this addresses lack of driver awareness, whereas actual problem is more likely related to driver carelessness. 9. Imp. Option 53.5 (closure of south and/or north legs of intersection) would: • Make Hillcrest Ave. the only access point from American Falls to area north of bypass. • Possibly shift problem to Hillcrest Ave. 10. Closure of south leg would also require trucks to access Driscoll Potatoes plant via Idaho St. rather than Ft. Hall Rd. 11. Grade separation without interchange at Ft. Hall Ave./Marina Rd. would make Hillcrest Ave. the only direct access point from bypass to area north of bypass. 12. B/C ratios for grade separation options would be extremely low. These options may need to be considered in future, however, if problem becomes significantly worse. 13. Curb extensions not recommended due to difficulties for truck turning to/from Ft. Hall Ave./Marina Rd. with this improvement.
Ft. Hall Ave./Marina Rd.	101.15	32	Conflicts between bicyclists, pedestrians and traffic on bypass.	B, P	32.1	Construct grade-separated bicycle/pedestrian crossing - *Recommended*.	1. Alternative bicycle/pedestrian improvements such as signing, marking, lighting, flashers, median, etc. not recommended due to higher-speeds on bypass. 2. This improvement would not be needed with Imp. Options R53.6 or R53.7 above.
STATE HIGHWAY 39 – SEGMENT 1 **Idaho St. (American Falls) – N. Pleasant Valley Rd.** **Mileposts 1.72 – 8.17**							
Existing Deficiencies							
Idaho St.	1.72	R55	Confusion of drivers turning onto westbound SH-39 from Idaho St. – should use inside lane on SH-39 for acceleration, but end up in outside lane with faster-moving traffic instead.	O	R55.1	Extend delineation between acceleration lane and westbound through lane through intersection using 6" durable stripe with reflectors - *Recommended*.	
Idaho St.	1.72	R56	Lack of awareness of drivers in outside lane of eastbound SH-39 that they are in right-turn only lane. These vehicles continue through intersection, causing confusion and potentially hazardous situation for drivers attempting to turn onto SH-39 from Idaho St.	O	R56.1	Provide additional advance warning using "skip" striping prior to start of eastbound right-turn only lane - *Recommended*.	Striping currently goes from dashed to solid.
					R56.2	Install lane use sign - *Recommended*.	
Lamb-Weston Rd. – S. Pleasant Valley Rd.	3.13 – 4.15	33	LOS does not meet ITD standard, inadequate passing opportunities.	L, O	33.1	Extend existing four-lane section to from Lamb Weston Rd. to S. Pleasant Valley Rd.	1. Cost of four-lane section would be difficult to justify due to marginal need for improvement: • Existing overall LOS is high "C". • Only one of two LOS "C" criteria are met (percent time-spent-following). LOS for second criteria
					33.2	Construct passing lanes.	
					33.3	Construct new road to west of SH-39 to serve truck traffic between Lamb Weston Rd. and S. Pleasant Valley Rd.	

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
					33.4	Construct auxiliary truck lanes.	(average travel speed) is "B". 2. Passing lanes not recommended because: • Segment is too short for optimal passing lane length. • Passing opportunities already exist in areas where passing lanes are feasible. 3. Imp. Options 33.3 and 33.4 not recommended because: • Not known whether truck traffic is primary cause of problem. • Cost difficult to justify due to marginal need for improvement. 4. See comments below for Lamb Weston Rd. – N. Pleasant Valley Rd. regarding turnouts and shoulder widening.
					33.5	Provide turnouts.	
					33.6	Widen shoulders – *Recommended*.	
Lamb Weston Rd. – North of Rast Rd.	3.13 – 5.52	R63	Poor visibility and road surface conditions caused by blowing, drifting sand and snow.	O	R63.1	Install roadside snow fence/barriers - *Recommended*.	1. Snow fences could be structural (permanent or temporary) or living. 2. Portable fences have been successfully used by ITD at other locations (e.g., SH-37 between American Falls and Rockland). 3. RWIS would include roadside sensor station, integrated with dynamic message signs and other advance traveler information tools.
					R63.2	Implement Road Weather Information System (RWIS) - *Recommended*.	
