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# **PUBLIC MEETING SUMMARY JUNE & AUGUST 2025**

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**KN23340**

**11/5/2025**





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# 1 EXECUTIVE SUMMARY

## 1.1 Project Description

ITD and regional partners are evaluating an additional Snake River canyon crossing in the Magic Valley to alleviate congestion, reduce crashes, provide redundancy, and support truck mobility needs for agricultural and manufacturing industries.

## 1.2 Public Meeting Overview

ITD hosted two public meetings in summer 2025 for the Snake River Crossing Project in person and online. The first in-person event was held on June 30 in Twin Falls. Due to a high level of community interest and regional relevance, ITD hosted a second public meeting on Aug. 21 in Jerome to expand regional outreach and opportunities for input. The purpose of these public meetings was to share an update on the study and invite the public to provide input on draft Purpose & Need, evaluation criteria, and a range of crossing alternatives.

- In-person:
  - June 30, 2025, 4 – 7 p.m.
    - 363 participants
    - 37 comments received
  - Aug. 21, 2025, 4 – 7 p.m.
    - 118 participants
    - 17 comments received
- Online: June 30 – Sept. 4, 2025
  - 4,596 unique visitors
  - 5,827 site sessions
  - 289 comments received via email and online survey



Total, there were **5,077 participants** and **344 comments**.

# 2 MEETING SUMMARY

## 2.1 In-Person Events

For both in-person events, compliance with ADA requirements and accessibility were considered for parking, approaches and entrances, restrooms, and meeting room layouts. Reading glasses were also made available.

### 2.1.1 Twin Falls Public Meeting: Monday, June 30

The public meeting took place at the Herrett Center for Arts and Science (315 Falls Ave, Twin Falls). The public meeting was held in an open house format, and people were invited to drop by any time between 4 and 7 p.m. to view study information and speak with the project team.

Staff were stationed at a table near the entrance of the room with multiple sign-in sheets to accommodate attendees as quickly as possible. Contact cards, comment forms, and other



handouts were available in print versions at this table, in addition to a QR code to direct attendees to the online public meeting. Light refreshments were also provided.

Staff were stationed with displays around the room, with others roaming to assist as needed.

### *2.1.1.1 Public Meeting Attendance*

There were 363 total attendees who signed in during the in-person event in Twin Falls, Idaho.

See public meeting sign-in sheets in Appendix C.

### *2.1.1.2 Public Meeting Staffing*

The following staff attended the in-person public meeting on June 30:

- ITD
  - Angie Heuring
  - Jesse Barrus
  - Courtney Wagner
  - Brock Dille
  - Michael Johnson
  - Darren LaMay
  - Aaron Scheff
  - Brett Sergenian
  - Ester Ceja
- Consultant Team
  - Shane Marshall
  - Claire Woodman
  - Chris Melander
  - Shauna Tefft
  - Jessa Summers
  - Andy Daleiden
  - Mark Heisinger
  - Liz Kaniecki
  - Greg Banks

## **2.1.2 Jerome Public Meeting: Thursday, Aug. 21**

The second public meeting took place at the Jerome Recreation District on Thursday, Aug. 21. The meeting was held in an identical format at this location, with the same information and accommodations.

Based on interest in the display boards with the summary of advancing alternatives, the project team provided an extra copy of these boards to accommodate crowds.

### *2.1.2.1 Public Meeting Attendance*

There were 118 total attendees who signed in during the in-person event in Jerome, Idaho.

See public meeting sign-in sheets in Appendix C.

### *2.1.2.2 Public Meeting Staffing*

The following staff attended the in-person public meeting on Aug. 21:



- ITD
  - Angie Heuring
  - Courtney Wagner
  - Brock Dille
  - Michael Johnson
  - Aaron Scheff
  - Brett Sergenian
  - Ester Ceja
- Consultant Team
  - Claire Woodman
  - Chris Melander
  - Wendy Terlizzi
  - Shauna Tefft
  - Jessa Summers
  - Andy Daleiden
  - Mark Heisinger
  - Liz Kaniecki
  - Greg Banks

## 2.2 Online Component

An online public meeting was available beginning June 30 at [snakerivercrossing.com](https://snakerivercrossing.com). The online experience contained the same information and similar opportunity to submit comments as the in-person event. Alternative text was used for graphics and images posted online.

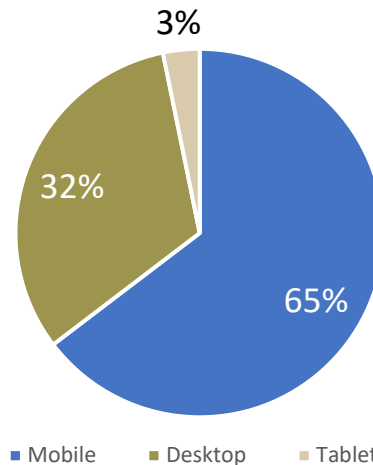
- Platform: Wix
- Direct link: [snakerivercrossing.com](https://snakerivercrossing.com)
  - See Appendix B to view the online meeting in PDF format
- Online Comment Platforms: Survey123 and [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com) email

### 2.2.1 Online Meeting Metrics

There were 4,596 unique visitors to the online public meeting, with 5,827 site sessions total between June 30 and Sept. 4:



## Users by Device



**Figure 1. Public Meeting Participants by Device**

Online meeting metrics are available in Appendix C.

### 2.2.2 Public Meeting Comments

The comment period for these public meetings began officially on June 30, 2025, and remained open through Sept. 4. However, some comments were received shortly before and after the official comment period, so comments received between June 16 and Sept. 5 are included in this summary.

Comment forms were available in hard copy at the in-person event and via Survey123 through the online public meeting. Comments could also be submitted via the project email address or hotline.

The following questions were included in the comment forms and online survey:

- What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?
- What questions or comments do you have about the draft evaluation criteria?
- What questions or comments do you have about the range of alternatives under consideration?
- What other comments would you like to share with us?

The survey concluded with questions asking participants to rate their understanding of the studies and share contact and demographics information.



There were **344 total comments** received:

*Table 1. Total Public Meeting Comments*

Comment Source	No.
Comment Form Responses (in person or mailed)	54
Online Survey Responses	276
Emailed Comments	13
Voicemail Comment	1
<b>Total</b>	<b>344</b>

The project team reviewed all comments for concerns and suggestions for improvements.

The most frequently mentioned themes and topics are summarized in the Public Comment Themes section. All public meeting comments are included in Appendix D with names and other identifiable information redacted.

## 2.3 Public Meeting Content

Meeting handouts, maps, and displays were all available at the in-person public meeting and digitally as part of the online public meeting.



*Figure 2. Public Meeting Attendees in Jerome*

### 2.3.1 Meeting Displays

- Welcome
- Overview
- Planning Process
- Development of Three Separate Projects



- US-93, Blue Lakes Boulevard and Pole Line Road Intersection Improvements Project
- SH-50/US-30 Corridor Project (Red Cap Corner to I-84)
- Snake River Crossing Project
- Snake River Crossing Project Schedule
- Snake River Crossing Draft Purpose & Need
- US-95 Perrine Bridge
- Land Use and Growth
  - Definitions and Estimates
  - Future Forecasts for the Magic Valley
- Environmental Considerations
- Community Input
- Safety and Traffic Operations
- Freight Transportation
- Evaluating Alternatives
  - Definitions and Potential Outcomes
- On-System Alternatives Descriptions & Recommendations
- Off-System Alternatives Descriptions & Recommendations
- Summary of Advancing Alternatives
  - No Build Alternative
  - On-System Widening Alternative: SH-46 Ken Curtis Bridge and US-30 Widening
  - Off-System New Crossing Alternatives:
    - Western Alternatives: SH-25& South Jerome
    - Central Alternatives US-93 & I-84
- Preliminary Bridge Design Examples
  - Dual Tower Suspension Bridge
  - Cable Stayed Bridge
  - Rigid Frame Bridge
  - Box Girder Bridge
  - Decked Arch Bridge
  - Through Arch Bridge
  - Single Tower Suspension Bridge
- Next Steps and Public Input
- Other Project Information
  - US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project
  - SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

## 2.3.2 Handouts

- Comment Forms
  - Snake River Crossing Project
  - US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project
  - SH-50/US-30 Corridor Project (Red Cap Corner to I-84)
- Contact Cards
- Snake River Crossing Project Flyer

All meeting displays and handouts are available in Appendix B.



## 2.4 Demographics

Of the participants who responded to demographic questions on public meeting sign-in sheets, comment forms, and online surveys, the following groups were represented:

- Race/Ethnicity
  - American Indian (Tribal Native)/ Alaskan Native: 4
  - Native Hawaiian and Pacific Islander: 5
  - Black: 1
  - Asian: 4
  - White: 495
  - Hispanic: 9
  - Other: 10
- Gender
  - Female: 256
  - Male: 397
- Persons with a disability: 36

## 3 NOTIFICATION

ITD used a variety of methods to invite community members and local businesses to learn about the Snake River Crossing Project events:

### JUNE 30 NOTIFICATIONS

### AUG. 21 NOTIFICATIONS



A postcard was mailed in June 2025 to 39,468 residents and businesses within the project area in the ZIP codes of 83338, 83316, 83328, and 83341.

A postcard was mailed in July 2025 to 12,300 residents and businesses within the project area in the ZIP codes of 83338, 83316, 83328.



A display ad ran twice in the Magic Valley Times-News on June 17 and 26. Online ads ran for 21,876 impressions on magicvalley.com between June 23 – 30.

A display ad ran once in the Magic Valley Times-News on Aug. 19. Online ads ran for 17,503 impressions on magicvalley.com between Aug. 10 – 17.



A news release about the public meeting was distributed on June 23. The news release informed the community about the in-person and online opportunities to participate and was picked up by KMVT and Idaho News 6.

A news release about the public meeting was distributed on Aug. 14. The news release informed the community about the in-person and online opportunities to participate, and was picked up by KMVT, BoiseDev, and Idaho Mountain Express.



Facebook and X posts were published on June 23 and 30 to notify members of

A Facebook post was published on Aug. 14 to notify members of the community about the public meeting. A post was



the community about the public meeting.

also distributed on Aug. 28 on Facebook and X to remind people to submit comments by Sept. 4.



ITD sent emails to the project distribution list to invite them to the public meeting on:

- June 23 to 195 recipients: “You're Invited: Public Meeting on June 30”
- June 28 to 197 recipients: “Join us on Monday for the Snake River Crossing public meeting!”

*Change in number of recipients per email is due to additional email sign-ups or unsubscribes.*

ITD sent emails to the project distribution list to invite them to the public meeting on:

- Aug. 14 to 483 recipients: “You're Invited: Additional Public Meeting on August 21”
- Aug. 20 to 463 recipients: “Join us tomorrow for the Snake River Crossing public meeting!”
- Aug. 28 to 488 recipients: “REMINDER: You still have one week to provide comments”

### 3.1 Translation

To support accessibility for those needing assistance, printed and online notifications and material included the following accommodation statement:

**Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.**

The following materials included the accommodations statements:

- Notifications: Invite mailer, newspaper ad, and the project website
- Comment forms
- Virtual Welcome web page

No phone calls or requests were received for special accommodation during this outreach.

### 3.2 Media Coverage

News articles are included in Appendix A.

Date	Publication	Title / Link to article
5/15/2025	KMVT News	<a href="#">The Idaho Transportation Department looking to build another bridge across the river</a>
6/16/2025	KLIX News Radio	<a href="#">The Long Delayed Third Crossing Approaches for Twin Falls</a>
6/23/2025	Magic Valley Times-News	<a href="#">ITD hosting Snake River Crossing meeting next Monday (not included in Appendix)</a>
6/25/2025	KMVT News	<a href="#">Public meeting to be held soon for the Snake River Crossing Project</a>
6/25/2025	KMVT News	<a href="#">ITD to host Snake River Crossing public meeting next Monday</a>



Date	Publication	Title / Link to article
6/30/2025	Idaho News 6	<a href="#">ITD feasibility study identifies 4 locations for a new Snake River Crossing</a>
7/1/2025	KMVT News	<a href="#">ITD holds public meeting on potential plans for a new bridge</a>
8/14/2025	KMVT News	<a href="#">Snake River Crossing meeting to be held next week</a>
8/18/2025	BoiseDev	<a href="#">A new Snake River bridge could come to Magic Valley</a>
8/20/2025	Idaho Mountain Express	<a href="#">ITD considering additional bridge over Snake River Canyon</a>
8/21/2025	Magic Valley Times-News	<a href="#">Idaho Transportation Department in the dark with Trump cuts (not included in Appendix)</a>
8/23/2025	KMVT News	<a href="#">ITD hosts public meeting for Snake River Crossing Project</a>

### 3.3 Other

- The events w were also published to [Townhall Idaho](#), a state-sponsored calendar of public meetings.

## 4 PUBLIC COMMENT THEMES

The themes gathered from public input included:

- Support for Western Crossing, including feedback on potential new connections for US-93
- Congestion, especially at Blue Lakes Boulevard and Pole Line Road
- Concern for Central Crossings locations, and belief they would increase congestion in Twin Falls, not decrease
- Needs and movement of freight
- Overall project support and enthusiasm for next steps

## 5 FREQUENTLY ASKED QUESTIONS

The project team provided responses to frequently asked questions and common themes. The following responses were posted to the project website in December 2025.

### What is the timeline and funding for the project?

With the feasibility study complete, ITD will meet with resource agencies to gather feedback on the draft Purpose and Need and range of alternatives. This work is expected to be conducted in early 2026. Once complete, ITD will work with FHWA to finalize materials in order to file the Notice to Proceed, initiating the environmental process. The National Environmental Policy Act (NEPA) process for this project is anticipated to begin by mid-2026 and will take approximately two years to complete, ultimately concluding with a better understanding of impacts to inform decision-making for a Preferred Alternative.



The NEPA phase of this project has been funded by the state. Future phases of this project, including design and construction, are not currently funded. It is likely that a combination of state and federal funds will be required to complete final design and construction.

If a new crossing location is identified as a preferred alternative, taking a major bridge project of this scale from concept design to construction will continue to require strong regional collaboration, innovative funding solutions, and long-term commitment. Until funding for construction has been secured, there is no anticipated timeline for when a new potential bridge would be constructed.

### **How are impacts to residents, businesses, agriculture, and the environment being considered and evaluated?**

The project aims to minimize impacts to the community, including both the built and natural environments. Potential impacts to the environment, residents, businesses, and the agriculture community will be carefully studied during the NEPA evaluation. Environmental resource agencies are consulted as part of this process, and data is collected and analyzed by subject matter experts. During NEPA the following resources will be evaluated:

- Agricultural and forest
- Air quality
- Biological Resources (wildlife, fish, vegetation)
- Cultural Resources
- Geology and soils
- Hazards and hazardous materials
- Aquatic Resources (wetlands, waters of the U.S., water quality)
- Land use and transportation planning
- Noise
- Visual
- Social environment and economic conditions
- Pedestrians and bicyclists
- Parks, recreation areas, wildlife and waterfowl refuges, and historic sites
- Wild and Scenic Rivers

### **How were the alternatives selected?**

The project goals are to:

- Improve performance of facilities currently or projected to experience congestion.
- Improve regional mobility, including the efficient transport of goods and services (freight) and provision of emergency services.
- Support a fiscally responsible investment that is technically feasible, fundable, and buildable.
- Minimize impacts to the built and/or natural environments.

A broad range of 14 alternatives were evaluated for consistency with project goals based on available information and readily observable fatal flaws.



Four alternatives were recommended to advance to the NEPA phase of the project as the Preliminary Range of Alternatives:

- West – SH-25 (W1)
- West – South Jerome (W3)
- Central – US-93 (C5)
- Central – I-84 (C6)

A No-Build alternative is required in NEPA environmental reviews and maintains the existing roadway network, without the proposed project. It serves as the baseline to which other alternatives are compared.

Additional analysis of these alternatives will be performed to understand impacts, planning-level cost estimates, and other design details to support alternative evaluation as part of the NEPA process.

### How will the project address traffic congestion and safety in Twin Falls?

As part of the environmental analysis, the project team will be evaluating each of the crossing alternatives in its ability to address safety and congestion in the project area. Potential mitigations and benefits of the project will be studied. Other improvements in the area, such as the US-93, Blue Lakes Boulevard and Pole Line Road Intersection Improvements Project and SH-50/US-30 Corridor Project (Red Cap Corner to I-84), will be considered as part of this process.

Addressing safety and congestion concerns for all roadway users are driving factors of the project as outlined in the draft Purpose & Need:

**PURPOSE:** The purpose of the transportation project is to address deficient infrastructure leading to congestion, high crash rates, and slow response times for emergency services.

**NEED** (*condensed*): Transportation improvements are needed to address the following:

- **Redundancy:** The Perrine Bridge (US-93) is the primary connection between I-84 and Twin Falls, and an additional crossing would provide redundancy in the roadway network. If the Perrine Bridge (US-93) is closed or congested:
  - Travelers and first responders are delayed 20 to 50 minutes (one way) due to out-of-direction travel.
  - The closest options to cross the Snake River are the Hansen Bridge (SH-50), located approximately 8.5 miles to the east, and the Ken Curtis Bridge (SH-46), located approximately 17 miles to the west.
- **Congestion/local and regional mobility:** Many intersections along US-93 and in the study area are experiencing delay, and conditions are anticipated to worsen by 2050 as the area continues to grow.
  - On the Perrine Bridge (US-93), traffic is projected to increase by approximately 100 percent (41,191 vehicles per day to 82,382 vehicles per day) between 2022 and 2050.



- Level of service (LOS) at many intersections is predicted to worsen by 2050. All the intersections on US-93 between U.S. Highway 30 (US-30) and I-84 are projected to operate at failing conditions (LOS F) in the 2050 PM peak hour.
- **Safety:** The study area experiences a large volume of crashes, with the highest vehicle crash rates in the study area occurring along Pole Line Road (US-93), Blue Lakes Boulevard, and Eastland Drive.

### What is planned for the Blue Lakes Boulevard and Pole Line Road intersection?

ITD initiated the US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project in summer 2025 to evaluate feasible and constructable alternatives to improve safety and mobility in the Blue Lakes Boulevard and Pole Line Road area into 2050.

The outcome will be a range of short-, mid-, and long-term projects to improve mobility in the area.

For concerns or comments on this project, please reach out to:

**Brock Dillé, P.E.**  
Project Manager  
brock.dille@itd.idaho.gov  
208-544-7906

**Courtney Wagner**  
Public Information Officer  
courtney.wagner@itd.idaho.gov  
208-886-7805

### What is planned for the Hansen Bridge?

ITD is evaluating the current and future conditions of the SH-50 corridor, including roadway improvements such as widening or replacing the Hansen Bridge, as well as conducting a safety analysis for both SH-50 and US-30 from Eastland Drive to Red Cap Corner.

For concerns or comments on this project, please reach out to:

**Darren LaMay, P.E.**  
Project Manager  
darren.lamay@itd.idaho.gov  
208-334-8503

**Courtney Wagner**  
Public Information Officer  
courtney.wagner@itd.idaho.gov  
208-886-7805

### How will public input be incorporated into the project?

Engaging agencies and the public will remain a critical and necessary part of the process, and the project team will build off previous outreach efforts. ITD will host public meetings and hearings at key milestones during the NEPA process. In a collaborative role to ITD, working groups of technical experts and community representatives will be invited to provide input on project findings. The same findings will then be presented to the public for comment.

Public comments are reviewed by our project team, including engineers and decision makers. A summary document will be created and published for each public meeting with all comments available for review (with personal information redacted).

### What factors are being taken into account for future growth and development?



ITD understands that the population in the Magic Valley has grown by almost 40% in the last 20 years and will continue to grow.

ITD is working closely with the Magic Valley Metropolitan Planning Organization (MVMPO), which includes representatives from cities and counties, which is developing growth forecasts for the year 2050.

MVMPO's growth forecasts will be incorporated into the project's travel demand model to understand future traffic patterns, congested roadways, and the effects of changes to the transportation system.



## 6 PUBLIC EVENT EVALUATION FORM



## APPENDIX A. NOTIFICATION

Notifications are included for both June and August 2025 public meetings in order of communication method (i.e., postcards for both meetings, followed by ads for both, etc.)

- Postcards
- Newspaper display ads
- News release/blogs
- Social media posts
- Emails
- Media coverage

# JOIN US

## Snake River Crossing Public Meeting

**IN PERSON: JUNE 30**  
**Drop in between 4–7 p.m.**  
**Herrett Center**

**ONLINE: JUNE 30–JULY 14**  
**[snakerivercrossing.com](https://snakerivercrossing.com)**

ITD and regional partners are evaluating an additional Snake River Canyon crossing in the Magic Valley to:

- Alleviate congestion
- Reduce crashes
- Provide redundancy
- Support truck mobility

This project will launch the National Environmental Policy Act (NEPA) review process. An additional public meeting is anticipated in early fall 2025.



