

Comment Form Transcription December 9, 2008 (Homedale)

Comments are transcribed verbatim. A blank line (___) indicates that the comment was not legible.

#	1. What highway improvements are needed on U.S. 95? (Please be specific with improvements and locations.)	2. What is the most important improvement needed?	3. Other Comments (have we missed anything?)
1	Widen between ION and Homedale! Too much traffic and high speeds by trucks on such a narrow road is very dangerous.	Same as above	
2	<p>Hwy 95: ION intersection north to Homedale SCL is in top five worst sections of hwy from Nevada to Canada. Widening should be integral part of any project on this section. Even 1 extra foot per lane plus extra 2' shoulder would be a big help in driver comfort.</p> <ul style="list-style-type: none"> • Limit new access and traffic controls in existing city limits • Focus for next 50 yrs: bypass route around cities Homedale → Weiser 		
3	From Homedale to Hwy 55 Jct. needs shoulder and total base rebuild. To come here and spend 2 to 3 million dollars on overlay of what exists is a waist of our tax dollars. If upgrading is to be made lets wait till enough money is found to do it right. Too many of the state projects from the past have been done poorly and now more money is having to be spent. Case in point is hwy 95 from ION jct. to Oregon line!	Road base and widening of shoulders.	
4	Widen the road between Homedale and Jct. of 95 and Hiway 55 approx 7 miles, <u>use existing right of way</u> . Resurfacing now without widening is a waste of money.	Cut the hiway down south of bridge on Jump Creek and the old Grange Hall for better visibility.	
5	Homedale to the junction of 55 is <u>DANREROUSLY NARROW</u> and has to be		

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	widened. <u>Period.</u>		
6	<p>From outside Homedale to just south of ION junction the highway needs widened. At the US 95 mtg in 2004-05 we were shown plans to widen that stretch in 2010. It is dangerous for cars to pass trucks and trucks to pass each other. A disaster waiting to happen. Every ITD employee should drive that section at least once a month to experience it.</p> <p>Why do you think the pavement is breaking—it's because the cars and trucks are going off the edge because it is not wide enough for large vehicles to pass safely. Your crash statistics don't include those that don't crash but do go off the edge of road.</p>	<p>Widen the highway –Homedale to junction 55. Your maps say 2 foot shoulder. If you drive it, 95% of that stretch is broken asphalt and rock shoulder with a ledge between pavement and broken asphalt.</p> <p>If doing a resurface and restore—please restore the 2 feet shoulder your roadway characteristic map says is there between cemetery road and SCL Homedale.</p>	<p>You—Idaho has spent millions on surveys and analysis. It would work just fine if the roads had shoulder of safe widths and some passing lanes.</p> <p>These are dream comments we all will be in the cemetery before any improvements are made.</p>
7	Highway 95 through Parma is a major problem.	95 from Homedale to the junction to Jordan Valley needs to be rebuilt and all curves removed for a straight shot to the junction.	
8		Reconstruction 7 miles from Homedale to ION junction.	
9	<ul style="list-style-type: none"> • Widening roadway and creating adequate shoulders. Traffic is discouraged to travel 95 when better, <u>wider</u> alternatives exist (ie Hwy 55-ION junction to Sunny Slope). • Pavement condition—pot holes, frost heaves, 	Widening of roadway between south Homedale and Hwy 55 junction.	

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	shoulders crumbling <ul style="list-style-type: none"> • Pedestrian Access/Safety at Homedale airport just south of Homedale Bridge • Intersection @ Thompson Rd/Jump Creek Rd. 		
10	<ul style="list-style-type: none"> • Hwy 95 should by pass the city of Parma. • Same Highway south of Homedale widen/improve with shoulders and soften sharp curves at Graveyard Pt. Rd. and Cemetery road. • It would be a good idea to bypass Wilder. 	<ul style="list-style-type: none"> • Hwy 95 south of Homedale to JCT. 55 realigned and rebuilt with shoulders and soften sharp curves.—(as a Homedale resident) • By pass Parma (as an IDAHO resident) 	
11			*Safety of intersection at Thompson Rd/Jump Creek Rd. *Widening roadway from Homedale to Hwy 55 junction.
12	Widen west side of intersection on 95 and Red Top—turn lane at 95 and Red Top— Fix bridge on 95 @ Homedale Fix Homedale to ION intersection Fix ION to Oregon line	Better planning and faster action from ITD. 10 yr study before action is ridiculous	Too much staff—workers I see give you 2-3 hrs/day of work—rest is wasted. State Hiway trucks on <u>slow</u> motion @ all times. I could and can run next to it and keep up. Have you factored in \$300 oil—or U.S. economy collapse or money devalued—you seem to be in 1970 not 2010.
13	Widen substandard width areas. North and south of Council and Cambridge. Add passing lanes whenever possible.	Improved traffic flow and ability to safely maintain speed. Hwy 95 & 19 and Hwy 55 & 95	

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	Widen from Council to Tamarack. Add traffic calming devises at city entrances—mitigate speed traps. Add truck routes through or around towns. Limit access in towns and growth areas—frontage roads etc.	intersections need better traffic control and improved safety. Obtain additional R.O.W. Widening US 95 through Canyon county.	
14	Widening. Planting island or other visual aid on each side of town to trigger awareness that they are coming into a town and slow down traffic through our business district.	Develop an access management agreements or plan to protect the corridor to move traffic through. It should include a development plan to require enough set backs to require frontage roads and buffers to funnel new development traffic to crossroads at either ½ mile or 1 mile intervals. There should be in place before major development begins.	