Lamb Weston Rd. – N. Pleasant Valley Rd.	3.13 – 8.17	R61	Major traffic operations problems caused by slow-moving vehicles with farm equipment which: • Frequently occupy part or all of opposing travel lane • Must travel at low speeds (15 – 18 mph)	O	R61.3	Provide turnouts.	1. Turnouts not recommended because: • Slow-moving vehicles may be frequently required to stop in turnouts. • Safety problems could occur with slow-moving vehicles maneuvering into/out of turnouts. • Drivers using turnouts must sacrifice speed/travel time. 2. Widened shoulders would function as continuous turnouts. 3. Shoulder widening would be relatively low cost improvement compared to adding lanes and would be more consistent with magnitude of the problem. 4. Shoulder widths should be minimum of 10' (preferably 12').
					R61.4	Widen shoulders – *Recommended*.	
Lamb Weston Rd.	3.13	R64	Major truck movement to/from Lamb Weston Rd. Curve too sharp for trucks turning onto eastbound SH-39, so they must cut corner across curb and sidewalk.	G	R64.1	Remove curb and sidewalk, rebuild curve to larger radius – *Recommended*.	1. Imp. Option R64.1 would have lower cost and lower property impacts than Imp. Option R64.2. 2. Increasing curve radius may encourage rolling stops.
					R64.2	Increase curve radius by realigning Lamb-Weston Rd. through dry portion of field to south.	
Lamb Weston Rd.	3.13	R70	Trucks merging onto southbound Lamb-Weston Rd. from eastbound SH-39 do not yield to traffic turning left from westbound SH-39.	O	R70.1	Change intersection control so that eastbound right-turn does not stop and westbound left-turn movement is required to stop - *Recommended*.	1. Imp. Option R70.2 may not be effective. 2. Imp. Option R70.1 would have lower cost than Imp. Option R.70.3. 3. With Imp. Option R70.1, southbound receiving lane of Lamb-Weston Rd. would be realigned to "T" into connector road from eastbound SH-39.
					R70.2	Install yield line (▲▲▲▲) on connector road from eastbound SH-39 at merge point with Lamb-Weston Rd. to increase driver awareness of need to yield.	
					R.70.3	Remove "pork chop" on north side of intersection together with connector road from eastbound SH-39 to create 90-degree intersection; construct eastbound deceleration lane.	

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
S. Pleasant Valley Rd.	4.15	34	Intersection sight distance for westbound left-turn movement does not meet ITD standard due to trees near NE corner of intersection.	G	34.1	Trim or remove trees - *Recommended*.	
N. Pleasant Valley Rd.	8.17	35	Southbound right-turn lane needed (ITD turn lane warrants met).	O	35.1	Construct right-turn lane - *Recommended*.	
STATE HIGHWAY 39 – SEGMENT 2 **Sage Rd. – US 26** **Mileposts 35.34 – 52.94**							
Existing Deficiencies							
Sage Rd. – US 26	35.34 – 52.94	R86	Alternate route(s) needed for trucks/through traffic to reduce conflicts with local traffic.	O	Possible alternate routes between SH-39 and US 26 are:		1. O-D data for truck/through traffic needed for analysis of alternate routes. 2. O-D survey too expensive to conduct. 3. Recommended that interviews be conducted with trucking and trucking-related businesses to obtain O-D information, which could be used with existing truck counts for the analysis.
					R86.1	Springfield Taber Rd. (would require extension of Springfield-Taber Rd. to north of Taber Rd. or use of more indirect existing roads within this section).	
					R86.2	Willow Rd. (would require extension of Willow Rd. between Thomas-Scott Rd. and Hoff Rd.).	
					R86.3	Hilltop Rd. (would require extension of Hilltop Rd. between SH-39 and Hoff Rd.).	
					R86.4	Riverside Rd. (would require extension of Riverside Rd. between E. Moreland Rd. and Parks Rd.)	
					Possible alternate routes between SH-39 and US 91 are:		
					R86.5	Ferry Butte Rd.	
					R86.6	Ferry Butte Rd./Riverton Rd.	
Ferry Butte Rd.	37.64	36	Northbound right-turn lane needed (ITD turn lane warrants met).	O	36.1	Construct right-turn lane - *Recommended*.	
Sheeptrail Rd.	39.89	37	Substandard roadway width on west leg of Sheeptrail Rd.	G	37.1	Widen road - *Recommended*.	