YOUR SAFETY • YOUR MOBILITY • YOUR ECONOMIC OPPORTUNITY





Idaho Transportation Department, District 4  
216 South Date Street  
Shoshone, ID 83352

During this public meeting, ITD will share study findings, initial concepts and evaluation criteria, and project goals and objectives for a potential Snake River crossing. Your feedback is requested to help review and refine the first phases of analysis and design before the project moves forward.

**IN PERSON:** June 30, 2025  
*Drop in anytime between 4 and 7 p.m.*

Herrett Center for Arts and Science  
315 Falls Ave, Twin Falls, ID 83303

**ONLINE:** June 30 – July 14, 2025

The same material presented at the in-person event will be available online June 30, and a survey will be open through July 14:  
[snakerivercrossing.com](http://snakerivercrossing.com)



## Questions?

Contact us at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
or 208-428-1800.

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

# JOIN US

## Snake River Crossing Public Meeting

**IN PERSON: AUG. 21**  
**Drop in between 4–7 p.m.**  
**Jerome Recreation Center**

**ONLINE: AUG. 21 – SEPT. 4**  
**[snakerivercrossing.com](http://snakerivercrossing.com)**

**This session will include the same information presented at the June 30 meeting in Twin Falls.**

**We're hosting this additional meeting for community members to view the materials and talk with the project team.**



ITD and regional partners are evaluating an additional Snake River Canyon crossing in the Magic Valley to:

- Alleviate congestion
- Reduce crashes
- Provide redundancy
- Support truck mobility

This project will launch the National Environmental Policy Act (NEPA) review process.

YOUR SAFETY • YOUR MOBILITY • YOUR ECONOMIC OPPORTUNITY





Idaho Transportation Department, District 4  
 216 South Date Street  
 Shoshone, ID 83352

During this meeting, ITD will share study findings, initial concepts and evaluation criteria, and project goals and objectives for a potential Snake River Canyon crossing and will include the same information presented at the June 30 meeting in Twin Falls.

Your feedback is requested to help review and refine the first phases of analysis and design before the project moves forward.

**IN PERSON: Aug. 21, 2025**

Drop in anytime between 4 and 7 p.m.  
 Jerome Recreation Center  
 2032 South Lincoln Ave., Jerome, ID 83338

**ONLINE: Aug. 21 – Sept. 4, 2025**

The same material presented at the in-person event will be available online Aug. 21, and a survey will be open through Sept. 4:  
[snakerivercrossing.com](http://snakerivercrossing.com)



**Questions?**

Contact us at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com) or 208-428-1800.

Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

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\*\*\*\*\* ECRWSSEDDM \*\*\*\*

Local  
 Postal Customer

# JOIN US

## Snake River Crossing Public Meeting

ITD is hosting a public meeting to share study findings for the Snake River Crossing project, along with initial concepts and evaluation criteria, and project goals and objectives for a potential third river crossing. Your feedback is requested to help review and refine the first phases of analysis and design before the project moves forward.

This project will launch the National Environmental Policy Act (NEPA) review process. An additional public meeting is anticipated in fall 2025.

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### **IN PERSON: June 30, 2025**

*Drop in anytime between 4 and 7 p.m.*

Herrett Center for Arts and Science

315 Falls Ave, Twin Falls, ID 83303

### **ONLINE: June 30 – July 14, 2025**

The same material presented at the in-person event will be available online June 30, and a survey will be open through July 14:

**[snakerivercrossing.com](https://snakerivercrossing.com)**



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### **Questions?**

Contact us at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com) or 208-428-1800

*Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.*

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YOUR SAFETY • YOUR MOBILITY  
YOUR ECONOMIC OPPORTUNITY

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# RECAP

## Funding request for Buhl fire station advances

TIMES-NEWS

BUHL — Almost \$3.4 million in funding for a Buhl Rural Fire Protection District station has been included in the fiscal year 2026 Agriculture, Rural Development, Food and Drug Administration Appropriations Bill.



Simpson

Rep. Mike Simpson, R-Idaho, made the funding request through the Community Project Funding program, according to a news release. “The Buhl Rural Fire Protection District does not currently have a fire station that meets the community’s needs,” Simpson said.

“From not being centrally located to lacking sufficient space to house all necessary apparatus, a new fire station is needed to ensure the safety of residents.”

Andrew Stevens, Buhl Rural Fire Protection District fire chief, agreed with the assessment and thanked Simpson for his efforts.

“There is a huge need for a firehouse in Buhl for our community’s safety and well-being, as we do not currently have a firehouse,” Andrews said. “The call volume in this community has steadily risen annually and we want to make sure that we are able to perform our best for the citizens here.”

The funding would be used to construct a centrally located station within

the 102-square-mile fire district.

The new facility will have six apparatus bays that will house the equipment, including engines, water tender, rescue, quick response unit, wildland brush trucks and incident command vehicles.

Despite claims that CPF projects are “wasteful earmarks,” Simpson said Community Project Funding gives him the chance to bring Idaho tax dollars back home for Idaho priorities.

The Buhl Rural Fire Protection District Station Project is a part of the Fiscal Year 2026 Agriculture, Rural Development, Food and Drug Administration Appropriations Bill. This measure has been approved by the House Appropriations Committee.

## British man guilty of murder in sword attack on teenager

BRIAN MELLEY  
Associated Press

LONDON — A man armed with a samurai sword who killed a London teenager on his way to school and injured five other people during what the prosecution said was a psychotic episode triggered by drug use was convicted of murder Wednesday.

A jury at London’s Central Criminal Court found Marcus Arduini Monzo guilty of murdering 14-year-old Daniel Anjorin, along with three counts of attempted murder and one count each of grievous bodily harm, aggravated burglary and possessing a bladed article.

The 37-year-old admitted to carrying two samurai swords but denied all other charges.

Monzo, who has dual Spanish and Brazilian citizenship, killed Anjorin during a 20-minute rampage in April 2024 in the Hainault area of northeast London that began when he struck a pedestrian with his van. He told the victim he was going to kill him and slashed the man’s neck. The wounded man was able to get away and survived.

Monzo then ambushed Anjorin, who was wearing headphones, and did not hear a neighbor yelling to warn him.

“We were shouting and waving towards Daniel as he came out,” Aiste Dubasinskaitė said after the attack. “He had his headphones in so he wouldn’t hear us. It just happened right before our eyes, it was horrible.”

Monzo nearly beheaded the teen with the 2-foot blade and stabbed him as he lay on the ground.

When police officers arrived and tried to help



ELIZABETH COOK, PA.

This court artist sketch shows Marcus Arduini Monzo appearing at the Old Bailey.

the boy, Monzo sprang from bushes nearby and bolted. Constable Yasmin Mechem-Whitfield gave chase and suffered what police said were “brutal and life-changing” injuries including a fractured skull and severe nerve damage when he lunged at her.

Monzo then broke into a nearby home, where he awoke a couple who were sleeping with their 4-year-old daughter. He shouted about believing in God and attacked the girl’s father, wounding him in the neck and arm.

In his final act of violence, he struck police Inspector Moloy Campbell once with the sword before he was subdued with a stun gun and arrested.

Monzo said he turned to yoga and went on a spiritual quest after being injured doing mixed martial arts. He said he formed his views after traveling to India and consuming ayahuasca, a hallucinogen, and frequently smoking marijuana.

Prosecutors said Monzo’s social media use showed an interest in violence, far-right extremism and conspiracy theories. He

shared vaccine misinformation and liked posts on X praising Adolf Hitler.

During the trial, Monzo told jurors he believed the Earth was flat and that the 9/11 terrorist attack was “probably” a conspiracy. He also spoke about his practice of drinking his urine.

He wept during his testimony and said he didn’t intend to kill anyone when he bought two swords, which he claimed he intended to put on display.

Also, Monzo said a voice in his head told him to kill his cat and then eat it to replenish the energy the animal sapped from him. He killed but did not eat the pet, then had a feeling an Armageddon-like ending was happening and panicked and embarked on what became a 20-minute attack, he said.

Monzo is due to be sentenced on Friday.

Jurors had to determine whether Monzo was responsible for his actions. Prosecutors said he carried out his rampage during a psychotic episode, but argued that it was brought on by his cannabis use, rather than an underlying mental health condition.

Kirsty O’Connor, from the Crown Prosecution Service, said that meant Monzo “was fully responsible for the devastation he caused last year.”

“The jury, by their unequivocal verdicts, have accepted the prosecution case,” she said. “Our hearts go out to Daniel Anjorin’s family and friends who have suffered his unimaginable loss in horrific circumstances, and our thoughts remain with all of the victims who continue to recover from their injuries and trauma.”

### MAGIC VALLEY IN BRIEF

#### Name of Gooding gunshot victim released

GOODING — Officials have released the name of the gunshot victim found Friday by police officers.

Tyrese Moretz, 20, died early Friday morning at his home on Ninth Avenue in Gooding, county prosecutor Trevor Misseldine said Tuesday in a news release.

An autopsy confirmed the cause of death was a gunshot wound to the head, Misseldine said, but the manner of death is still under investigation.

Anyone with information related to the incident is asked to contact the Gooding Police Department at 208-934-8436 or 208-324-1911.

#### Suspect dies after pursuit in Cassia County

MALTA — The Idaho State Police is investigating a fatal incident that occurred Tuesday morning just after midnight, following a law enforcement pursuit initiated after reports of a suspect discharging firearms in a remote campground area.

At the request of the Cassia County Sheriff’s Office, ISP troopers responded to assist deputies with reports of multiple shots fired near the Sublett campground east of Malta, according to a news release. The suspect’s 2005 Volvo was observed parked on the side of the road, and it sped away as a deputy arrived.

The deputy initiated a traffic stop and the suspect initially complied, but when the deputy approached the vehicle, the suspect fled again in his vehicle, the ISP said. Troopers pursued the Volvo but lost visual contact due to high speeds and

dusty conditions. Minutes later, troopers found the car had crashed and rolled.

The driver was located nearby, and troopers immediately initiated life-saving measures and continued efforts until medics arrived but the suspect died at the scene, according to ISP.

A loaded rifle and a shotgun were recovered from the Volvo, the ISP said.

The Cassia County coroner will release the individual’s identity and determine the cause and manner of death following further investigation, the ISP said.

ISP is overseeing the agency’s assistance and investigation into the pursuit while the Minidoka County Sheriff’s Office is investigating the fatal crash.

#### Twin Falls motel shooting suspect held on \$500K bond

TWIN FALLS — The individual accused of shooting a man Tuesday morning at a local motel was ordered to be held on \$500,000 bond Wednesday after she made an initial appearance in court.

Tobi Rae Smith, 31, was taken into custody after the gunshot victim said he was shot after an argument at the Dunes Motel.

The victim called police at 7:27 a.m. and, when police officers arrived, they found him bleeding heavily from his left thigh and going in and out of consciousness from loss of blood, records say.

The victim, whose age



Smith

was not disclosed, said Smith shot the gun when he stood up from a bed. Smith fired again, hitting the victim’s leg.

The victim was transported to St. Luke’s Magic Valley Regional Medical Center for surgery on his femoral artery, reports say.

Officers found Smith at the back of the motel.

Smith told officers she shot the man after he moved aggressively toward her, records say.

Security footage from the motel, however, shows Smith step backward from the room’s doorway, adjust the gun, raise her arm, and fire into the room, reports say.

“She is in no hurry,” the police affidavit reads.

Smith was charged with aggravated battery. A July 3 preliminary hearing is scheduled.

#### Washington Street intersection to close Wednesday night

TWIN FALLS — The street department will close lanes of traffic Wednesday night as it repairs road damage at Washington Street and Cheney Drive West.

The roadwork will begin at 9 p.m. Wednesday and last until about 2 p.m. Thursday, according to a news release from the city.

Drivers should find an alternate route around the intersection or expect delays.

Breaking news when it happens  
[magicvalley.com](http://magicvalley.com)

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#### IN PERSON: June 30, 2025

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Herrett Center for Arts and Science  
315 Falls Ave, Twin Falls, ID 83303

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#### Questions?

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## Kroger plans to close about 60 stores

DEE-ANN DURBIN  
Associated Press

Kroger plans to close about 60 grocery stores in the United States over the next 18 months to improve efficiency.

The Cincinnati, Ohio-based company announced the plan during a corporate earnings call last Friday. The company hasn’t said which stores it plans to shutter, but said the closures will happen around the country. It also said employees at affected stores will be offered jobs at other locations.

“We see this as an opportunity to move these closed store sales to other stores, and we think that should improve profitability,” Kroger’s interim chairman and

CEO Ronald Sargent said during the call.

Sargent also said Kroger plans to open at least 30 stores this year and will accelerate its store openings in “high-growth geographies” next year.

A message seeking details of the company’s plans was left Wednesday with Kroger.

Kroger is the nation’s largest supermarket chain, with 2,731 stores in 35 states and the District of Columbia. It operates stores under multiple brand names, including Smith’s, Ralphs, King Soopers and Fred Meyer.

Sargent said Kroger usually evaluates the performance of individual stores on an annual basis but it

deferred any store closings during its two-year effort to merge with rival Albertsons. The two companies announced the \$24.6 billion merger plan in 2022 but the deal fell apart late last year after two judges blocked it because of concerns about competition.

Kroger’s plan to close stores comes as the company faces labor unrest over issues including chronic understaffing at stores, according to the United Food and Commercial Workers union. Union members in Southern California began picketing at a Los Angeles Ralphs last week. Workers at King Soopers stores in Colorado also went on strike this year.

# RECAP

## 'Crazy for You' to be presented by JuMP Co.

**ERIC GOODELL**

Eric.goodell@magicvalley.com

Last summer, JuMP Co. brought "Les Misérables" to the stage to the appreciation of thousands of theater lovers.

This year's show, the executive director says, might be even better.

The name of the production is "Crazy for You," set for Wednesday through Saturday at Roper Auditorium in Twin Falls.

"It's not as well known (as Les Misérables), but people will come out loving it," said Annie Nielson.

She has two children in the show and they have told her that they believe the show can be better than "Les Misérables."

"It's fun, upbeat and hilarious," Nielson said of the show set in the 1930s, depicting Broadway-loving Bobby Child, played by Keian McEntire, whose yearning to be an actor is shunned by family and friends.

"Nobody takes him seriously," Nielson said.

He comes from a wealthy banking family in New York and to get him away from Broadway, is sent to the town of Deadrock, Nevada, to foreclose on a property. Unknown to his family is that the property is an old, rundown theater that is struggling to survive.

The town is populated by cowboys and one woman,



COURTESY PHOTOS

The Cowboy Trio practices a scene from "Crazy for You." From left to right: Jon Rands (Moose), Andrew Williams (Sam) and Jacob Nielson (Mingo).



Keian McEntire (Bobby Child) with Haven Elison (Polly Baker) and other cast members perform in this summer's production of "Crazy for You."

### Want to see the show?

JuMP Co. will present "Crazy for You" at 7 p.m. Wednesday through Saturday, along with a 2 p.m. Saturday matinee. Special discounts for large groups are offered for Wednesday's performance.

Purchase tickets at [jumpcompany.org](http://jumpcompany.org).

contribution to Magic Valley.

JuMP Co. has awarded more than \$100,000 in scholarships since its formation.

Eric Goodell reports for the Times-News. Reach him at [Eric.goodell@magicvalley.com](mailto:Eric.goodell@magicvalley.com).



JuMP Company member Keian McEntire performs as Bobby Child in "Crazy for You," to be staged this week at Roper Auditorium in Twin Falls.

the daughter of the theater's owner. Bobby immediately falls in love with the woman, but she will have nothing to do with him.

It takes him disguising himself as a Broadway producer to get her attention, and the truth comes out in a zany play opening put on by the theater, as Bobby tries to save it from foreclosure.

"Crazy for You's" message can resonate with residents, Nielson said, that of the power of a community coming together for something good.

Most people have heard

some of the production's classic songs written by George Gershwin, including "I Got Rhythm," "Embraceable You," and "Someone to Watch Over Me."

It took a while to determine what would be presented this summer — and it took a trip to Provo, Utah, last fall to watch Brigham Young University's theater program's production of the show to display to JuMP Co. members its potential, she said.

JuMP Co. began in the 1980s as a nonprofit founded by Marty Mead as a way to introduce youth

to performing arts and has members from as far as Hazelton and Castleford, Nielson said, and has transformed many children.

Some children are shy and want somewhere to fit in, she said. They don't expect to be in the spotlight but "just want to belong."

Its members spend countless hours practicing to create something they are proud of, she said.

"There is really an amazing magic that happens," Nielson said.

Mead is expected to attend the Saturday matinee and will be honored for her

## Minnesota shooting suspect described as deeply conservative

**JIM MUSTIAN AND MICHAEL BIESECKER**  
Associated Press

**NEW YORK** — The man accused of assassinating the top Democrat in the Minnesota House held deeply religious and politically conservative views, telling a congregation in Africa two years ago that the U.S. was in a "bad place" where most churches didn't oppose abortion.

Vance Luther Boelter, 57, was captured late Sunday after a two-day manhunt authorities described as the largest in the state's history. Boelter is accused of impersonating a police officer and gunning down former House Speaker Melissa Hortman and her husband, Mark, in their home outside Minneapolis.

Democratic Gov. Tim Walz described the shooting as "a politically motivated assassination."

Sen. John Hoffman, also a Democrat, and his wife, Yvette, were shot earlier by the same gunman at their home nearby but survived. Friends and former colleagues interviewed by AP described Boelter as a devout Christian who attended an evangelical church and went to campaign rallies for President Donald Trump. Records show Boelter registered to vote as a Republican while living in Oklahoma in 2004 before moving to Minnesota, where voters don't list party affiliation.

Near the scene at Hortman's home, authorities say they found an SUV made to look like those used by law enforcement. Inside they found fliers for a local anti-Trump "No Kings" rally scheduled for Saturday and a notebook with names of other lawmakers.

The list also included the names of abortion rights advocates and health care officials, according to two law enforcement officials who could not discuss details of the ongoing investigation and spoke to AP on condition of anonymity.

Both Hortman and Hoffman were defenders of abortion rights at the state legislature.

Drew Evans, superintendent of the Minnesota Bureau of Criminal Ap-



Boelter

prehension, said at a briefing on Sunday that Boelter is not believed to have made any public threats before the attacks. Evans asked the public not to speculate on a motivation for the attacks.

"We often want easy answers for complex problems," he told reporters. "Those answers will come as we complete the full picture of our investigation."

Friends told the AP that they knew Boelter was religious and conservative, but that he didn't talk about politics often and didn't seem extreme.

"He was right-leaning politically but never fanatical, from what I saw, just strong beliefs," said Paul Schroeder, who has known Boelter for years.

### A trip to Africa

Boelter, who worked as a security contractor, gave a glimpse of his beliefs on abortion during a trip to the Democratic Republic of Congo in 2023. While there, Boelter served as an evangelical pastor, telling people he first found Jesus as a teenager.

"The churches are so messed up, they don't know abortion is wrong in many churches," he said, according to an online recording of one sermon from February 2023. Still, in three lengthy sermons reviewed by the AP, he only mentioned abortion once, focusing more on his love of God and what he saw as the moral decay in his native country.

He appears to have hidden his more strident beliefs from his friends back home. "He never talked to me about abortion," Schroeder said. "It seemed to be just that he was a conservative Republican who naturally followed Trump."

A married father with five children, Boelter and his wife own a sprawling 3,800-square-foot house on a large rural lot about an hour from downtown Minneapolis that the couple bought in 2023 for more than a half-million dollars.

### Seeking to reinvent himself

He worked for decades in managerial roles for food and beverage manufacturers before seeking to reinvent himself in middle age, according to resumes and a video he posted online.

After getting an undergraduate degree in international relations in his 20s, Boelter went back to school and earned a master's degree and then a doctorate in leadership studies in 2016 from Cardinal Stritch University, a private Catholic college in Wisconsin that since shut down.

While living in Wisconsin, records show Boelter and his wife Jenny founded a nonprofit corporation called Revoformation Ministries, listing themselves as the president and secretary.

After moving to Minnesota about a decade ago, Boelter volunteered for a position on a state workforce development board, first appointed by then-Gov. Mark Dayton, a Democrat, in 2016, and later by Democratic Gov. Tim Walz. He served through 2023.

In that position, he may have crossed paths with one of his alleged victims. Hoffman served on the same board, though authorities said it was not immediately clear how much the two men may have interacted.

### Security firm

Records show Boelter and his wife started a security firm in 2018. A website for Praetorian Guard Security Services lists Boelter's wife as the president and CEO while he is listed as the director of security patrols.

The company's homepage says it provides armed security for property and events and features a photo of an SUV painted in a two-tone black and silver pattern similar to a police vehicle, with a light bar across the roof and "Praetorian" painted across the doors. Another photo shows a man in black tactical gear with a military-style helmet and a ballistic vest with the company's name across the front.