Willow Rd.	40.71	38	Substandard grade on southbound approach of Willow Rd.	G	N/A	See comments.	1. Lowering approach grade not feasible due to close proximity of railroad crossing on Willow Rd. (approx. 100' north of SH-39). 2. Vertical or horizontal realignment of SH-39 not practical due to cost.
Willow Rd.	40.71	39	Substandard roadway width on south leg of Willow Rd.	G	39.1	Widen road - *Recommended*.	
Liberty Rd.	42.34	40	Southbound right-turn lane needed (ITD turn lane warrants met).	O	40.1	Construct right-turn lane - *Recommended*.	
Liberty Rd.	42.34	R95	Skewed intersection alignment makes it difficult for trucks to maneuver onto and off of SH-39.	G	R95.1	Realign intersection – *Recommended*: • Close existing Liberty Rd./Ash Rd. intersection. • Realign Liberty Rd. at 90-degree angle with SH-39 to south of existing intersection. • Construct connector road between new SH-39/Liberty Rd. intersection and Ash Rd. • Provide local access connection to parcel in northwest quadrant of existing intersection.	Would require property acquisition.
Liberty Rd.	42.34	R98	Need to regularly restripe Liberty Rd., Ash Rd. approaches.	G	R98.1	Restripe Liberty Rd., Ash Rd. approaches - *Recommended*.	ITD and County need to coordinate.

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
Rockford West Rd. – North of Hilltop Rd.	44.15 – 44.31	41	Congested, high accident segment (HAL), with substandard access conditions.	S	41.1	Modify local access connections – *Recommended*: • Eliminate direct access to SH-39 from commercial parcel on northeast corner of SH-39/Hilltop Rd. intersection; provide new access via Veljean Rd. • Close existing SH-39/Hilltop Rd. intersection. • Eliminate offset between east and west legs of SH-39/Rockford West Rd. intersection by realigning Rockford West Rd. • Close north access to SH-39 from parcel in southeast quadrant of SH-39/Rockford West Rd. intersection.	1. Only 200' of separation between Rockford West Rd. and Hilltop Rd. intersections. 2. Food processing plant located immediately west of SH-39 has direct access to highway. 3. Commercial parcel on northeast corner of SH-39/Hilltop Rd. intersection currently has uncontrolled access to highway.
Hoff Rd.	44.72	42	Northbound left-turn lane needed (ITD turn lane warrants met).	O	42.1	Construct left-turn lane - *Recommended*.	
Hoff Rd.	44.72	43	Southbound right-turn lane needed (ITD turn lane warrants met).	O	43.1	Construct right-turn lane - *Recommended*.	
Hoff Rd.	44.72	R112	Southbound acceleration lane needed on SH-39 for trucks turning right from eastbound Hoff Rd.	O	R112.1	Construct southbound acceleration lane - *Not Recommended*.	1. Eastbound right-turn truck vol. = 26 vph (all large trucks). 2. No warrants for acceleration lanes in AASHTO Green Book or ITD Design Manual. 3. No reported accidents for 2001 – 2003 related to trucks turning onto highway from Hoff Rd. 4. Multiple trucks observed turning onto highway from Hoff Rd. with no apparent problem.
Private dwy. (150' east of Hoff Rd.)	44.75	44	Eastbound stopping sight distance and left-turn intersection sight distance for driveway do not meet ITD standards due to trees on west side of intersection.	G	44.1	Remove trees - *Recommended*.	
West of People's Canal – East of People's Canal	45.15 – 45.49	R116, R117	Vertical curve causes poor sight distance and makes hauling heavy, wide equipment difficult.	G	R116.1	Decrease vertical curve – *Not Recommended*.	1. Stopping sight distance is marginal for driveways located at bottom of hill near People's Canal bridge. 2. Cost of decreasing vertical curve would be relatively high (complete reconstruction of roadway within this section). 3. Improvement not recommended because cost is not justified by level of need.
East of People's Canal – West of Wilson Rd.	45.40 – 47.35	R120, R122	Poor visibility and road surface conditions caused by blowing, drifting snow.	O	R120.1	Install roadside snow fence/barriers - *Recommended*.	
					R120.2	Implement Road Weather Information System (RWIS) - *Recommended*.	
Pine Rd.	46.95	45	Westbound right-turn lane needed (ITD turn lane warrants met).	O	45.1	Construct right-turn lane - *Recommended*.	