## ISP investigates fatal crash off Perrine Bridge

**TIMES-NEWS**

Idaho State Police responded to a fatal crash at about 3:30 p.m. Sunday at the northwest viewpoint at the Perrine Bridge north of Twin Falls.

The driver, the sole occupant of a green 1995 Ford Ranger, died at the

scene, the ISP said in a statement.

Troopers reported that the pickup struck multiple surfaces as it fell into the Snake River Canyon.

Authorities are asking anyone who may have witnessed the crash or has footage of the incident to contact the ISP at

208-324-6000 and reference Case No. T25000717.

The Jerome County Sheriff's and Coroner's offices and the Twin Falls Police Department also responded to the crash.

The ISP is investigating and will release more information as it becomes available.

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**IN PERSON: June 30, 2025**

Drop in anytime between 4 and 7 p.m.  
Herrett Center for Arts and Science  
315 Falls Ave, Twin Falls, ID 83303

**ONLINE: June 30 – July 14, 2025**

The same material presented at the in-person event will be available online June 30, and a survey will be open through July 14:  
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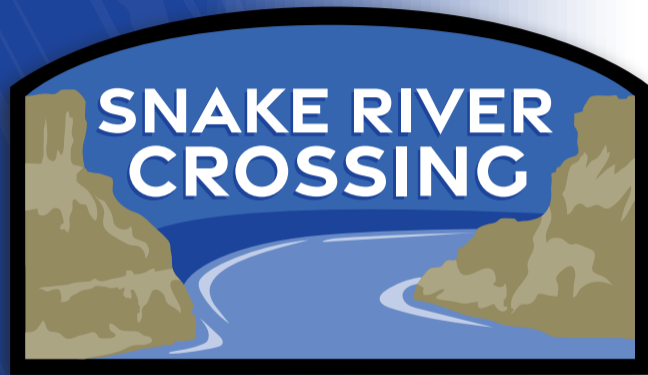
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**JUNE 30, 4-7 P.M. (CLICK FOR DETAILS)**



**PUBLIC MEETING  
ON JUNE 30**



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Quarter Pg. Full Color print ad  
Published: June 17 & June 26

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# TIMES-NEWS

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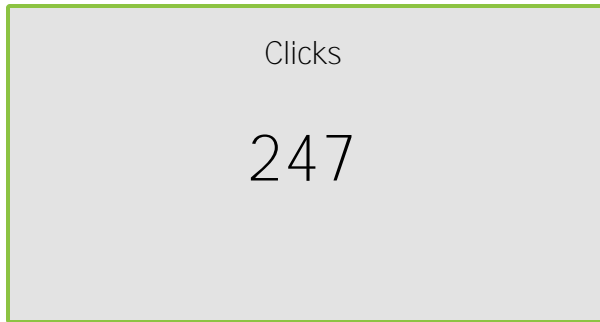
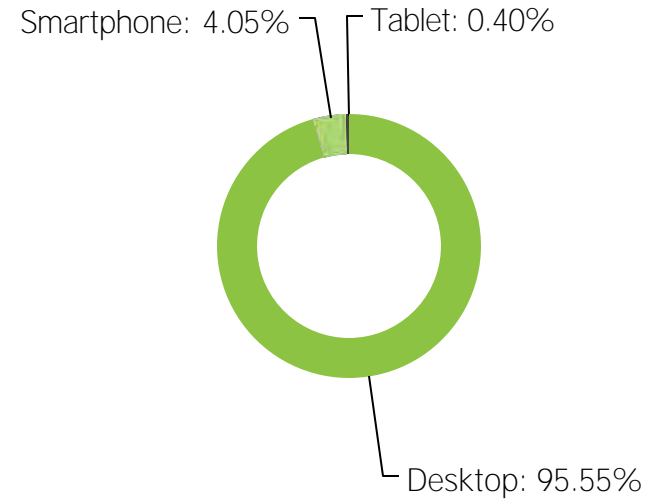
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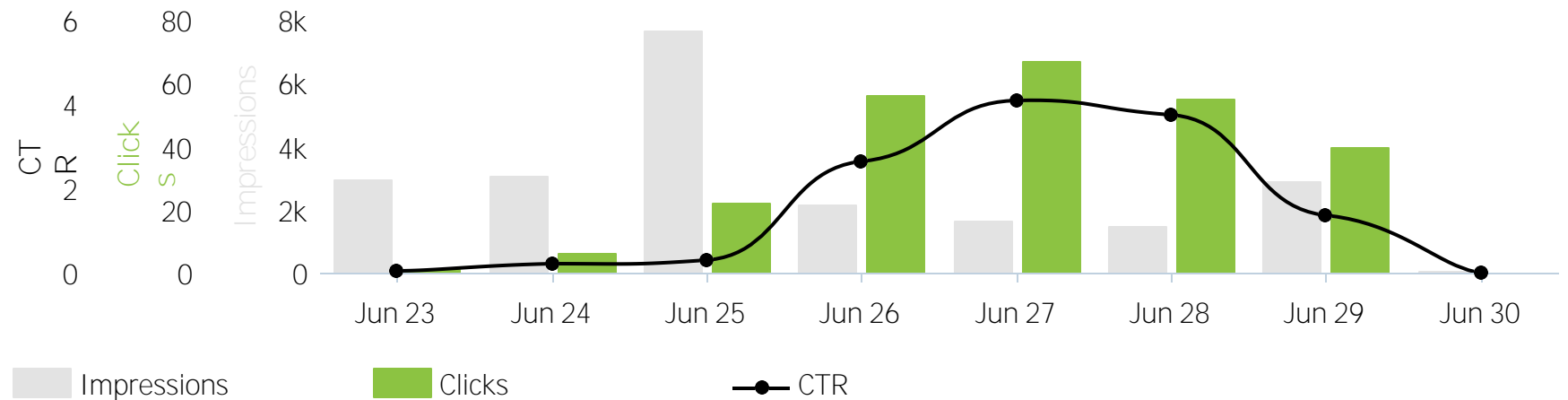
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Monday, June 30, 4-7 p.m. • Herriott Center for Arts and Science  
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Date	Client	Domain	Subject	Newsletter Name
Jun 19, 2025	Admail - Times-News (Twin Falls) - TWN	magicvalley.com	ADV: Join ITD Snake River Crossing Project public meeting	TWN60021812 - 317806 - Jun 19, 2025 - TWN - Twin Falls Times-News - magicvalley.com - 60021812 - Yes - - Ad Email - 6/19

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4,703	1,380	29.34%	12	0.87%	0.26%



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Digital - Banner Impressions:

20,833 Standard Banner impressions purchased We delivered 21,876 (1,043 FREE impressions) with 247 clicks – **CTR 1.13% is well above our benchmark** (*Google display network average CTR 0.35% -0.50%*)

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Your feedback is requested to help review and refine the first phases of analysis and design before the project moves forward. This project will launch the National Environmental Policy Act (NEPA) review process.

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### **IN PERSON:** Aug. 21, 2025

*Drop in anytime between 4 and 7 p.m.*  
Jerome Recreation Center  
2032 S Lincoln Ave, Jerome, ID 83338

### **ONLINE:** Now through Sept. 4, 2025

The same material presented at the in-person event is available online, and a survey will be open through Sept. 4:  
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WORKPLACE | ADVICE

# Clocking out

Keeping your job from spoiling a vacation takes planning and the right phone settings

CATHY BUSSEWITZ  
Associated Press

For their 15th wedding anniversary, Katie Walley-Wiegert and her husband decided to take a beach vacation with their young son. But the trip didn't go as planned. Walley-Wiegert wound up needing to pack her computer because of a work assignment she couldn't ignore.

As she labored away through most of the vacation, she regretted not being present for her toddler's introduction to the ocean.

"I know my husband and my son are having this once-in-a-lifetime first experience, and I am missing it," Walley-Wiegert said. "And it's heartbreaking in some regards, because that first will never come again."

Navigating the line between work time and personal time is tricky for a lot of people. With laptop computers and smartphones making it possible to log in anytime to do work from

anywhere, many find it hard to disconnect even when they take vacations.

"It doesn't take much to just quickly answer an email on your phone or just quickly open up the laptop whilst you're lying next to the pool," said Marais Bester, an occupational psychologist in the Netherlands, and senior consultant at SHL, a talent acquisition and management platform.

The compulsion to keep working while on vacation can be so

**"I know my husband and my son are having this once-in-a-lifetime first experience, and I am missing it."**

Katie Walley-Wiegert

strong that some people carve out time by feigning illness as an excuse to skip group outings, said Amy Biedenstein, senior vice president at human resources software and services company Dayforce.

"There's starting to be some pressure from families, too, to say, 'Hey, we need you to be focused and with us when we're on vacation,' so I think people are feeling increasingly like they have to hide it," Biedenstein said.

Experts have some practical advice for setting boundaries with work during your time off:

## Getting ready for vacation

Once you have your vacation dates set, let teammates know when you plan to be off. Make sure your time off is booked on your office's electronic calendar, which can reduce the number of work requests you receive while you're out, Biedenstein said.

For many people, getting ready for vacation means working late the night before to finish time-sensitive tasks that can't wait until they're back. Try starting earlier. Assessing what needs to get done a week in advance may reduce last-minute cramming.

You also can block off the afternoon before you leave to tie up loose ends and your first day back in the office to catch up, said time management and productivity coach Alexis Haselberger. Set the automatic replies on your email, Slack and other apps to say you're not checking messages and will respond the week of your return instead of your first day back, Haselberger advised.

If it's not possible to be completely out of touch, schedule times to check in on work and let co-workers know what those times will be. You also can share your preferred way to be contacted in the event of an emergency.

## Start with your phone

Some people recommend leaving work phones behind entirely during vacations. Others temporarily delete work apps such as Slack or email from their phones, though they might need help from tech support to reinstall the apps when they return.

If being unreachable is not an option, set a time to check work emails and notifications once in the morning, and then leave the phone behind for the rest of the day.

"It's really easy to take that work phone and set it down somewhere and walk away from it," Biedenstein said.

## Time off starts at the top

A manager or executive who immediately answers calls and emails, or checks in with employees instead of unplugging while on vacation, sends the message that the people working under them should do the same.

"When leadership models good behavior, when leadership can take a break and disconnect, then we see employees follow suit," Biedenstein said.

Employers also can show a workplace that recognizes the importance of time off, as well as a commitment to workers who struggle to pay for vacations, by offering corporate discount programs for airlines or cruises, Biedenstein said.

## The benefits of a pause

Taking a clear break to recharge, refocus and take your mind off the daily stresses of the workplace is extremely healthy, Bester said.

"Just to zone out, go into your sort-of nothing box or do something that's pleasurable, you know, spending time with loved ones," he said. "All of those things have major benefits from a psychological well-being perspective."

After work intruded on her wedding anniversary trip, Walley-Wiegert plans to go back to the same beach with her family. This time, as someone who now works as a freelancer, she's setting her own rules. She let her current and potential clients know that she'd be offline for a few days.

"This is my take two," she said.



AP ILLUSTRATION / PETER HAMLIN



# JOIN US

## Snake River Crossing Public Meeting

ITD is hosting an additional public meeting to share study findings for the Snake River Crossing project, along with initial concepts, evaluation criteria, and project goals and objectives for a potential new river crossing. This session will include the same information presented at the June 30 meeting in Twin Falls.

Your feedback is requested to help review and refine the first phases of analysis and design before the project moves forward. This project will launch the National Environmental Policy Act (NEPA) review process.

### IN PERSON: Aug. 21, 2025

Drop in anytime between 4 and 7 p.m.  
Jerome Recreation Center  
2032 S Lincoln Ave, Jerome, ID 83338

### ONLINE: Now through Sept. 4, 2025

The same material presented at the in-person event is available online, and a survey will be open through Sept. 4:

[snakerivercrossing.com](http://snakerivercrossing.com)



### Questions?

Contact us at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com) or 208-428-1800

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Aug. 21, 4–7 p.m.**

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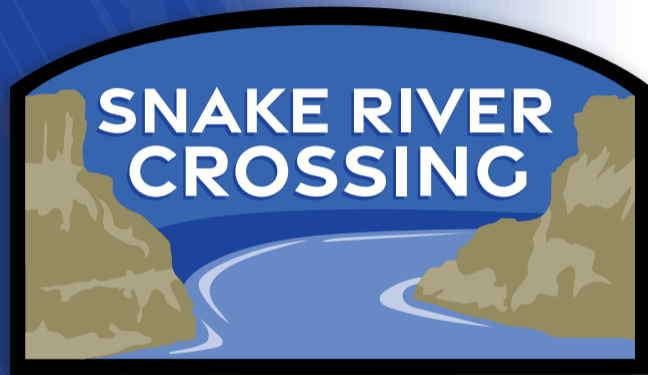
# **Snake River Crossing Public Meeting**

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**AUG. 21, 4-7 P.M. (CLICK FOR DETAILS)**



**PUBLIC MEETING**  
**ON AUG. 21**



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**PUBLIC MEETING**

**ON AUG. 21**

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**IN PERSON:**

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# CAMPAIGN PERFORMANCE

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Idaho Transportation Department  
60021812

**MV** **MAGICVALLEY.COM**

From Aug 14, 2025 to Oct 21, 2025

 **Amplified Digital**



**Purchased Package:**

Quarter Pg. Full Color print ad

Published: August 19

**Readership Audience:**

Tuesday, August 19 print: 4,628 readers

Digital Edition Subscribers: 4,000

**TIMES-NEWS**  
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*Drop in anytime between 4 and 7 p.m.*

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Impressions

17,503

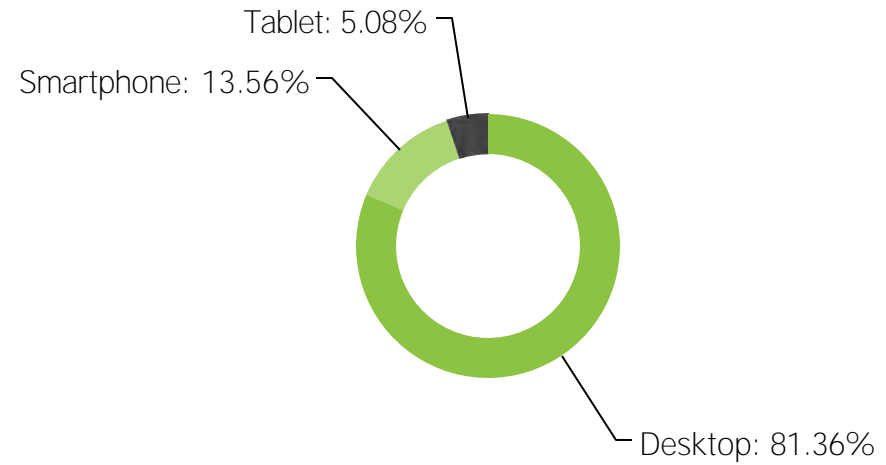
Clicks

59

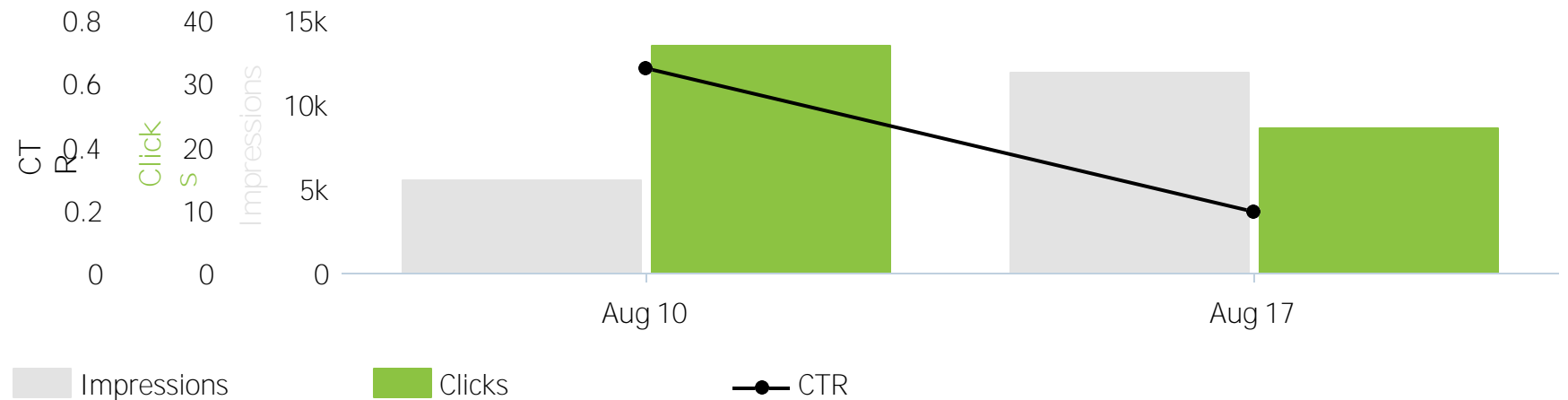
CTR

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Aug. 21, 4-7 p.m.**

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ON AUG. 21**

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Aug. 21, 2025  
4-7 p.m.

**ONLINE:**  
Now - Sept. 4, 2025

  **PUBLIC MEETING  
ON AUG. 21**

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**JOIN US** 

**Snake River Crossing Public Meeting**

**AUG. 21, 4-7 P.M. (CLICK FOR DETAILS)**

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Subject Line: ADV: Snake River Crossing ITD - August Meeting

Email Deployed: Thursday, August 14<sup>th</sup>

4,474

Delivered

1,708	38.18%	32	1.87%	0.72%
Opened	Total Open Rate	Clicked	Click to Open Rate	CTR

We evaluate results based on Open rate:  
your email was opened by 1,708 viewers reading your message resulting in 38.18% open rate.



## SUMMARY



Discounted Package included Print, digital and email

Digital - Banner Impressions:

16,667 Standard Banner impressions purchased We delivered 17,503 (836 FREE impressions) with 59 clicks – **CTR 0.34% close to our benchmark** (*Google display network average CTR 0.35% -0.50%*)

Digital – Newspaper Admail Email:

Delivered to 4,474 subscribers with 1,708 open views.  
32 clicks to the URL much higher than June email deployed  
**38.18% Open Rate is well above our benchmark of 17% average open rate.**

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6/23/2025

Courtney Wagner  
ITD Communication  
208.886.7800  
courtney.wagner@itd.idaho.gov

### ITD to host Snake River Crossing public meeting next Monday



TWIN FALLS — The Idaho Transportation Department invites Magic Valley community members to attend a public meeting on Monday, June 30, to provide input on the Snake River Crossing Project and help review and refine the first phases of analysis and design before the project moves forward.

During this public meeting, ITD will share study findings, initial concepts and evaluation criteria, project goals, and a range of alternative locations for an additional Snake River crossing.

“Our shared goal with local and regional partners is to address growing traffic and regional connectivity challenges in the Magic Valley,” District Engineer Jesse Barrus said. “A potential additional Snake River crossing is a key part of reaching that goal, and we look forward to hearing the community’s feedback.”

In 2024, the Idaho Transportation Board approved funding to begin next steps to enhance Magic Valley regional mobility including launching the environmental review process for a new Snake River Crossing to consider options for an additional bridge crossing, potentially extending State Highway 25 or State Highway 79 or widening U.S. Highway 30 or State Highway 46.

The project will utilize information gathered from previous studies and include coordination with the new Magic Valley Metropolitan Planning Organization to identify and evaluate feasible, buildable, and fundable bridge alternatives.

“This public meeting marks a key milestone in the Snake River Crossing project and offers the community a chance to provide input on potential 1,500-foot-long bridge locations,” said Dan McElhinney, the ITD Chief

Deputy and Chief Operations Officer. "Taking a major bridge project of this scale from concept to construction will continue to require strong regional collaboration, innovative funding solutions, and long-term commitment."

Opportunities to participate are available both in person and online. Both experiences will include the same information and chances for feedback:

**In Person:** June 30, 2025, drop in anytime between 4 and 7 p.m., Herrett Center for Arts and Science, 315 Falls Ave, Twin Falls

**Online:** June 30 through July 30, 2025, [snakerivercrossing.com](https://snakerivercrossing.com)

An additional public meeting is anticipated in early fall. For more information, please visit the project website: [itdprojects.idaho.gov/pages/snakerivercrossing\\_](https://itdprojects.idaho.gov/pages/snakerivercrossing_)

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8/14/2025

Courtney Wagner  
ITD Communication  
208.886.7800  
courtney.wagner@itd.idaho.gov

### ITD will host additional Snake River Crossing public meeting next week in Jerome



JEROME — The Idaho Transportation Department invites Magic Valley community members to attend an additional public meeting on Thursday, Aug. 21, to provide input on the Snake River Crossing Project and help review and refine the first phases of analysis and design before the project enters the environmental review process.?