Snake R. High School Driveway	47.26	R124	Right-turn/deceleration lane needed.	O	R124.1	Construct right-turn lane - *Recommended*.	1. Traffic count not conducted at this location, but turn lane warrant for this location is only 5 vph, so very likely that this warrant would be met. 2. Right-turn lane should extend far enough to east to also provide adequate deceleration distance for vehicles turning right into Snake R. Jr. High School driveway.
Wilson Rd.	47.45	R126, R127	Congested, high-accident intersection (HAL), with 22 bus routes from Snake R. High School and Snake R. Jr. High School passing through intersection at same time twice per day.	O, S	R126.1	Install flasher - *Recommended*	1. All accidents between 2001 – 2003 were angle collisions between through traffic on SH-39 and vehicles entering intersection from Wilson Rd. 2. In all but two cases, accidents were result of failure to yield by drivers on Wilson Rd. 3. There are no intersection sight distance deficiencies. 4. Speed humps not recommended because they would not
					R126.2	Move convenience store driveway on SH-39 as far west as possible - *Recommended*.	
					R126.3	Partially close convenience store driveway on Wilson Rd. so that access is as far north of intersection as possible - *Recommended*.	
					R126.4	Install speed humps on northbound and southbound approaches of Wilson Rd.	

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
					R126.5	Install rumble strips on northbound and southbound approaches of Wilson Rd.	be effective and may result in additional problems: • Placement of speed humps at or near stop bars on Wilson Rd. approaches could make it difficult for vehicles to accelerate into traffic stream on SH-39. • Placement of speed humps away from stop bars may cause some drivers to accelerate rather than decelerate after crossing it. • Snow removal problems. 5. Rumble strip not recommended because this addresses lack of driver awareness, whereas actual problem is more likely related to driver carelessness.
Taylor Rd.	48.45	46	Westbound left-turn lane needed (ITD turn lane warrants met).	O	46.1	Construct left-turn lane - *Recommended*.	
Taylor Rd.	48.45	47	Eastbound right-turn lane needed ((ITD turn lane warrants met).	O	47.1	Construct right-turn lane - *Recommended*.	
Taylor Rd.	48.45	48	Westbound right-turn lane needed (ITD turn lane warrants met).	O	48.1	Construct right-turn lane - *Recommended*.	
Taylor Rd.	48.45	R131	Poor sight distance from southbound approach of Taylor Rd. to west due to trees on northwest corner of intersection.	O	R131.1	Trim trees - *Recommended*.	
Moreland Rd. (Riverside)	49.07	49	Westbound right-turn lane needed (ITD turn lane warrants met).	O	49.1	Construct right-turn lane - *Recommended*.	
N/S 725 W. St. – S 675 W. St. (Riverside)	49.20 – 49.65	50	Lack of sidewalks.	P	50.1	Provide pedestrian facilities - *Recommended*: • Construct sidewalks for ¼ mi. in each direction from SH-39/Center St. intersection along both sides of SH-39 and Center St. • Install enhanced pedestrian crossing at SH-39/Center St., including painted crosswalk, median refuge area, flasher, and in-road lighting.	Sidewalks would connect: • Commercial businesses along SH-39. • Riverside Elementary School and residences to south of SH-39 along Center St. to SH-39. • Church and residences to north of SH-39 along Center St. to SH-39.
Center St. (Riverside)	49.45	51	Westbound left-turn lane needed (ITD turn lane warrants met).	O	51.1	Construct left-turn lane - *Recommended*.	1. Striping only would be required (no widening). 2. Removal of parking would be required.
Center St. (Riverside)	49.45	52	Eastbound right-turn lane needed ((ITD turn lane warrants met).	O	52.1	Construct right-turn lane - *Recommended*.	1. If done in conjunction with Imp. Option 51.1, this improvement would require minor widening within ROW on south side of SH-39. 2. Removal of parking would be required.
Clark Rd.	50.46	53	Westbound left-turn lane needed (ITD turn lane warrants met).	O	53.1	Construct left-turn lane - *Recommended*.	
Clark Rd.	50.46	54	Eastbound right-turn lane needed ((ITD turn lane warrants met).	O	54.1	Construct right-turn lane - *Recommended*.	
Clark Rd.	50.46	55	Westbound right-turn lane needed ((ITD turn lane warrants met).	O	55.1	Construct right-turn lane - *Recommended*.	