An online option to review the meeting materials and provide feedback on the project will be available now through Sept. 4 at [snakerivercrossing.com/](https://snakerivercrossing.com/)

ITD recently hosted a public meeting on June 30 in Twin Falls with substantial turnout and a high level of engagement from the Magic Valley community. As a result, the project team determined that hosting an additional meeting in Jerome would be beneficial to extend the reach of information and allow more opportunity for community members to provide feedback.

During this August public meeting, ITD will share the same material presented on June 30, which includes study findings, initial concepts and evaluation criteria, and project goals, and review a range of alternatives including potential new bridge locations for the Snake River Canyon.

“We were excited to see a great community turnout in our recent Snake River Crossing public meeting, with in person attendance reaching nearly 400 people and over a thousand attending online,” ITD District Engineer Jesse Barrus said. “Because of the strong regional interest, we will host an additional meeting to ensure community members have ample opportunity to provide feedback on the project.”

In 2024, the Idaho Transportation Board approved funding to begin next steps to enhance Magic Valley regional mobility including launching the environmental review process for a new Snake River Crossing to consider options for an additional bridge crossing, potentially extending State Highway 25 or State Highway 79 or widening U.S. Highway 30 or State Highway 46. The project will utilize information gathered from previous studies and include coordination with the new Magic Valley Metropolitan Planning Organization to identify and evaluate feasible, buildable, and fundable bridge alternatives.

Opportunities to participate in the meeting are available both in person and online. Both experiences will include the same information and chances for feedback:??

**In Person:** Aug. 21, 2025, drop in anytime between 4 and 7 p.m., Jerome Recreation Center, 2032 S Lincoln Ave, Jerome, ID 83338

**Online:** Now through Sept. 4, 2025, [snakerivercrossing.com](https://snakerivercrossing.com)?

For more information, please visit the project website: [itdprojects.idaho.gov/pages/snakerivercrossing](https://itdprojects.idaho.gov/pages/snakerivercrossing)

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Idaho Transportation Department

June 23 · 🌐

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**\*\*Public Meeting Invite: Join us on June 30!\*\*** 🇺🇸

We are excited to share updates on the Snake River Crossing Project with you! Your participation is key to help shape a community-appropriate transportation solution. 🟡

Date: June 30, drop in anytime between 4 and 7 p.m.

Location: Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301)

You can view the public meeting and submit feedback online June 30 through July 30: [snakerivercrossing.com](https://snakerivercrossing.com). Your insights are important and will help review and refine the first phases of analysis and design before the project moves forward.

👋 See you soon! 🗨️



👍 15

9 shares

👍 Like

💬 Comment

➦ Share



Idaho Transportation Department

@IdahoITD



Join us for a public meeting on June 30 for updates on the Snake River Crossing Project!

WHEN: 4 - 7 p.m. (drop in anytime)

WHERE: Herrett Center (315 Falls Ave, Twin Falls, ID 83301)

Info and a feedback survey will be online June 30 through July 30:  
[snakerivercrossing.com](http://snakerivercrossing.com).



3:00 PM · Jun 23, 2025 · 430 Views





Idaho Transportation Department

June 30 · 🌐



🚗 **\*\*Reminder: Public Meeting Today!\*\*** 🇺🇸

Join us today, June 30, for updates on the Snake River Crossing Project!

When: Drop in anytime between 4 and 7 p.m.

Where: Herrett Center for Arts and Science, Twin Falls

You can also view the public meeting information and submit feedback online today through July 30: [snakerivercrossing.com](http://snakerivercrossing.com).



👍 😄 17

6 shares

👍 Like

💬 Comment



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@IdahoITD



 Public Meeting Today! 

Join us for updates on the Snake River Crossing Project!

When: June 30, drop in anytime between 4 and 7 p.m.

Where: Herrett Center for Arts and Science, Twin Falls

View the info and comment online through July 30:

[snakerivercrossing.com](https://snakerivercrossing.com).



snakerivercrossing.com

Welcome | Snake River Crossing

Welcome to the online, self-guided public meeting for the Snake River Crossing Project.

8:02 AM · Jun 30, 2025 · **548** Views



1



2



3





Idaho Transportation Department

August 14 · 🌐

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👉 \*\*Additional Snake River Crossing public meeting on Aug. 21!\*\* 👉

Our first public meeting back in June was a HUGE success thanks to all those who turned out. So, who's ready for round two? 🍌

Join us for an additional installment of our Snake River Crossing public meeting on Thursday, Aug. 21. We want to hear from YOU about how to improve our communities through forward-thinking transportation solutions. \*Please note that the same information will be presented in this meeting as in our last public meeting in June.

👉 Public Meeting Details 👉

📅 Thursday, Aug. 21

🕒 Drop in anytime between 4 and 7 p.m.

📍 Jerome Recreation Center (2032 S Lincoln Ave, Jerome, ID 83338)

You can view the public meeting materials and submit feedback through Sept. 4 at [snakerivercrossing.com](http://snakerivercrossing.com). Your insights are important and will help review and refine the first phases of analysis and design before the project moves forward.

Questions? Call 208-428-1800 or email [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com).

See you there! 🍌



Idaho Transportation Department

Government organization

📧 Send message

👍❤️ 58

5 comments 10 shares

👍 Like

💬 Comment

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Idaho Transportation Department

August 28 · 🌐

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🇺🇸 \*\*REMINDER: One week left to share your thoughts on the Snake River Crossing Project!\*\*

Thank you to everyone who attended either of our public meetings! The online public meeting and feedback survey are still available online through Sept. 4: [snakerivercrossing.com](http://snakerivercrossing.com).

For any questions, email us at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com). Your participation is key to help shape a community-appropriate transportation solution. 🌟



👍❤️ 36

6 comments 4 shares

👍 Like

💬 Comment

➦ Share



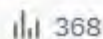
**Idaho Transportation Department** @IdahoITD · Aug 28



**\*\*REMINDER: One week left to share your thoughts on the Snake River Crossing Project!\*\***

The online public meeting and feedback survey are still available online through Sept. 4 at [snakerivercrossing.com](http://snakerivercrossing.com).

Questions? Call 208-428-1800 or email [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com).



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## PUBLIC MEETING ON JUNE 30

Join the Idaho Transportation Department on June 30, 2025, to provide input on the Snake River Crossing Project.

Our shared goal with local and regional partners is to address growing traffic and regional connectivity challenges in the Magic Valley, and this project will be a key part of that goal by identifying and evaluating feasible, fundable, and buildable bridge alternatives.

During this public meeting, ITD will share study findings, initial concepts and evaluation criteria, project goals, and review a range of alternative locations for an additional Snake River crossing. ITD seeks public feedback to help review and refine the first phases of analysis and design before the project enters the environmental review process.

Opportunities to participate are available both in person and online. Both experiences will include the same information and chances for feedback:

### In Person

- June 30, 2025
- Drop in anytime between 4 and 7 p.m.
- Herrett Center for Arts and Science (315 Falls Ave, Twin Falls)

**Online** June 30 through July 30, 2025: [snakerivercrossing.com](https://snakerivercrossing.com)

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## Questions?

For more information, please email us at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com), call **208-428-1800**, or visit the project website: [itdprojects.idaho.gov/pages/snakerivercrossing](https://itdprojects.idaho.gov/pages/snakerivercrossing).

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**PHONE:** (208) 428-1800

**EMAIL:** [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)

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## REMINDER: PUBLIC MEETING ON JUNE 30

Join us on Monday for the Snake River Crossing public meeting.

ITD will share study findings, initial concepts and evaluation criteria, project goals, and review a range of alternative locations for an additional Snake River crossing.

Opportunities to participate are available both in person and online. Both experiences will include the same information and chances for feedback:

### In Person

- June 30, 2025
- Drop in anytime between 4 and 7 p.m.
- Herrett Center for Arts and Science (315 Falls Ave, Twin Falls)

Online June 30 through July 30, 2025: [snakerivercrossing.com](https://snakerivercrossing.com)

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## Questions?

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## PUBLIC MEETING ON AUG. 21

**Join the Idaho Transportation Department anytime between 4 and 7 p.m. on Aug. 21, 2025, to provide input on the Snake River Crossing Project.**

ITD recently hosted a public meeting on June 30 in Twin Falls with substantial turnout and a high level of engagement from the Magic Valley community. As a result, the project team determined that hosting an additional meeting in Jerome would be beneficial to extend the reach of information and allow more opportunity for community members to provide feedback. The shared goal with local and regional partners is still the same: Address growing traffic and regional connectivity challenges in the Magic Valley. This project will be a key part of that goal. ITD will identify and evaluate feasible, fundable, and buildable bridge alternatives.

**ITD will present the same study findings, initial concepts and evaluation criteria, project goals, and range of alternative locations for an additional Snake River crossing as shared in the June 30 public meeting.** The project team is seeking public feedback to help review and refine the first phases of analysis and design before the project enters the environmental review process.

**Opportunities to participate are available both in person and online.** Both experiences will include the same information and chances to provide feedback:

### In Person

**Thursday, Aug. 21, 2025**

Drop in between 4 and 7 p.m.

Jerome Recreation Center

2032 S Lincoln Ave., Jerome, ID

### Online

**Now through Sept. 4, 2025:**

[snakerivercrossing.com](https://snakerivercrossing.com)

[Visit Online Meeting](#)

## Questions?

For more information, please email us at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com), call **208-428-1800**, or visit the project website:

[itdprojects.idaho.gov/pages/snakerivercrossing](https://itdprojects.idaho.gov/pages/snakerivercrossing).

[Visit the Website](#)

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View updates by visiting the website, [itdprojects.idaho.gov/pages/snakerivercrossing](http://itdprojects.idaho.gov/pages/snakerivercrossing), or submit questions by contacting the project team at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com).



**PHONE:** (208) 428-1800

**EMAIL:** [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)

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## REMINDER: PUBLIC MEETING ON AUG. 21

Join us tomorrow, Aug. 21, for the Snake River Crossing public meeting anytime between 4 p.m. and 7 p.m.

ITD will share study findings, initial concepts and evaluation criteria, project goals, and a range of alternative locations for an additional Snake River crossing. **Please note that the information will be the same as was presented in the last public meeting on June 30.**

Opportunities to participate are available both in person and online. Both experiences will include the same information and chances for feedback:

### In Person

Thursday, Aug. 21, 2025

Drop in between 4 and 7 p.m.

Jerome Recreation Center

2032 S Lincoln Ave., Jerome, ID

### Online

Now through Sept. 4, 2025:

[snakerivercrossing.com](https://snakerivercrossing.com)

[Visit Online Meeting](#)

---

## Questions?

For more information, please email us at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com), call

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*Individuals who need special accommodations should contact [CivilRights@itd.idaho.gov](mailto:CivilRights@itd.idaho.gov) or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.*



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## REMINDER: You still have one week to provide comments on the Snake River Crossing Project

Thank you to everyone who attended at the public meetings in Twin Falls on June 30 and in Jerome on Aug. 21, and to those of you who have participated online. There is still time to visit the online, self-guided public meeting to view study findings, initial concepts and evaluation criteria, project goals, and a range of alternatives for a potential additional Snake River crossing.

Please submit your feedback by Sept. 4, 2025: [snakerivercrossing.com](https://snakerivercrossing.com)

[Online Public Meeting and Survey](#)

---

## Questions?

For more information, please email us at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com), call **208-428-1800**, or visit the project website: [itdprojects.idaho.gov/pages/snakerivercrossing](https://itdprojects.idaho.gov/pages/snakerivercrossing).

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## STAY INFORMED

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# The Idaho Transportation Department looking to build another bridge across the river



**SNAKE RIVER CROSSING MEETING**

11:00 AM 50°

WEATHER CASTLEFORD

FRIDAY	SATURDAY	SUNDAY
HI 63 LOW 46	HI 60 LOW 46	HI 56 LOW 45

KMVT.COM

By KMVT News Staff

Published: May 15, 2025 at 3:37 PM MDT



TWIN FALLS, Idaho (KMVT/KSVT) — The Idaho Transportation Department (ITD) held a board meeting Thursday to discuss the future of the Snake River crossing.

ITD is looking to build another bridge across the river, a project that has been in the works for more than five years. They've been examining traffic patterns going in and out of Twin Falls over the past couple of years. Meetings have been held with local agencies about traffic patterns. The next steps include holding public meetings, according to the department. They are hoping to have that scheduled for the end of June.

The department plans to share information, gather public feedback, and then move into the environmental impact study phase.

"We were one of the fastest growing states, if not number one, number two for many years. And so we have seen a massive amount of influx. Which has grown the need for this for us to look at something, to do something" explains Jesse Barrus, ITD District 4 engineer.

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ITD says an exact location for the crossing hasn't not yet been decided. Multiple potential sites will need to be studied to determine what's best for both traffic and the environment

KMVT news will provide updates as they become available.

# THE LONG DELAYED THIRD CROSSING APPROACHES FOR TWIN FALLS

Bill Colley | Published: June 16, 2025

Credit Bill Colley.

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## Your input Needed

I'm sure the hemp-skirt crowd will be there. The Idaho Transportation Department is seeking public input on the construction of a third bridge over the Snake River Canyon. There is an online presence, and you can attend a meeting on June 30th at the Herrett Center on the College of Southern Idaho campus. For those of you tree-huggers from out of town, that's located in Twin Falls. The time is between 4:00 and 7:00 p.m.

There will also be additional meetings later this year.



The bridge is long overdue if you're fed up with congestion, but if there's a rare mosquito that could be endangered, you can be assured environmentalists will do everything they can to delay the project. From courts, to sugar in fuel tanks, to chaining themselves to the canyon walls (a good start).



AS HEARD ON-AIR



1310 KLIX - NEWS AND TALK ON THE RADIO

Search, YouTube, Facebook, and other social media icons, along with a 'LISTEN I Clay Travis' button.



Credit Bill Colley.

### It Won't be Cheap

This is a project that could cost one billion dollars. More, if the crunchies succeed in causing further delays.

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The online forum will be open for two weeks. You can leave comments by going to [snakerivercrossing.com](http://snakerivercrossing.com) from June 30<sup>th</sup> until July 14<sup>th</sup>.

You can get a look at what ITD is calling 'initial concepts'.

### The Congestion is Legendary

The current Perrine Bridge is approaching 50 years of service, and when it was constructed, nobody anticipated 40,000 vehicle crossings a day. The Hansen Bridge is narrow and may be near its life.

One of the most common suggestions for the third crossing is from near Filer, across the river connecting with the Interstate. Plans to run the bridge over the river at Eastland Drive in Jerome County would appear to have been scrapped due to political pressure. Translating this to powerful property owners along the street than in Filer.

Cardiologists: Losi Tummy Comes Down HEALTH WELLNESS JOUR

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## WWE'S VINCE MCMAHON ODD LINK TO IDAHO AND THE SNAKE RIVER CANYON

WWE executive and chairman, Vince McMahon Jr. has an unusual link to Idaho and the Snake River Canyon...

*Gallery Credit: Chris Cardenas*



Getty Images

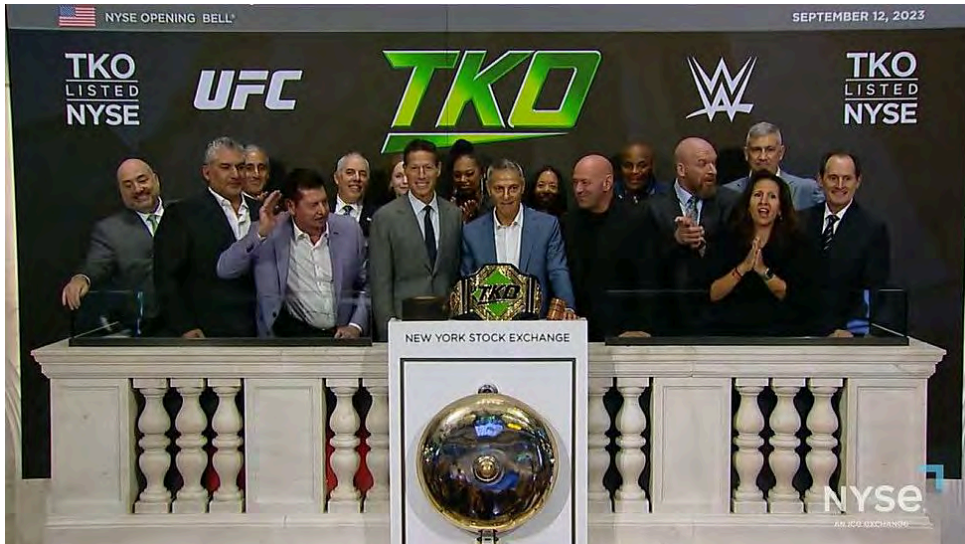
### Who is Vince McMahon?

For those who don't know, Vince McMahon Jr. is the chairman and up until recently, the CEO of World Wrestling Entertainment. He took the company over from his dad, Vince McMahon Sr., and would go on to build an empire in sports entertainment.

One simple search of "McMahon controversy" will show a laundry list of incidents Vince was caught up in. There is even a documentary based on McMahon's ability to avoid getting stuck holding the bag with his incidents through the years.

⊗

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New York Stock Exchange via YouTube

### WWE & UFC become one

On Tuesday, September 12, 2023, World Wrestling Entertainment (WWE) and Ultimate Fighting Championship (UFC) united as one and **held a ceremony at the New York Stock Exchange.**

As you can see, Vince McMahon is delighted to be ringing the bell with his business partners as this deal will only add to his massive fortune.

McMahon's net worth? **One report says** McMahon is worth an estimated \$3.1 billion as of 2023... that's BILLION with a "B."



### What's McMahon's connection to Idaho?

Before he was part of massive multibillion-dollar deals, McMahon was a young promoter "learn[ing] the business and looking to make a name for himself."

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In 1974, **McMahon saw an opportunity** to team up with other investors to privately fund (and promote) the daredevil, Evel Knievel's jump over Idaho's Snake River Canyon in 1974.

Here, we see a 35-year-old Evel Knievel presenting his 'Sky Cycle', the actual vehicle in which he failed to jump the Snake River Canyon in Idaho.

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Getty Images

### **And why is a wrestling promoter funding/promoting Evel Knievel?**

It's simple, major networks like ABC wouldn't touch the stunt leaving Knievel to seek out other funding.

Vince McMahon saw this as an opportunity to show his father he can promote an event and turn a huge profit.

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Photo by Emil Kalibradov on Unsplash

### Vince's father didn't want the Snake River Canyon jump to fail

According to a report on [ProWrestlingStories.com](https://www.prowrestlingstories.com), Vince McMahon Sr. funded "50% of the cost of the jump" and even had a colleague watch over Vince McMahon Jr.

To put it simply, Vince Sr. seemed to sense this event could be a disaster.



Photo by JP Valery on Unsplash

### "I have no doubt that this is the biggest rip-off in America..."

By the time it was time for Kniewel to accomplish his feat, Vince McMahon Jr. and his team were selling tickets between 10,000 and 15,000 with close-circuit viewing bringing in less than 500,000.

McMahon Jr. even helped get the Snake River Canyon jump to show at Madison Square Garden with tickets ranging from \$7 to \$12.50. A quote from a spectator who was at the event knew that he and his friends were likely getting a bad deal... they just didn't care. They told the New York Times the day after the event.

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*"I have no doubt that this is the biggest rip-off in America, but I don't mind being ripped off."*

While Knievel earned a payday of about \$250,000, McMahon Jr. *lost* \$250,000. Ouch!

You can read more about [the bad deal here](#) and [Snake River Canyon Jump here](#).

**Filed Under:** Perrine Bridge, Snake River, Snake River Canyon

**Categories:** Idaho News, Lifestyle, Magic Valley News, News, Twin Falls News

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# ITD to host Snake River Crossing public meeting next Monday

Updated: Jun. 25, 2025 at 11:05 AM MDT



0:00

3:06

The meeting will include initial studies and concepts by ITD, project goals and possible alternative locations for more Snake River crossings.

## Furry Friday - Max

Updated: Jun. 9, 2025 at 9:35 AM MDT



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# Public meeting to be held soon for the Snake River Crossing Project

ITD will be holding a public meeting on June 30



By [Jenn Williams](#)

Published: Jun. 25, 2025 at 11:36 AM MDT



TWIN FALLS, Idaho (KMVT/KSVT) — On June 30, the Idaho Transportation Department (ITD) will be holding a public meeting regarding the Snake River Crossing Project, according to a release from ITD.

The meeting will include initial studies and concepts by ITD, project goals and possible alternative locations for more Snake River crossings. Information from previous studies and collaboration with the Magic Valley Metropolitan Planning Organization will help sort out different areas for an alternative bridge.

In 2024, the ITD approved funding for a project that would help the Magic Valley region build additional bridge crossings by possibly extending State Highway 25 or State Highway 79 or widening U.S. Highway 30 or State Highway 46.

“Our shared goal with local and regional partners is to address growing traffic and regional connectivity challenges in the Magic Valley,” District Engineer Jesse Barrus said. “A potential additional Snake River crossing is a key part of reaching that goal, and we look forward to hearing the community’s feedback.”