Trego Rd.	50.94	56	Eastbound left-turn lane needed (ITD turn lane warrants met).	O	56.1	Construct left-turn lane - *Recommended*.	
Trego Rd.	50.94	57	Westbound right-turn lane needed ((ITD turn lane warrants met).	O	57.1	Construct right-turn lane - *Recommended*.	
Thomas Rd.	51.39	58	Westbound left-turn lane needed (ITD turn lane warrants met).	O	58.1	Construct left-turn lane - *Recommended*.	
Thomas Rd.	51.39	R149, R152	Congested, high-accident intersection (HAL), with significant volume of traffic to/from Thomas Rd.	O, S	R149.1	Construct eastbound right-turn lane in addition to westbound left-turn lane identified above (Imp. Option 57.1) - *Recommended*.	1. Most accidents between 2001 – 2003 were rear-end collisions. 2. Due to general nature of accidents at this location, right-turn lane also recommended even though warrants not met. 3. Construction of right-turn lane would impact culvert.
Bishop Dr.	51.80	59	Westbound right-turn lane needed ((ITD turn lane warrants met).	O	59.1	Construct right-turn lane - *Recommended*.	
Bishop Dr.	51.80	60	Westbound stopping sight distance and southbound left-turn intersection sight distance do not meet ITD standards due to trees on east side of intersection.	G	60.1	Trim trees - *Recommended*.	
Bridge St.	52.69	61	LOS does not meet ITD standard.	L	61.1	With installation of signal at US 26/SH-39, monitor intersection to determine if improvement is still needed - *Recommended*.	
Bridge St.	52.69	62	Eastbound right-turn lane needed (ITD turn lane warrants met).	O	62.1	Construct right-turn lane - *Recommended*.	

Location	Milepost(s)	Deficiency			Improvement Options		
		No.[1]	Description	Type[2]	No.	Description	Comments
Bridge St.	52.69	63	Westbound right-turn lane needed (ITD turn lane warrants met).	O	63.1	Construct right-turn lane - *Recommended*.	Approx. 500' distance between Bridge St. and U.P.R.R. line. This would provide adequate distance for right-turn lane plus taper.
Bridge St.	52.69	64	Substandard roadway width on south leg of Bridge St.	G	64.1	Widen roadway - *Recommended*.	
US 26	52.94	65	LOS does not meet ITD standard.	L	N/A	See comment.	Recently installed signal at this location eliminates LOS deficiency.
Future Deficiencies							
Main St. (Pingree)	38.14	66	Southbound left-turn lane will be needed (ITD turn lane warrants met).	O	66.1	Construct left-turn lane - *Recommended*.	
Sheeptrail Rd.	39.89	67	Northbound right-turn lane will be needed (ITD turn lane warrants met).	O	67.1	Construct right-turn lane - *Recommended*.	
Sheeptrail Rd.	39.89	68	Southbound right-turn lane will be needed (ITD turn lane warrants met).	O	68.1	Construct right-turn lane - *Recommended*.	
Sheeptrail Rd.	39.89	69	Substandard roadway width on east leg of Sheeptrail Rd.	G	69.1	Widen road - *Recommended*.	
Willow Rd.	40.71	70	Northbound left-turn lane will be needed (ITD turn lane warrants met).	O	70.1	Construct left-turn lane - *Recommended*.	
Willow Rd.	40.71	71	Substandard roadway width on north leg of Sheeptrail Rd.	G	71.1	Widen road - *Recommended*.	
Liberty Rd. – Pine Rd.	42.34 – 46.95	72	LOS will not meet ITD standard, inadequate passing opportunities.	L, O	72.1	Construct passing lanes in each direction – *Not Recommended*.	Cost of passing lanes would be difficult to justify due to marginal need for improvement: • Future overall LOS is high "C". • Only one of two LOS "C" criteria would be met (percent time-spent-following). LOS for second criteria (average travel speed) would be "B". • Passing opportunities already exist in areas where passing lanes are feasible.
Liberty Rd.	42.34	73	LOS will not meet ITD standard.	L	73.1	Construct eastbound left-turn lane - *Recommended*.	
Liberty Rd.	42.34	74	Northbound right-turn lane will be needed (ITD turn lane warrants met).	O	74.1	Construct right-turn lane - *Recommended*.	