Those who wish to participate can do so in person or online - both options will have the same information.

To gather information in person, visit the Herrett Center for Arts and Science at 315 Falls Avenue, between 4 p.m. and 7 p.m. on June 30.

Online information is available June 30 through July 30 at [snakerivercrossing.com](https://snakerivercrossing.com).

Another public meeting is anticipated for early fall. More information can be found on [the project website](#).

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# ITD feasibility study identifies 4 locations for a new Snake River Crossing

On Monday, ITD held a public meeting to update the community and gather input as the potential new bridge project gains traction

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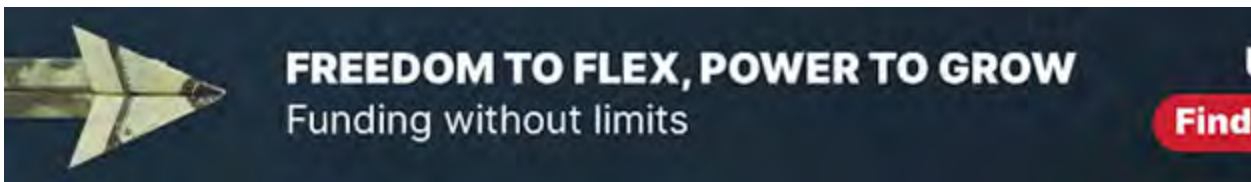




Photo by: Joey Martin - KSAW



By: Joey Martin

Posted 9:36 PM, Jun 30, 2025

TWIN FALLS, Idaho — The Idaho Transportation Department is considering a third crossing over the Snake River Canyon due to increasing traffic congestion in and around Twin Falls and Twin Falls County.

On Monday, the department held a public meeting to update the community and gather input as the potential new bridge project gains traction. “It does make you feel like something will be moving sooner rather than later,” said Jan Rogers, Executive Director of Southern Idaho Economic Development.

**WATCH: ITD picks 4 potential spots for a third bridge**

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The Magic Valley is experiencing growth, which is contributing to rising traffic

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the canyon. “Is the project feasible, and are there locations along the canyon where a bridge could be built?” Barrus explained.

During the meeting, the department shared the results of their study.

**RELATED: [City of Twin Falls announces reopening of road leading to Shoshone Falls viewpoint](#)**

“We narrowed it down to about four locations: we’re looking at State Highway 46, which is near the Ken Curtis Bridge at Clearlake's grade. There's also a spot on Highway 93, where it bends toward Nevada. We’ve considered a companion bridge near the current Perrine Bridge, and finally, east of the Perrine Bridge, where we found a potential site,” Barrus added.

Jan Rogers expressed her enthusiasm for the strong community turnout at the meeting. “We’ve talked about this for 30 years and have developed many plans over that time. But to see all these plans laid out at once, along with the community's interest, is pretty exciting,” she said.

Although a third Snake River crossing is still years, if not a decade, away from completion, Filer resident Roger Brooks was impressed by the level of community participation at the public meeting. “I think it's great that so many viewpoints are represented, and I was surprised by how many people came out,” Brooks remarked.

With public input now collected, ITD will proceed with the next step: conducting an environmental impact study.

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<https://www.kmvt.com/2025/07/01/itd-holds-public-meeting-potential-planes-new-bridge/>

# ITD holds public meeting on potential plans for a new bridge

ITD says the bridge project is still in the early stages



By [KMVT News Staff](#)

Published: Jul. 1, 2025 at 10:49 AM MDT



TWIN FALLS, Idaho (KMVT/KSVT) — The Magic Valley community had the opportunity to weigh in on Monday night regarding potential plans for a third bridge over the Snake River.

The Idaho Transportation Department (ITD) held a public meeting at the College of Southern Idaho (CSI). People got to see some of the proposed plans for another bridge and other projects aimed at improving traffic flow in the area.

ITD says the bridge project is still in the early stages and could take another ten to 20 years to actually complete, but planning now is important as our community continues to grow.

“As we look into the future at the traffic growth here in the Magic Valley, uh, it’s no secret that there’s a lot of, there’s a lot of people here now. It’s growing fast and, uh, the traffic’s increasing. You know, it’s not needed today, but as we go forward, there’s definitely gonna be that need. And so we’ve gotta start looking now,” explained ITD District 4 Engineer Jesse Barrus.

ITD says these meetings provide them with important public insight into the impact these projects will have.

People who attended said they appreciated the chance to learn and voice their opinions.

“I think that it’s really good that they’re planning towards the future. I know that I have seen some of the displays that are already looking out not just to the current situation but they’re looking out to 2050. So they’re definitely trying to I think, you know, get ahead at least at looking the potential options that there are,” stated Jessica Williams, an attendee of the ITD meeting.

If you’d like to comment on the project, you can do so online through July 30 at [snakerivercrossing.com](https://snakerivercrossing.com).

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# Snake River Crossing meeting to be held next week

ITD will share information presented at the meeting in June



By [KMVT News Staff](#)

Published: Aug. 14, 2025 at 4:37 PM MDT

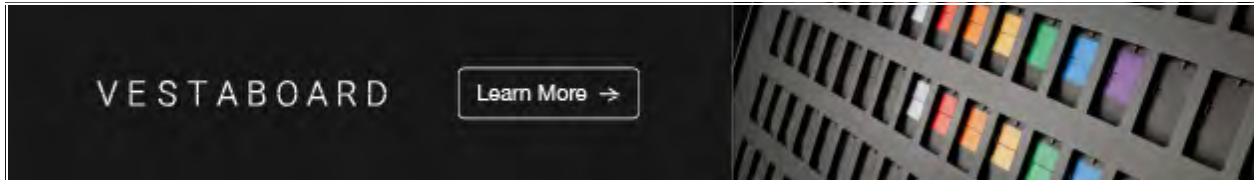
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ITD will share information presented at the meeting in June, which includes finding, concepts, and potential locations for the canyon.

The last meeting drew 500 people, and more than 1,000 watched online.

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For those who can't attend, the meeting can be watched at [snakerivercrossing.com](https://snakerivercrossing.com)

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INFRASTRUCTURE TRANSPORTATION

## A new Snake River bridge could come to Magic Valley

By **Sydney Kidd** - BoiseDev Reporter

August 18, 2025 - 11:45 am



*Perrine Bridge over the Snake River in Twin Falls Idaho. Photo: Courtesy Alisha Bube/iStock.*

The Idaho Department of Transportation is looking to create a new bridge over the Snake River, and it wants public feedback.

ITD has been exploring the possibility of another Snake River crossing in South-Central Idaho since 2022. According to the department, the population in the area has grown nearly 40% in the last 20 years. This growth has created increasing congestion issues and traffic pressure on the existing bridge systems, especially the Perrine Bridge going into Twin Falls.

### *ITD plans to tear down historic Rainbow bridge*

Growth predictions estimate another 37,175 people will move to the area by 2050. ITD said another bridge crossing would “enhance local and regional mobility,” alleviate congestion on U.S. Highway 93, improve safety in an area that experiences a large volume of crashes, and “provide redundancy in the roadway network.”



The department has identified four potential crossings that it deems the best options. Two of the potential routes start near Jerome and cross the Snake River west of Twin Falls — these options call for 1,400-foot bridges. The other two routes are more centralized to the Magic Valley and Twin Falls and have approximately 1,500-foot bridges. A full breakdown of the routes [can be found here](#).

ITD is considering several different bridge designs for the new crossing, including a Dual Tower Suspension Bridge, a Cable Stayed Bridge, a Rigid Frame Bridge, a Box Girder Bridge, [and more](#).

The new bridge crossing is one of three projects ITD is pursuing to improve traffic mobility in the area. The other two are the Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements project, and the widening or replacing the Hansen Bridge.



After ITD collects feedback on the bridge crossing, it will refine its analysis and design of the project before moving ahead to an environmental impact study. The study would likely go through 2028. From there, the department will try to secure federal funding for a new crossing.

ITD said an alternative to a new crossing could be widening the Ken Curtis Bridge on SH-46, which could “potentially meet the northwest/southwest travel needs per the origin-destination analysis and will be analyzed further.”

The public feedback form and more details on the project [can be found here](#).

}

[https://www.mtexpress.com/news/state\\_regional/itd-considering-additional-bridge-over-snake-river-canyon/article\\_75f33939-7cab-4d1a-99a6-2cf1a07e9d97.html](https://www.mtexpress.com/news/state_regional/itd-considering-additional-bridge-over-snake-river-canyon/article_75f33939-7cab-4d1a-99a6-2cf1a07e9d97.html)

# ITD considering additional bridge over Snake River Canyon

## Agency will gather public feedback Thursday in Jerome

By KENT FRIEL Express Intern  
Aug 20, 2025



Perrine Bridge, pictured, carries U.S. Highway 93 over the Snake River Canyon.  
Express photo by Roland Lane

The Idaho Transportation Department is considering a new bridge over the Snake River Canyon near Twin Falls to alleviate traffic congestion as the region continues to grow.

In particular, the bridge would seek to reduce traffic pressure on U.S. Highway 93 going into Twin Falls. The agency is looking at options west of Twin Falls, near Jerome, in addition to more centrally-located possibilities in Twin Falls.



ITD will host a drop-in public meeting on Thursday from 4-7 p.m. at the Jerome Recreation Center to gather feedback. The agency will present findings of a study seeking to identify a location and design that is feasible, buildable and fundable. Preliminary bridge designs include suspension bridges, arched bridges or girder bridges.

During the meeting, ITD will share the same material it presented during a June 30 meeting in Twin Falls, which the agency said was attended by over 400 people. Members of the public may also provide feedback online at the project webpage, [snakerivercrossing.com](http://snakerivercrossing.com), where a survey will be open through Sept. 4. [OBJ]

[intern@mtexpress.com](mailto:intern@mtexpress.com)

Kent Friel

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# ITD hosts public meeting for Snake River Crossing Project

A new bridge could be coming to the Magic Valley



By [Dereka Kay](#)

Published: Aug. 23, 2025 at 12:07 AM MDT



"Public feedback is a very important part of this process," said ITD Project Manager Angie Heuring.

With that in mind, ITD hosted the second of a series of meetings designed to gather input on the Snake River Crossing Project, which aims to build a new bridge across the Snake River.

ITD said the new crossing is a top priority due to several traffic issues.

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"What we're seeing is truck congestion, crashes, mobility issues on the Perrine," Heuring said. "So, the Snake River Crossing as an alternate route would be a significant increase to mobility in the Snake River Crossing area."

Some community members already support having a new bridge for those issues.

"I live on the north side, some of my kids live on the south side," said Bill Bridges of Jerome. "It takes forever, and between 3 and 4 p.m., it's dangerous out there. They need to make it happen as soon as possible."

According to the project manager, ITD has identified four potential crossing sites that it deems the best options. Two possible routes start near Jerome and cross the Snake River west of Twin Falls.

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The other two routes are more centralized to the Magic Valley and Twin Falls. However, not everyone agrees on some of the options.

"I think it's needed, but I don't agree with some of the proposals, which take up farmlands," said



ITD said alternatives to a new bridge could be simply widening the highways and roadways. After ITD collects feedback, it will refine its analysis and design of the project before moving ahead with an environmental impact study, which would likely go through 2028.

For more information, visit: [SNAKERIVERCROSSING.COM](https://snakerivercrossing.com)

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## APPENDIX B. MEETING MATERIALS

Except for public comment period dates on comment forms and information on the “Next Steps” display board, public meeting materials were identical for both June and August 2025 public meetings.

- Public Meeting Display Boards
- Overview Flyer
- Contact Card
- Comment Forms
  - Snake River Crossing Project
  - US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project
  - SH-50/US-30 Corridor Project (Red Cap Corner to I-84)
- Online Public Meeting PDF

Summer 2025

# WELCOME

## SNAKE RIVER CROSSING PROJECT

### The purpose of this meeting is to:

- Provide a bridge progress overview
- Ask for your input on the project draft Purpose & Need and draft evaluation criteria
- Share location alternatives for comment as we begin the evaluation process

### How to participate:

- Sign in (optional)
- View displays and maps
- Provide your comments in person or online:  
[snakerivercrossing.com](http://snakerivercrossing.com)



*We're here to listen and discuss your ideas. Thank you for joining us!*



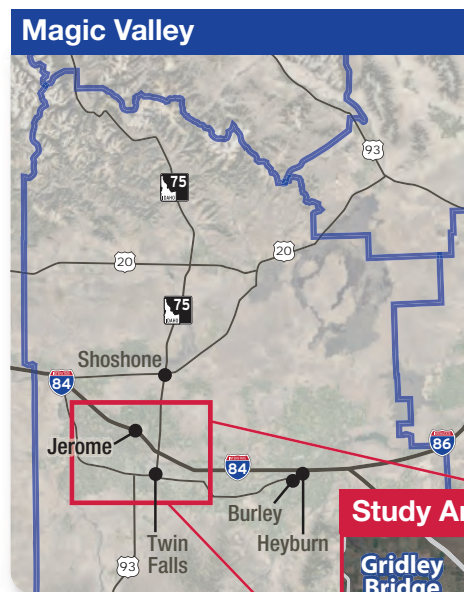
# Overview

ITD and regional partners are evaluating an additional Snake River Canyon crossing in the Magic Valley to:

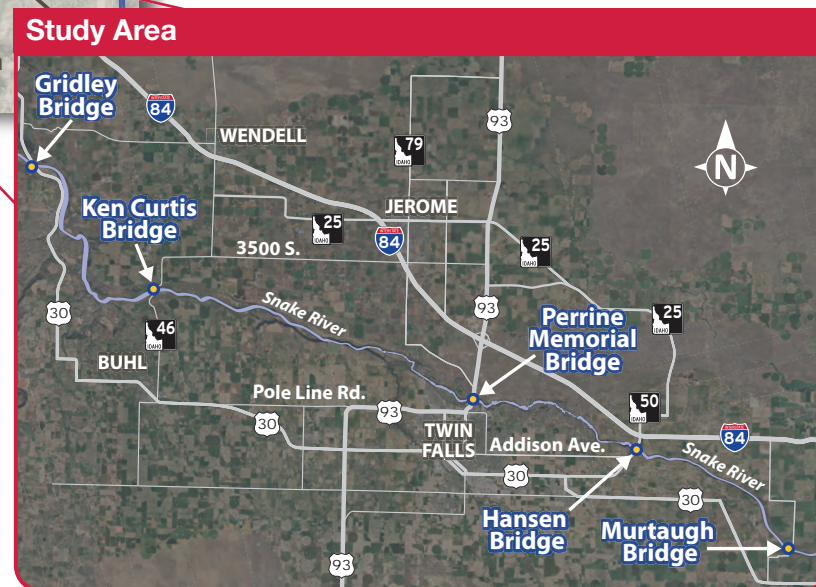
- Alleviate congestion
- Reduce crashes
- Provide redundancy
- Support truck mobility needs for agricultural and manufacturing businesses

Transportation solutions that serve current and future demand are critical to address growth in the roadway network.

ITD is identifying and evaluating feasible, buildable, and fundable bridge alternatives.



**Public feedback is requested to help review and refine the first phases of analysis and design before the project moves forward.**



# Planning Process

In 2022, ITD renewed efforts with local partners on transportation connectivity and mobility in the Magic Valley. Through the development of the US-93 Traffic and 3rd Snake River Bridge Study, the following activities were completed utilizing existing conditions from 2022 and future conditions predicted for 2050:

- ▶ **Goal Setting** – Established study goals early in the planning process to help identify the desired outcome of future project(s).
- ▶ **Data Collection** – Collected data and documented existing and future conditions within the study area to capture transportation conditions, population growth, land use, socioeconomic conditions, and more. Past studies conducted in the study area were considered.
- ▶ **Traffic Analysis** – Developed a detailed understanding of existing and future traffic conditions, including an origin and destination analysis for the Perrine Bridge.
- ▶ **Community Involvement** – Incorporated community engagement early in the process to help with goal setting and to understand community needs to provide a collaborative process between all study partners.
- ▶ **Alternative Development and Evaluation** – Developed and evaluated the performance of different options to improve mobility and safety performance in the study area.

*This meeting is your opportunity to share feedback to further shape project outcomes.*



# Development of Three Separate Projects

In 2024, the Idaho Transportation Board approved funding to launch three initiatives from this study. These will provide short- and long-term solutions for the Magic Valley.

## 1. US-93, Blue Lakes Boulevard and Pole Line Road Intersection Improvements Project

This project includes intersection analysis, value engineering, and preliminary design.

## 2. SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

This project consists of widening or replacing the Hansen Bridge and safety analysis for both SH-50 and US-30 into Twin Falls.

## 3. Snake River Crossing Project

This project will launch the National Environmental Policy Act (NEPA) review process for a Snake River crossing that will utilize the recent feasibility study information and coordinate with the new Magic Valley Metropolitan Planning Organization to consider options for an additional bridge crossing potentially extending SH-25 or SH-79 or widening US-30 or SH-46.

The Snake River Crossing Project will focus on confirming regional consensus to select an alternative for a potential new bridge crossing. The other two initiatives will proceed independently, utilizing the study information to begin environmental and design phases, expected to begin in 2025.





# Snake River Crossing Project Schedule

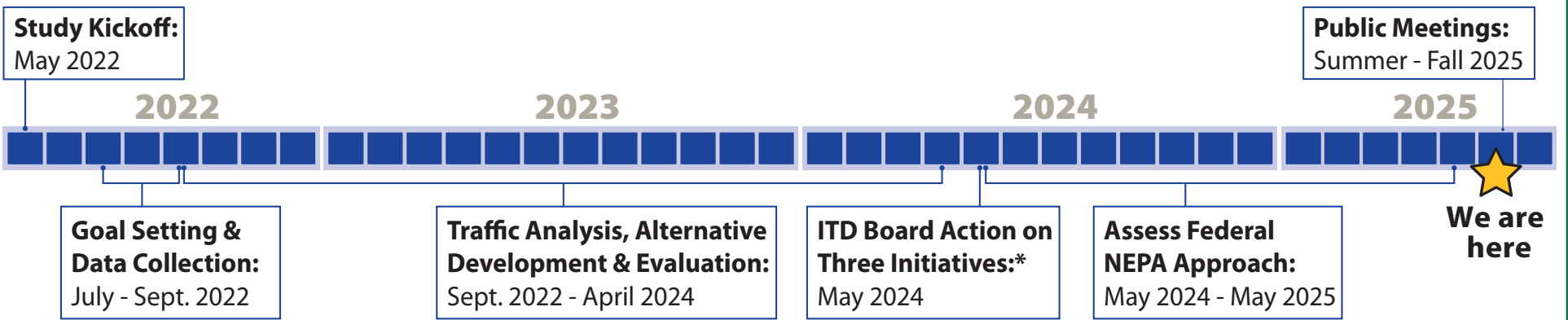
**US-93 Traffic and 3rd River Crossing Feasibility Study 2022-2025**



**Prepare Notice of Intent 2025**

**Environmental Review (NEPA) 2026-2028**

Public engagement has taken place throughout the study process and will continue into the future phases.



*\*The Idaho Transportation Board approved three initiatives: proceeding to improving the Blue Lakes Blvd./Pole Line Rd. intersection, widening SH-50 and the Hansen Snake River Bridge, and pursuing Notice of Intent approval from FHWA to begin the NEPA study process for a third river crossing alternatives environmental study.*





# Snake River Crossing Project Draft Purpose & Need

Summer 2025

Purpose & Need statements are used to develop, evaluate, and guide the decision-making process. ITD encourages community and agency input in developing the proposed Purpose & Need of a project:

- The **purpose** as to why improvements are being proposed
- The transportation **needs** to be addressed and the underlying causes of the problems

## PURPOSE

- Enhance local and regional mobility by alleviating congestion along the U.S. Highway 93 corridor, generally from US-30 to I-84
- Improve safety
- Provide a redundant crossing of the Snake River

## NEED

- Many intersections along U.S. Highway 93 and in the study area experience delay, and conditions are anticipated to worsen by 2050 as the area continues to grow
- The study area experiences a large volume of crashes, with the highest vehicle crash rates in the study area occurring along US-93/Pole Line Road, Blue Lakes Boulevard, and Eastland Drive
- Heavy vehicle traffic is projected to account for 24% of daily traffic by 2050 on most major corridors in the project area, and freight mobility is critical to accessing agriculture and manufacturing businesses
- The US-93 Perrine Bridge is the primary connection between I-84 and Twin Falls, and an additional crossing would provide redundancy in the roadway network

**Goals created early in the study process were presented to agency and community workshops. The feedback we received on these goals and objectives was used to help develop the draft Purpose & Need statement.**





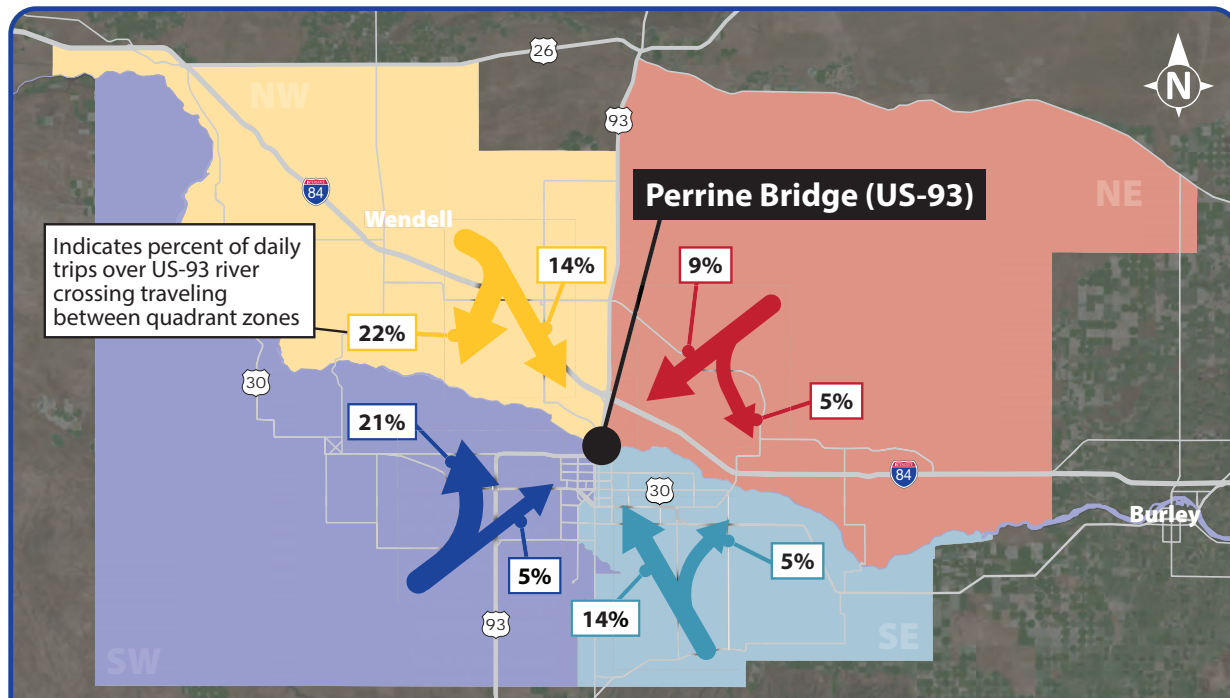
# US-93 Perrine Bridge

## Spanning the Canyon

- Opened in 1976 with four lanes
- 1,500 feet across the canyon
- 993 feet main span, steel truss arch
- The eighth-highest bridge in the U.S., with a 486-foot clearance below
- Two pedestrian walkways

## Bridge Conditions

The overall bridge structure is in good condition, and with a proactive maintenance plan, it can continue to support traffic operations as designed.



## Origin-Destination Analysis

The analysis identified that many Perrine Bridge users are moving between the southwest and northwest quadrants of the study area. These findings were used to inform the location of potential new river crossings and to help estimate the amount of traffic that would be routed from an existing crossing to a new crossing, if provided.





# Land Use and Growth

## Regional Transportation Growth Organizations

### Magic Valley Metropolitan Planning Organization

Formed in 2023, the Magic Valley Metropolitan Planning Organization (MVMPO) is a group of local governments that acts as a transportation planning body for the Cities of Twin Falls and Kimberly, as well as portions of Twin Falls County and Jerome County. Our study team collaborates with the MVMPO to create transportation solutions.

### Third Crossing Joint Powers Committee

Commissioners from Jerome and Twin Falls counties, along with members of the Filer and Jerome Highway Districts, first signed a Joint Powers Agreement in 2021 to form a partnership to help address the growing traffic congestion across the Snake River. Specifically, the agreement set measures in place to allow them to better advocate for a new crossing and identified members to sit on a Third Crossing Joint Powers Board. The collaborative meetings have grown to include ITD and the MVMPO.

## Why is it important to think about future growth?

Population in the Magic Valley has grown by almost **40%** in the last **20** years.

Continued changes in population and land use in the Magic Valley places greater demand on transportation infrastructure. It is important to consider future growth, and its effects on travel patterns, when evaluating improvements to the transportation system.

## How do we estimate future growth?

Previous estimates of future growth in the Magic Valley have relied on historical growth trends. The current study used a **2.5%** annual compounded growth rate to forecast traffic volumes.

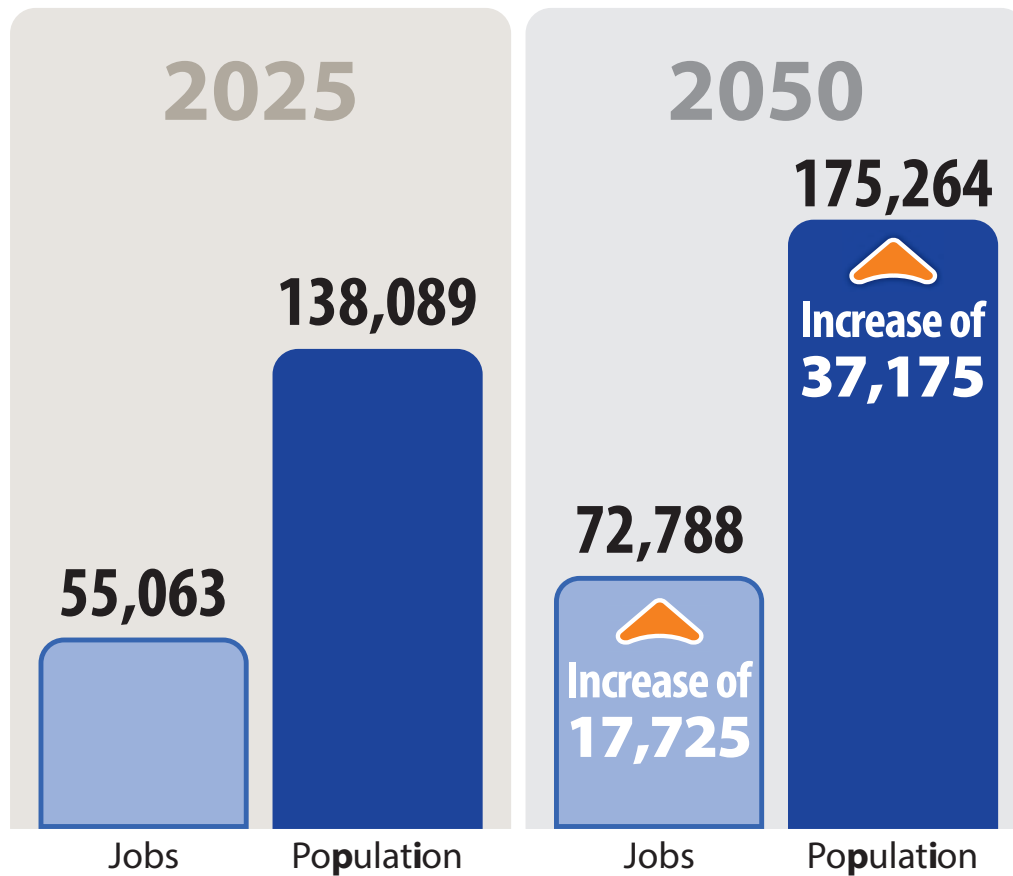
MVMPO is currently developing growth forecasts (based on zoning, development applications, and employment trends) for the year 2050, which will be incorporated into a travel demand model. The travel demand model will be used to understand future traffic patterns, congested roadways, and the effects of changes to the transportation system.





# Land Use and Growth

## What are the growth forecasts for the Magic Valley?



## Where is growth anticipated in the Magic Valley?

These areas of the Magic Valley MPO Planning Areas are anticipated to have the highest growth by 2050:



### Residential

- Northwest of Twin Falls (between Grandview Drive and Rock Creek)
- East of Twin Falls (in the vicinity of Hankins Road)
- City of Kimberly areas of impact



### Employment

- US-30/SH-50 corridors (between Twin Falls and Kimberly)
- I-84 Interchange areas
- South Jerome (in the vicinity of Lincoln Street)

Source: Magic Valley MPO DRAFT Growth Forecasts





# Environmental Considerations

## Environmental Scan

As part of this study, a scan was conducted to identify natural and built environmental resources to guide alternative development and evaluation. The locations and analysis of these resources will be carefully documented through future environmental analysis.

## Trails and BLM

Existing trails provide recreational opportunities and include the Canyon Rim Trail and Pillar Falls Access Trail on the north and the Winding Trail on the south. ITD will collaborate with the Bureau of Land Management which manages public lands surrounding the canyon.



## Tribal Coordination

The Snake River and Snake River Canyon, along with other lands and resources in the study area, have cultural significance to the Shoshone-Bannock Tribes, Shoshone-Paiute Tribes, and Northwestern Band of the Shoshone Nation. Coordination with the tribes regarding proposed project impacts will occur throughout the project to ensure that Traditional Cultural Practices, continuity, and identity are maintained.





# Community Input

In-depth interviews and workshops were held as part of this study. Throughout these engagements, the study team frequently heard the following themes:

- Concern about localized congestion, particularly on Blue Lakes Boulevard/Pole Line Road and in north Twin Falls
- Need for transportation system redundancy
- Focus on regional mobility and economic development
- Desire for data-based decision-making
- Strong preference for a west-side crossing

## Workshop Participants

- |  |   |   |  |
|--|---|---|--|
| <ul style="list-style-type: none"> <li>• <b>City of Filer</b> <ul style="list-style-type: none"> <li>▪ Council Members</li> <li>▪ Planning and Zoning</li> </ul> </li> <li>• <b>City of Jerome</b> <ul style="list-style-type: none"> <li>▪ Engineer</li> <li>▪ Fire Department</li> <li>▪ Mayor</li> </ul> </li> <li>• <b>City of Twin Falls</b> <ul style="list-style-type: none"> <li>▪ City Manager</li> <li>▪ Engineer</li> <li>▪ Fire Chief</li> <li>▪ Mayor</li> <li>▪ Police</li> <li>▪ Public Works Director</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• <b>College of Southern Idaho</b></li> <li>• <b>Filer Highway District</b></li> <li>• <b>Idaho State Police</b></li> <li>• <b>Jerome Chamber of Commerce</b></li> <li>• <b>Jerome County</b> <ul style="list-style-type: none"> <li>▪ Commissioners</li> <li>▪ Highway District Commissioner and Director</li> <li>▪ Office of Emergency Management</li> <li>▪ Sheriff</li> </ul> </li> <li>• <b>Magic Valley Paramedics</b></li> </ul> | <ul style="list-style-type: none"> <li>• <b>Real Estate and Development Representatives</b></li> <li>• <b>Snake River Canyon Park</b></li> <li>• <b>South Central Idaho Hispanic Chamber of Commerce</b></li> <li>• <b>Southern Idaho Economic Development</b></li> <li>• <b>Southern Idaho Legacy Trails</b></li> <li>• <b>Third River Crossing Joint Powers Board</b></li> <li>• <b>Trucking Representatives</b></li> </ul> | <ul style="list-style-type: none"> <li>• <b>Twin Falls</b> <ul style="list-style-type: none"> <li>▪ Chamber of Commerce</li> <li>▪ City Council</li> </ul> </li> <li>• <b>Twin Falls County</b> <ul style="list-style-type: none"> <li>▪ Commissioner</li> <li>▪ Office of Emergency Management</li> <li>▪ Sheriff</li> </ul> </li> <li>• <b>Twin Falls Highway District</b> <ul style="list-style-type: none"> <li>▪ Commissioner</li> <li>▪ Director</li> </ul> </li> <li>• <b>Unity Alliance of Southern Idaho</b></li> </ul> |
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# Safety and Traffic Operations

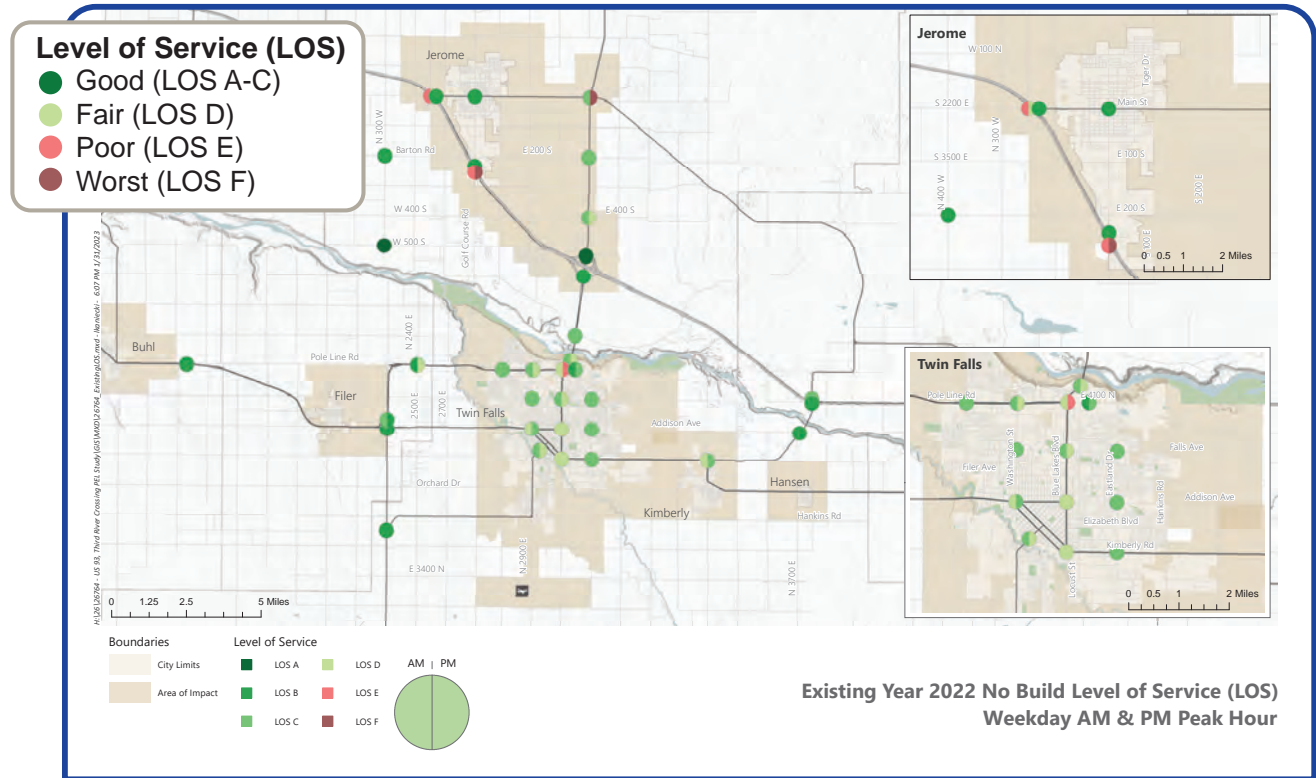
## Safety

- In 2016-2020, there were 841 non-intersection crashes and 1,308 intersection crashes, including four fatal crashes and 65 serious injury crashes.
- Areas with high crash rates were on the US-93/Pole Line Road, Blue Lakes Boulevard, and Eastland Drive.

## Traffic Operations

Level of Service (LOS) is graded from A to F. Worsening LOS represents increased delays and wait times. Many intersections are predicted to worsen by 2050, including those on either side of the Perrine Bridge.

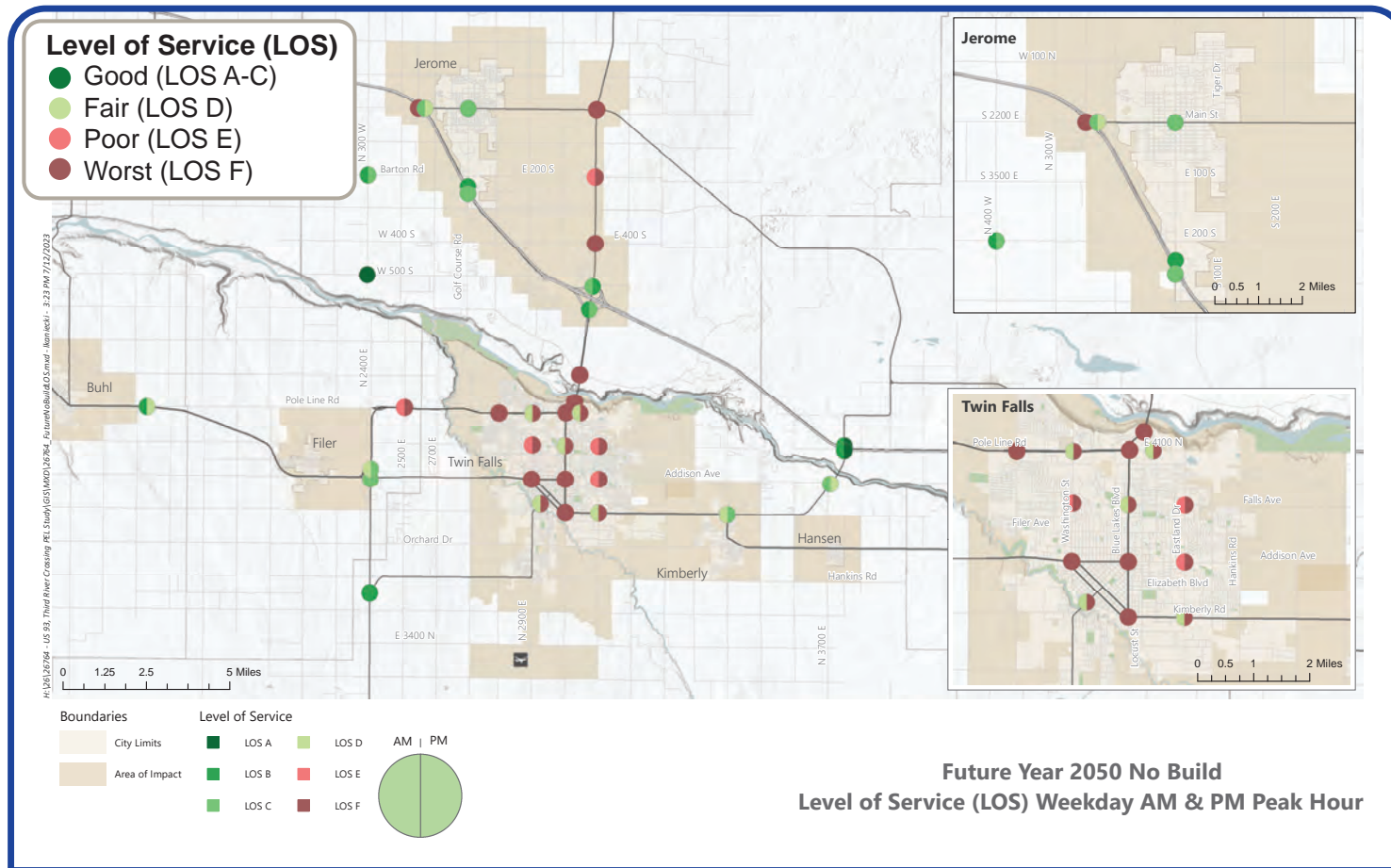
### Existing Year 2022 No Build LOS Weekday AM & PM Peak Hour