Thomas Rd./Scott Rd.	43.60	75	Southbound right-turn lane will be needed (ITD turn lane warrants met).	O	75.1	Construct right-turn lane - *Recommended*.	
Center St. (Riverside)	49.45	76	Westbound right-turn lane will be needed (ITD turn lane warrants met).	O	76.1	Construct right-turn lane - *Recommended*.	
Bridge St.	52.69	77	LOS will not meet ITD standard.	L	77.1	Install signal and northbound and southbound left-turn lanes – *Recommended*.	1. Distance between SH-39 and W. Bridge St. bridge approach appears adequate for northbound left-turn lane (approx. 450'). 2. Although southbound left-turn lane not required for LOS, easier to construct with northbound left-turn lane and would improve intersection truck operations. 3. Roundabout not recommended because there are no clear advantages of this option compared to signal based on expected future conditions (i.e., there would be no significant queuing with signal, low pedestrian/bicycle volumes).
					77.2	Install roundabout.	

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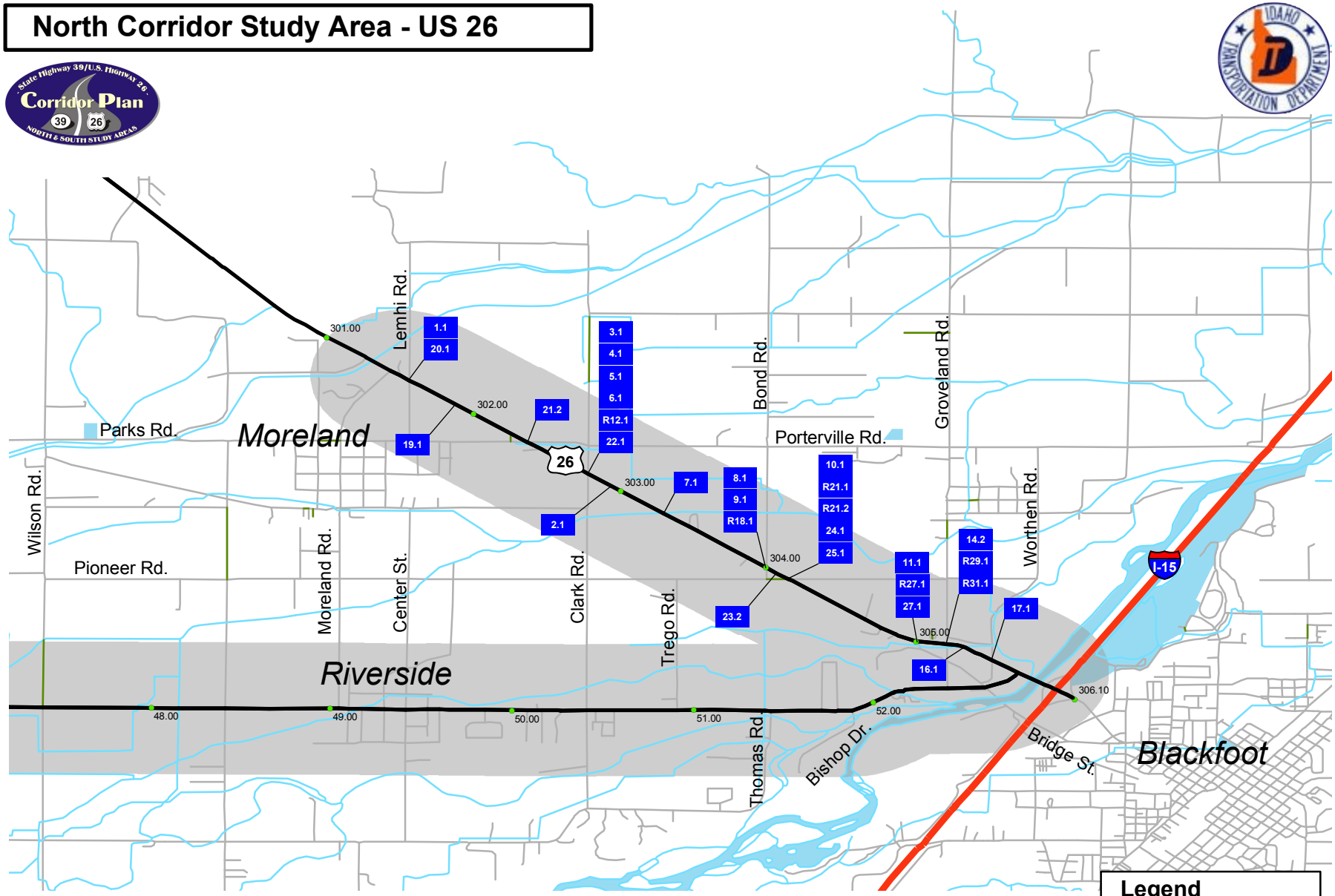
North Corridor Study Area - US 26



Legend

- Corridor Study Area
- Mile Post
- XX.X Improvement No.