# Traffic Operations

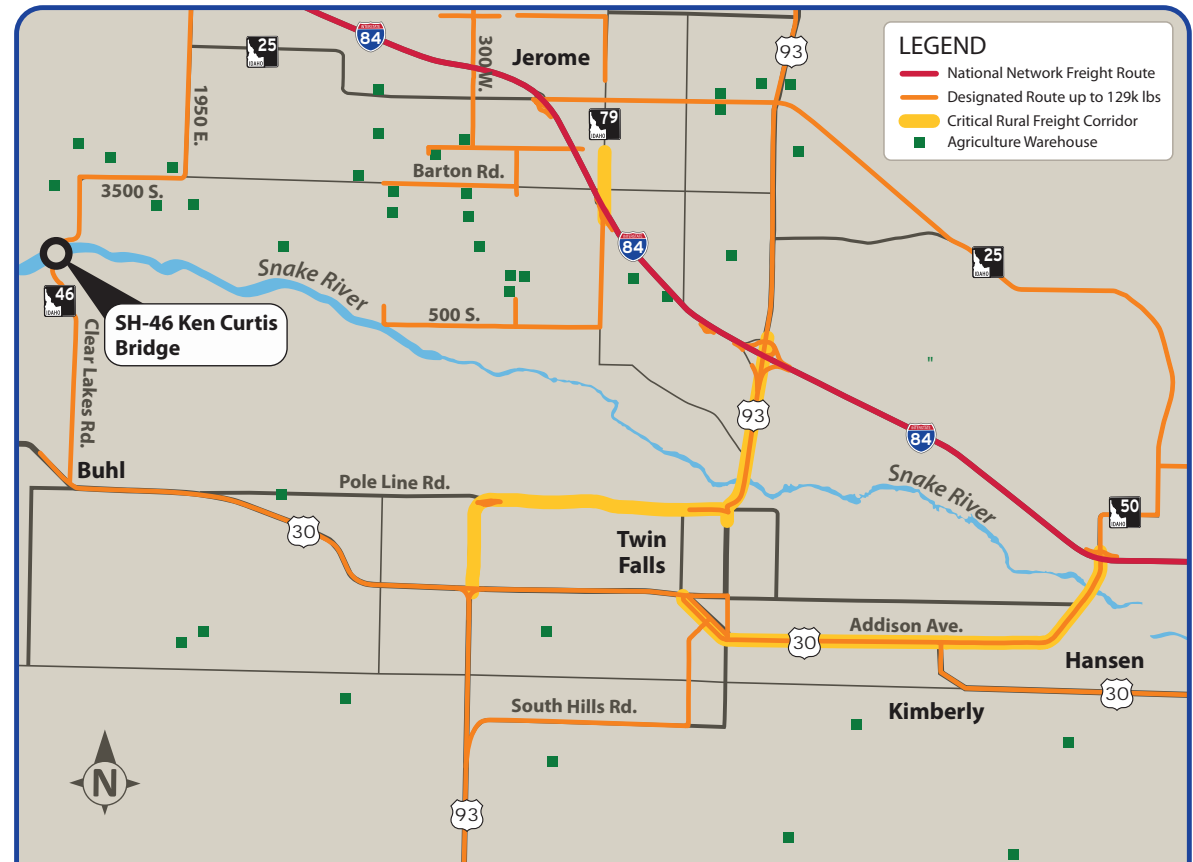
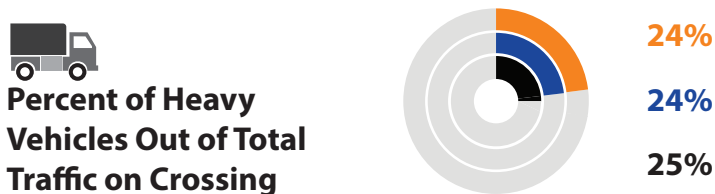
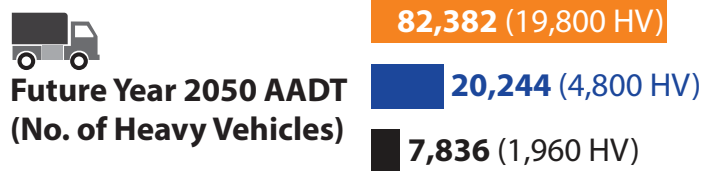
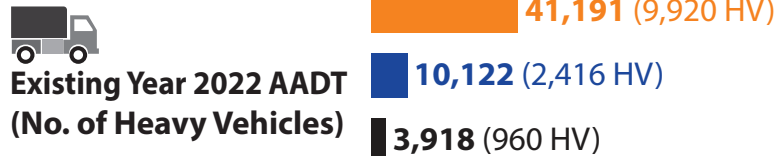
## Future Year 2050 No Build LOS Weekday AM & PM Peak Hour





# Freight Transportation

The figure presents freight routes within the study area. The Magic Valley's economy relies on agribusiness, food science, manufacturing, and the transportation of those goods and services. Supporting truck mobility is a focus of this project.





# Evaluating Alternatives

## Alternative Development

- A **No Build Alternative** is required in NEPA environmental reviews and maintains the existing roadway network, without the proposed project. It serves as the baseline to which other alternatives are compared.
- Both On-System and Off-System Alternatives were considered.
  - **On-System Alternatives** consider existing highways and roadways for widening or improvements.
  - **Off-System Alternatives** consider potential locations or alignments for new highways.

## Evaluation Criteria

Evaluation criteria measure the performance of alternatives to guide decisions about which option(s) should move forward. Alternatives will be screened using the following criteria:

- **Congestion Reduction:** Reduces delays and improves traffic flows measured through improved Level of Service.
- **Regional Mobility:** Benefits freight movement and emergency services.
- **Environmental and Community Impacts:** Evaluates potential impacts to natural resources, cultural resources, and local communities.
- **Feasibility:** Assesses construction costs, engineering constraints, and other factors.

## Potential Evaluation Outcomes

**Recommend Eliminating:** Alternatives that do not meet Purpose & Need or have a fatal flaw (an impact or combination of impacts that prohibit a concept from being built) will be eliminated.

**Recommend Advancing:** These alternatives meet the Purpose & Need and will be studied further in the next project phases. Some alternatives were identified by ITD to proceed as separate projects.





# On-System Alternatives Descriptions and Recommendations

Summer 2025

These solutions consider existing highways and roadways for widening or improvements.

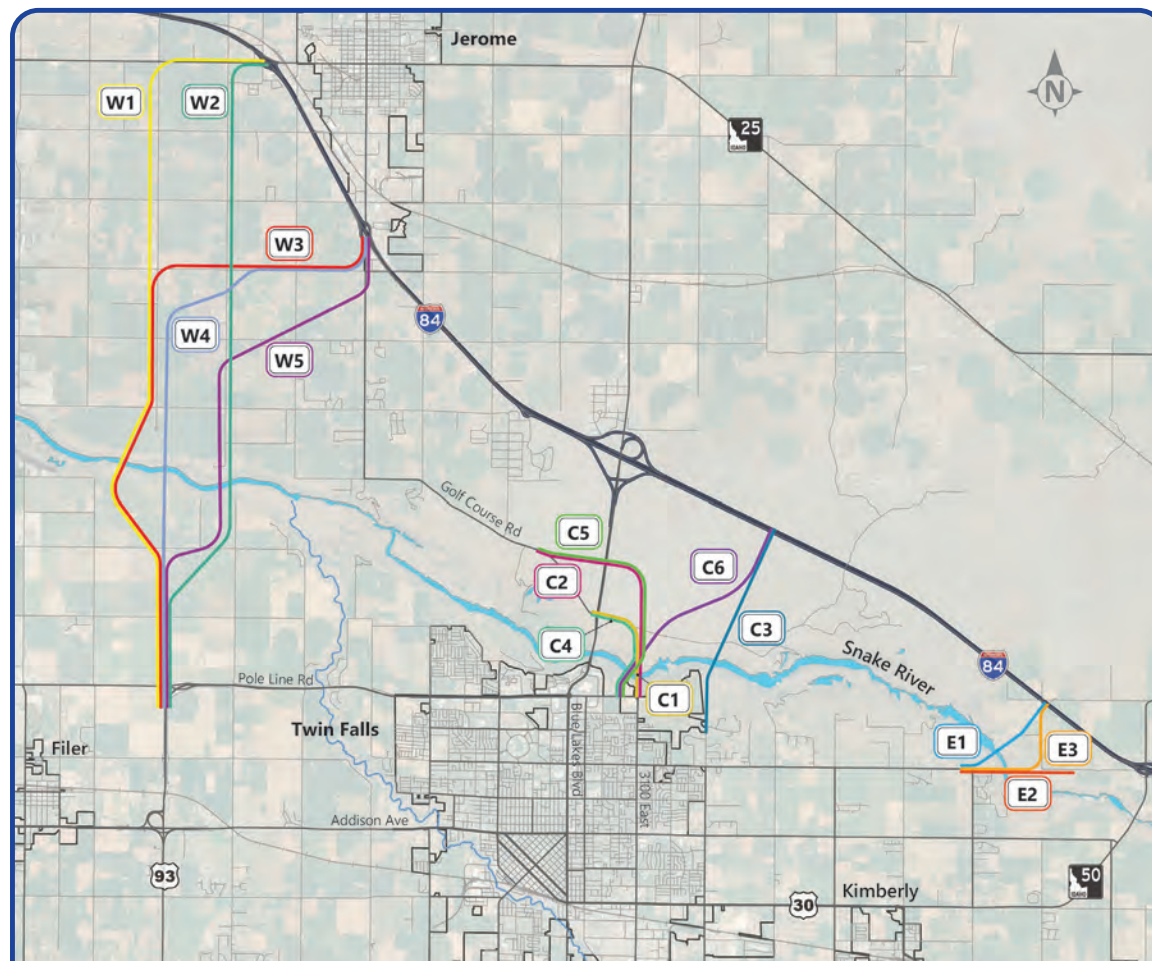
Alternative Description	Justification for Advancing/Eliminating
<b>SH-50 Hansen Bridge Widening</b> Widen the existing Hansen Bridge (SH-50) from two lanes to four lanes.	<b>Proceeding as a Separate Project</b> <ul style="list-style-type: none"> <li>The widening of the Hansen Bridge would likely result in a minimal increase in volumes on SH-50 and would likely reduce volumes on the existing Perrine Bridge by less than 5% in existing and future conditions. However, this option may be analyzed further in ITD's separate project.</li> </ul>
<b>SH-46 Ken Curtis Bridge Widening</b> Widen the existing bridge from two lanes to four lanes.	<b>Recommend Advancing with Additional Analysis</b> <ul style="list-style-type: none"> <li>This alternative could potentially meet the northwest/southwest travel needs per the origin-destination analysis and will be analyzed further.</li> <li>Consider widening or improvements to the connecting US-30 corridor.</li> </ul>
<b>US-93 Perrine Bridge Widening</b> Widen the Perrine Bridge from four lanes to six lanes.	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>There are significant capacity issues under existing and future conditions at intersections on US-93 to the north and south of the river. Widening the bridge would increase capacity across the bridge, but would not address the capacity bottlenecks that exist to the south of the Snake River.</li> </ul>
<b>US-93 Roadway Improvements</b> Includes Blue Lakes Blvd. and Pole Line Rd. Intersection and the connecting roadway network.	<b>Proceeding as a Separate Project</b> <ul style="list-style-type: none"> <li>ITD will assess opportunities for roadway and intersection improvements in the US-93, Blue Lake Blvd. and Pole Line Rd. Intersection Improvement Project.</li> </ul>





# Off-System Alternatives

## Potential New Crossing Alternatives



An **initial** range of 14 off-system alternatives were developed and evaluated based on available **information** (e.g., generalized land use, roadway design and survey, traffic and safety, and environmental data) and readily observable fatal flaws.

No **quantitative information** was gathered during **this activity**, **apart** from quantifying bridge length based on survey **information**. **Minimizing bridge length** is a key consideration for ensuring the **feasibility** of the future **project**.





# Off-System Alternative Descriptions and Recommendations

Summer 2025

Alternative Description	Justification for Advancing/Eliminating
<b>W1</b> South 300 West to I-84 SH-25 Interchange (IC) <i>Bridge Length: 1,400 feet</i>	<b>Recommend Advancing</b> <ul style="list-style-type: none"> <li>Shortest crossing length of the western group of alternatives (same length as W3)</li> <li>Provides reasonable connection to the roadway via US-93/North 2400 East and I-84 Exit 165 (Jerome SH-25/Main Street)</li> </ul>
<b>W2</b> South 200 West to I-84 SH-25 IC <i>Bridge Length: 2,100 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 700 feet longer than shortest crossing in the western group of alternatives</li> </ul>
<b>W3</b> South 300 West to I-84 South Jerome IC <i>Bridge Length: 1,400 feet</i>	<b>Recommend Advancing</b> <ul style="list-style-type: none"> <li>Shortest crossing length of the western group of alternatives (same length as W1)</li> <li>Provides reasonable connection to the roadway network via US-93/North 2400 East and I-84/SH-79 Exit 168 (South Jerome)</li> </ul>
<b>W4</b> North 2400 East to I-84 South Jerome IC <i>Bridge Length: 2,100 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 700 feet longer than the shortest crossing in the western group of alternatives</li> </ul>
<b>W5</b> South 200 West to I-84 South Jerome IC <i>Bridge Length: 2,000 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 600 feet longer than the shortest crossing in the western group of alternatives</li> </ul>
<b>C1</b> Eastland Drive to new US-93 at-grade connection <i>Bridge Length: 2,300 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 800 feet longer than the shortest crossing in the central group of alternatives</li> </ul>
<b>C2</b> Eastland Drive to new US-93 IC <i>Bridge Length: 2,300 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 800 feet longer than the shortest crossing in the central group of alternatives</li> </ul>
<b>C3</b> North 3200 East to new I-84 IC <i>Bridge Length: 1,900 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 400 feet longer than the shortest crossing in the central group of alternatives</li> <li>Direct roadway connection into North 3200 East would have substantial operational impacts on the local roadway network</li> </ul>

Alternative Description	Justification for Advancing/Eliminating
<b>C4</b> Pole Line Road to new US-93 at-grade connection <i>Bridge Length: 1,500 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>At-grade connection with US-93 deemed infeasible to meet traffic needs</li> <li>Negatively impacts already congested adjacent local roads and intersections</li> </ul>
<b>C5</b> Pole Line Road to new US-93 IC <i>Bridge Length: 1,500 feet</i>	<b>Recommend Advancing</b> <ul style="list-style-type: none"> <li>Shortest crossing length of the central group of alternatives (same length as C6)</li> <li>Provides reasonable connection to the roadway network via Pole Line Road and a new interchange at US-93</li> </ul>
<b>C6</b> Pole Line Road to new I-84 IC <i>Bridge Length: 1,500 feet</i>	<b>Recommend Advancing</b> <ul style="list-style-type: none"> <li>Shortest crossing length of the central group of alternatives (same length as C5)</li> <li>Provides reasonable connection to the roadway network via Pole Line Road and a new interchange at I-84</li> </ul>
<b>E1</b> Falls Avenue to new I-84 IC <i>Bridge Length: 1,100 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Existing travel patterns indicate that a crossing in this location would not shift traffic volumes substantially enough to other roadways to improve regional mobility or reduce congestion on key corridors</li> </ul>
<b>E2</b> Falls Avenue to I-84 SH-50 IC <i>Bridge Length: 1,400 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is 300 feet longer than the shortest crossing in the eastern group of alternatives</li> <li>Existing travel patterns indicate that a crossing in this location would not shift traffic volumes substantially enough to improve regional mobility or reduce congestion on key corridors</li> </ul>
<b>E3</b> Falls Avenue to new I-84 IC <i>Bridge Length: 1,400 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is 300 feet longer than the shortest crossing in the eastern group of alternatives</li> <li>Existing travel patterns indicate that a crossing in this location would not shift traffic volumes substantially enough to other roadways to improve regional mobility or reduce congestion on key corridors</li> </ul>





# Summary of Advancing Alternatives

## No Build Alternative

Carries Forward in All Screening Levels

## On-System Widening Alternative

**SH-46 Ken Curtis Bridge and US-30 Widening:**

Consider widening or improvements.

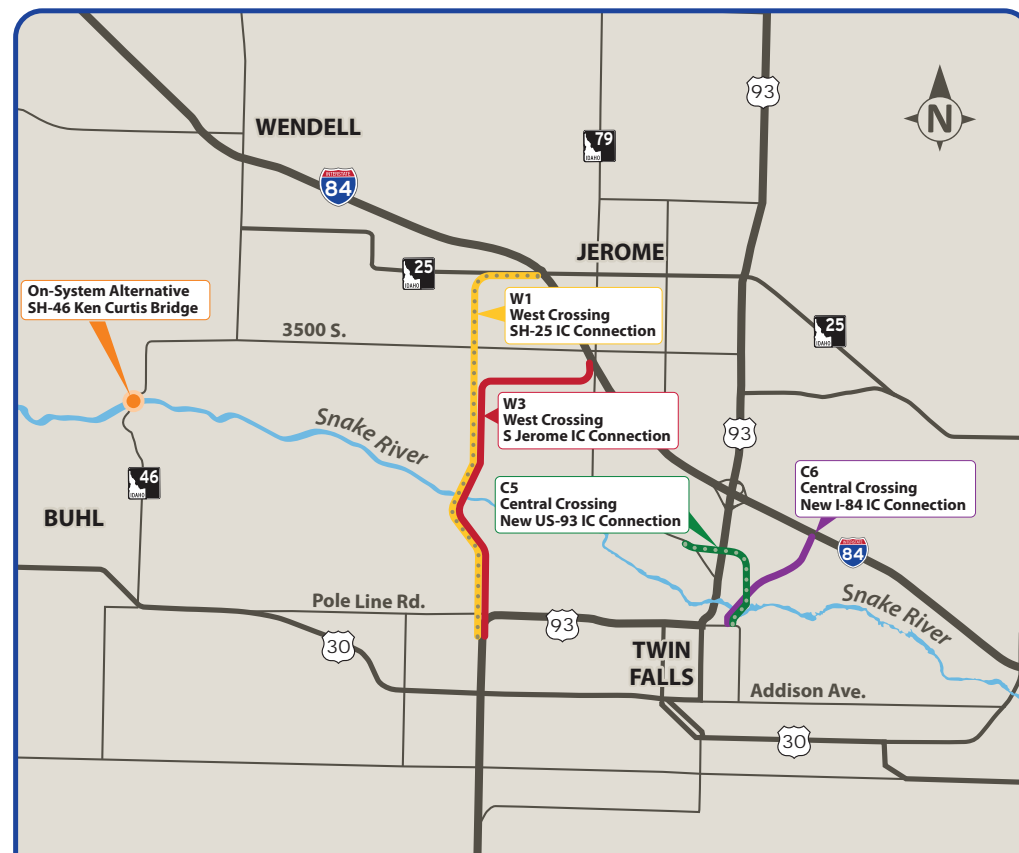
## Off-System New Crossing Alternatives

**Western Alternatives:** Longer routes, but better distribution of traffic.

- West – SH-25
- West – South Jerome

**Central Alternatives:** More direct routes, with potential for increased congestion at existing intersections.

- Central – US-93
- Central – I-84



## Feasibility Study Outcomes Proceeding Independently

- US-93, Blue Lakes Boulevard and Pole Line Road Intersection Improvements Project
- SH-50/US-30 Corridor Project (Red Cap Corner to I-84) including Hansen Bridge widening or replacement

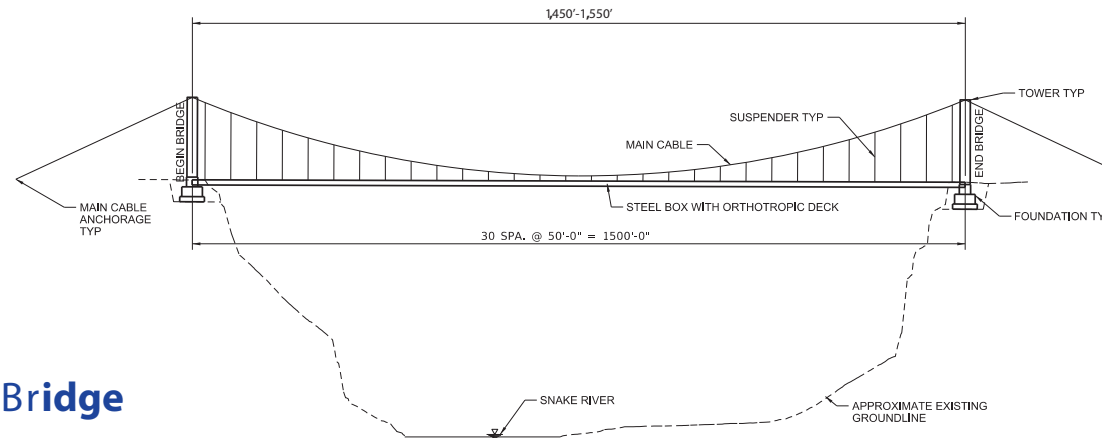




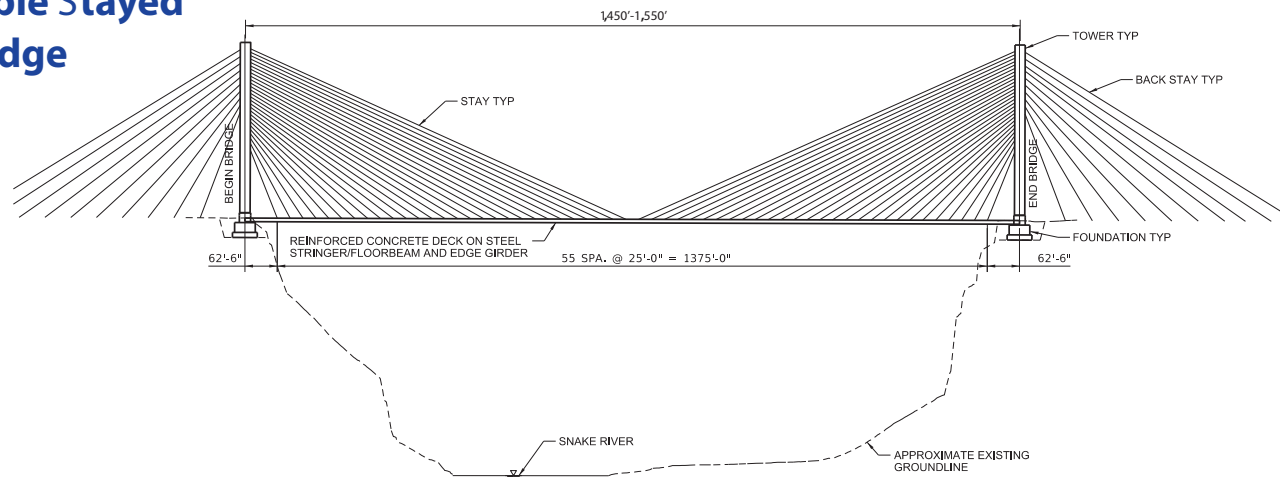
# Preliminary Bridge Design Examples

Snake River crossings about 1500 feet in length were studied for an additional crossing that is feasible, fundable, and buildable.