U.S. Highway 26/State Highway 39 Corridor Plan
Draft Recommended Improvements

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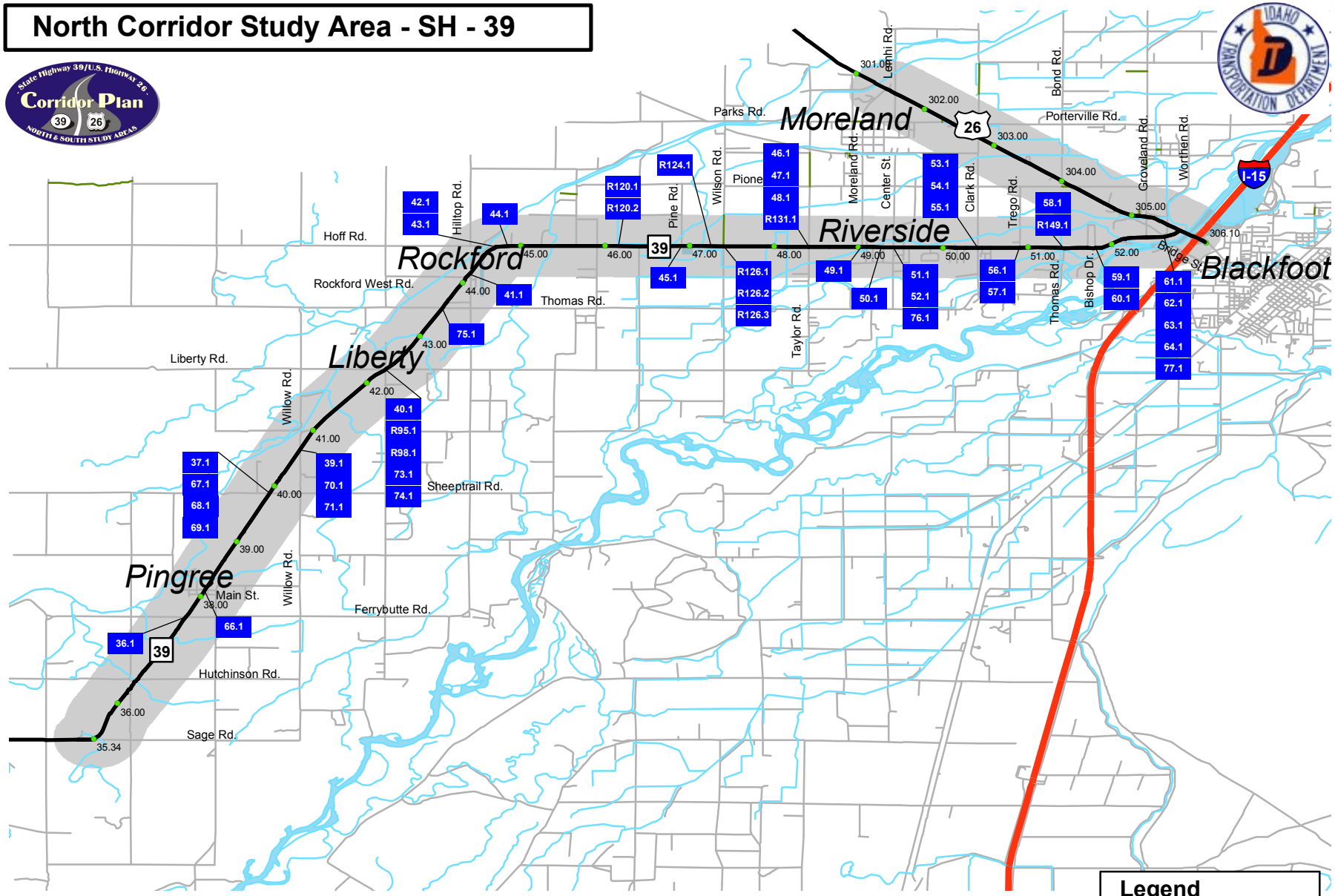
North Corridor Study Area - SH - 39



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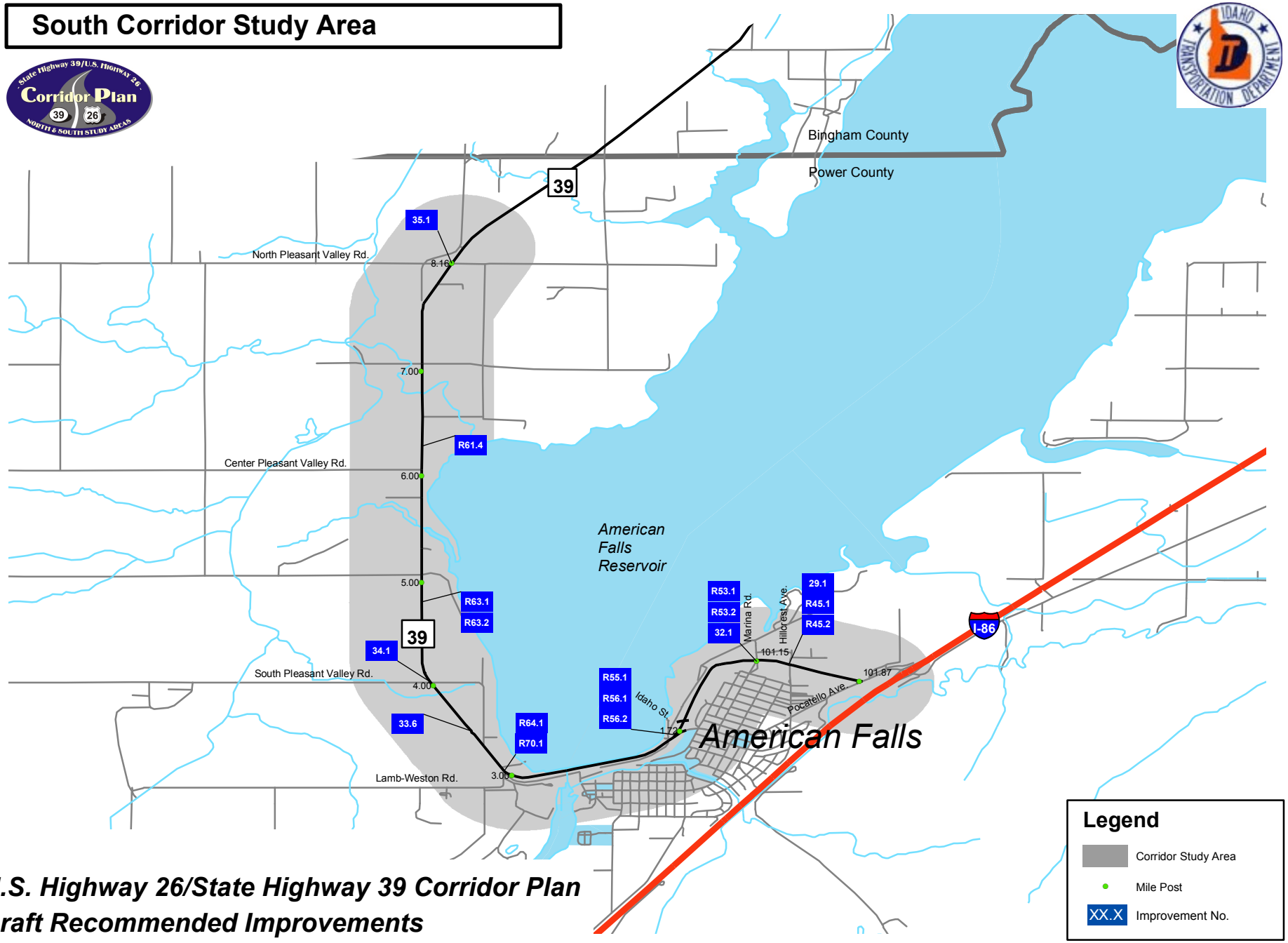
South Corridor Study Area



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