## Dual Tower Suspension Bridge



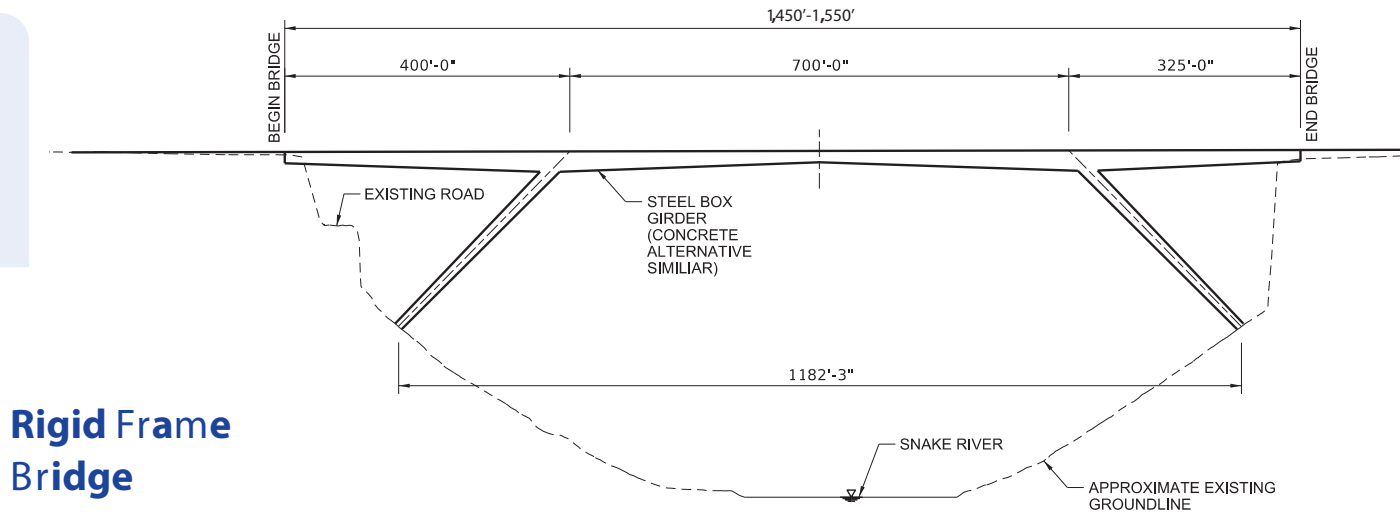
## Cable Stayed Bridge





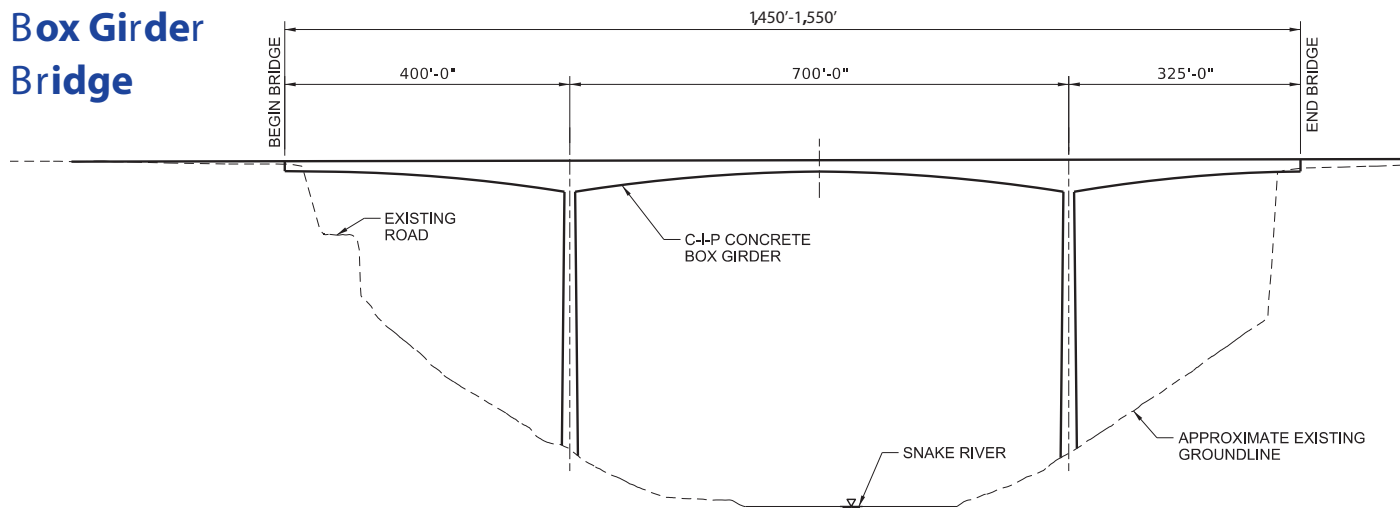
# Preliminary Bridge Design Examples

Snake River crossings about 1500 feet in length were studied for an additional crossing that is feasible, fundable, and buildable.



**Rigid Frame Bridge**

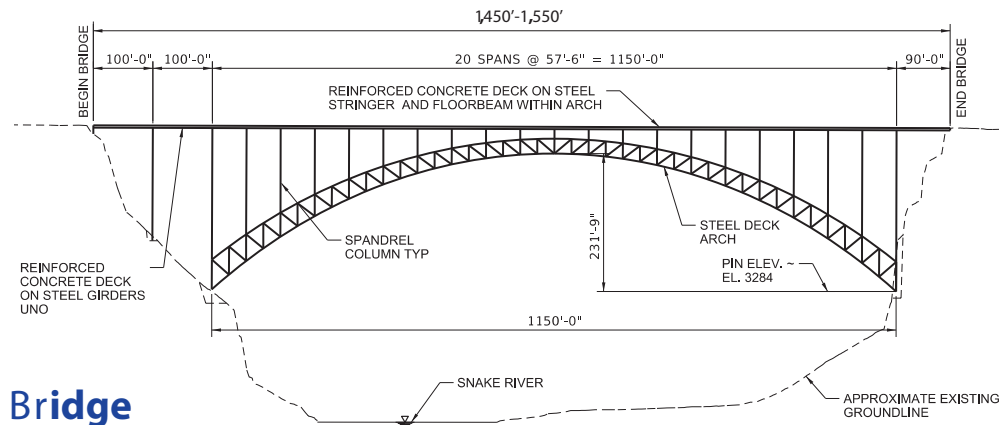
**Box Girder Bridge**



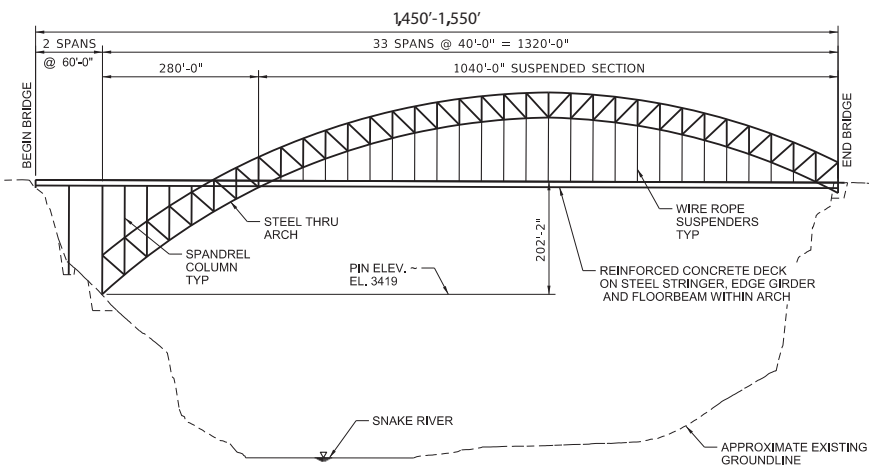


# Preliminary Bridge Design Examples

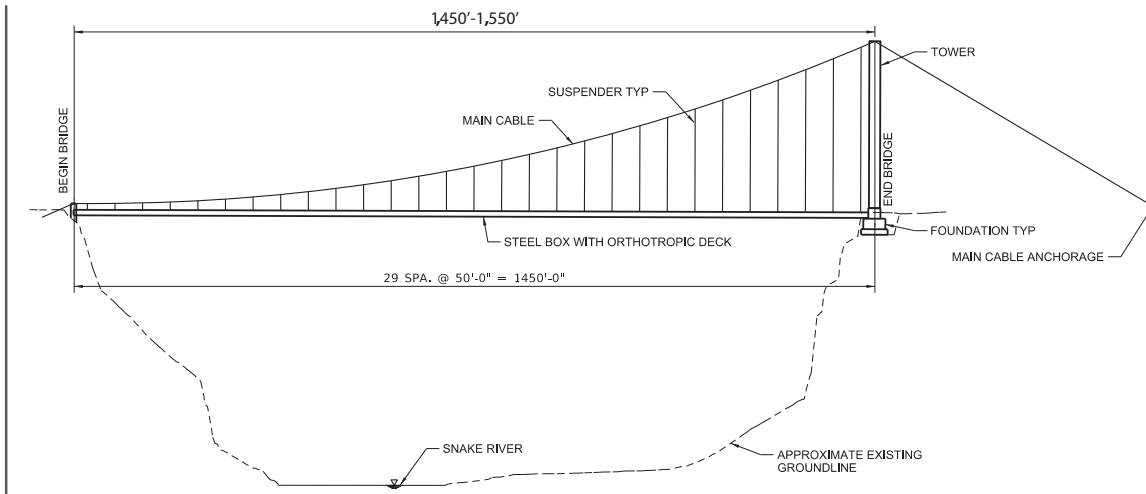
Snake River crossings about 1500 feet in length were studied for an additional crossing that is feasible, fundable, and buildable.



### Decked Arch Bridge



### Through Arch Bridge



### Single Tower Suspension Bridge





# Next Steps and Public Input

## Next Steps for the Snake River Crossing Project

- Coordinate **with** agencies and tribal entities
- Prepare **the** Notice of Intent, **which** formally signals **the** intention to **prepare** for **the** environmental review
- Launch **the** National Environmental Policy Act (NEPA) review **process**

## Public Input

Feedback from **the public** **helps** identify community values and a **vision** for transportation **in the** area. Please **help** **shape this** project by **providing**:

### 1. Provide feedback on:

- Project draft Purpose & Need
- Draft evaluation criteria

### 2. Give input on the range of alternatives under consideration for the Snake River Crossing Project

### 3. Provide additional comments you would like us to consider

**This** may include comments on:

- US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project
- SH-50/US-30 Corridor Project (Red Cap Corner to I-84)



# US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project

Summer 2025

This project, anticipated to begin summer 2025, will evaluate feasible and constructable alternatives to improve safety and mobility in the Blue Lakes Boulevard and Pole Line Road area into 2050.

The project will have a strong value planning component. Value Planning is a process to collaborate with many individuals to solve complex problems to maximize the benefits for the users.

The outcome will be a range of short-, mid-, and long-term projects to improve mobility in the area.

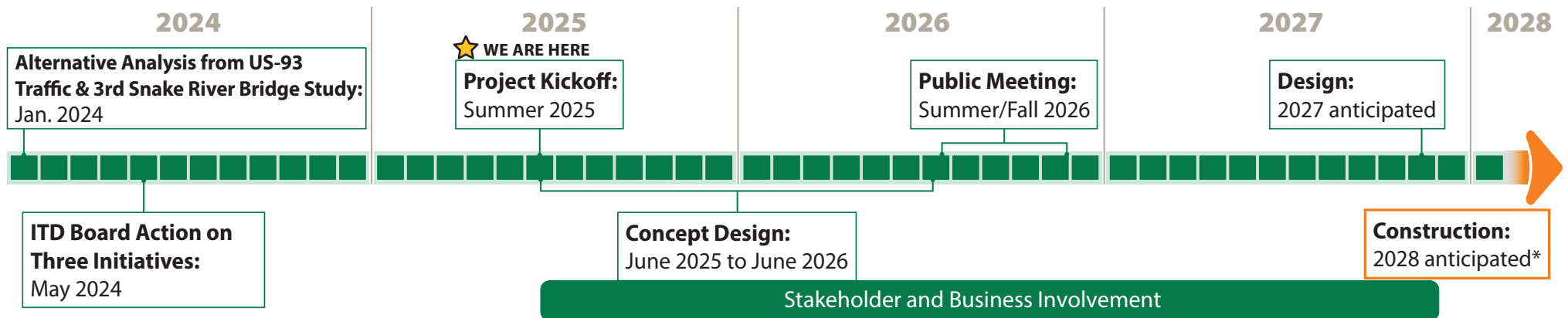
## Partnership:



## For concerns or comments:

**Courtney Wagner**  
Public Information Officer  
courtney.wagner@itd.idaho.gov  
208-886-7805

**Brock Dillé, P.E.**  
Project Manager  
brock.dille@itd.idaho.gov  
208-544-7906



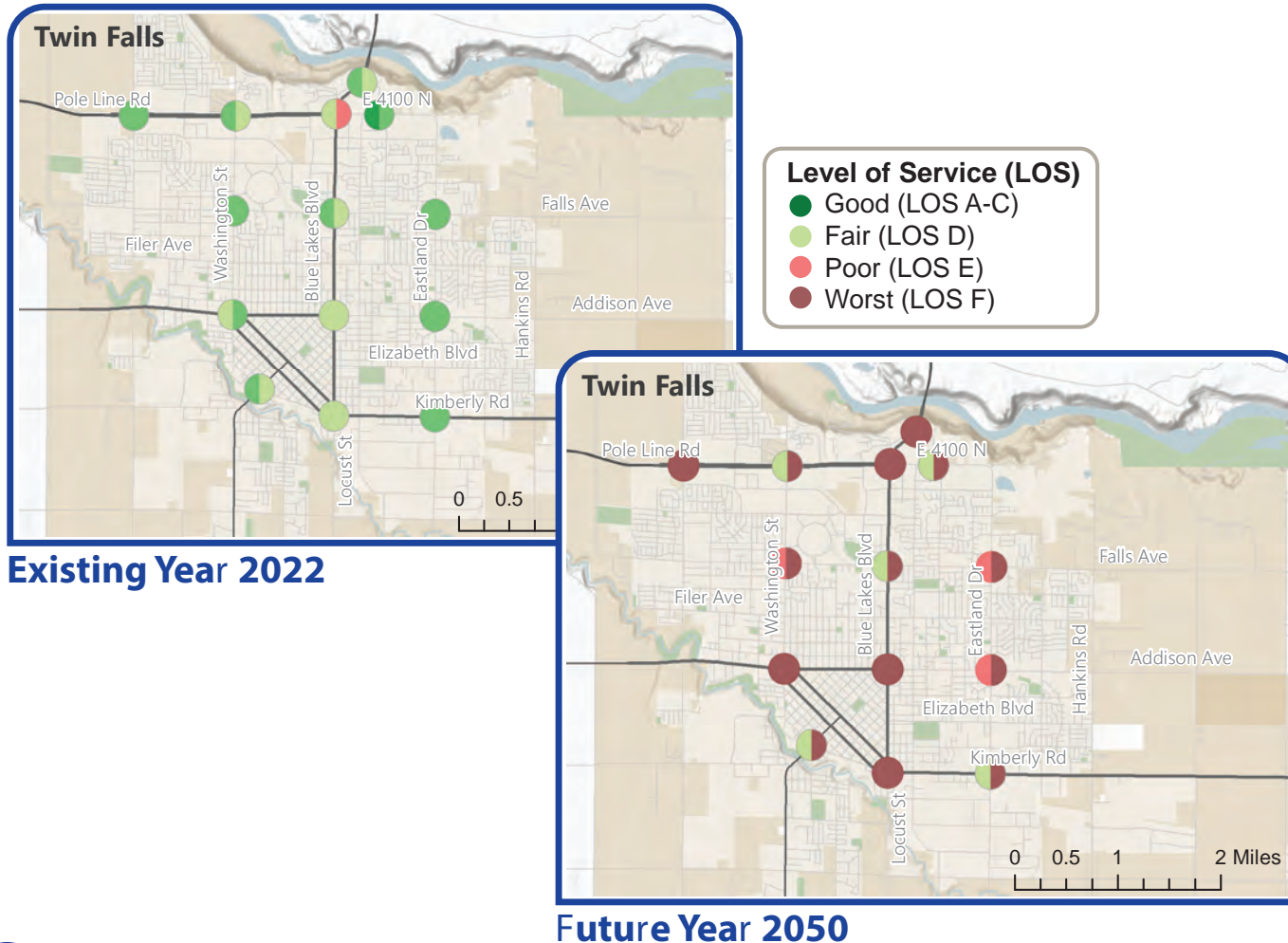
Schedule is subject to change.

\*Subject to construction funding availability.



# US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project

## No Build LOS Weekday AM & PM Peak Hour



## Potential Ideas:\*

- Widen intersection/add thru lanes
- Lengthen left turn pockets
- Triple lefts
- Single-point urban interchange (SPUI)
- Add bridges/flyover interchange

\*List is not exhaustive.



# SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

ITD is evaluating the current and future conditions of the SH-50 corridor, including roadway improvements such as widening or replacing the Hansen Bridge, as well as conducting a safety analysis for both SH-50 and US-30 from Eastland Drive to Red Cap Corner.

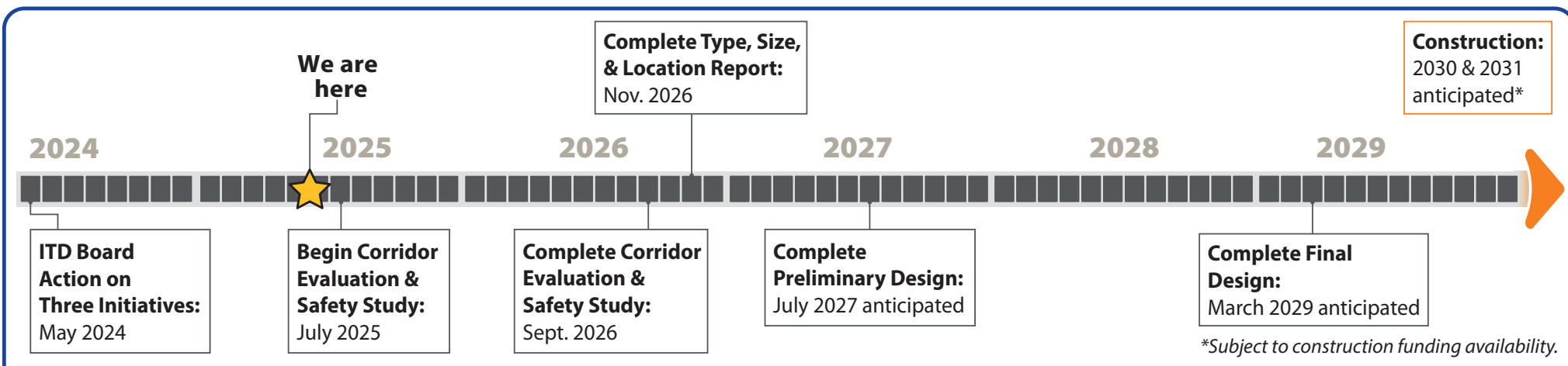
## Bridge Facts

- Opened in 1966
- Only two lanes and 28 feet wide
- 762 feet across the canyon
- Concrete deck on four steel girders with four spans (202/258/200/102-foot-long spans)
- Two of the tallest piers in the U.S. at 338 feet each
- ITD has the highway right of way clear for four miles to widen SH-50 to five lanes
- Twin Falls alternate if US-93 closed, eight miles upstream from Perrine Bridge
- 24% heavy vehicle traffic (AADT 10,122)



# SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

## Project Schedule



## Project Area



### For concerns or comments:

**Darren LaMay, P.E.**

*Project Manager*

[darren.lamay@itd.idaho.gov](mailto:darren.lamay@itd.idaho.gov)

208-334-8503

**Courtney Wagner**

*Public Information Officer*

[courtney.wagner@itd.idaho.gov](mailto:courtney.wagner@itd.idaho.gov)

208-886-7805





## Overview

The Idaho Transportation Department and regional partners are evaluating an additional Snake River Canyon crossing in the Magic Valley to alleviate congestion, reduce crashes, provide redundancy, and support truck mobility needs for agricultural and manufacturing industries.

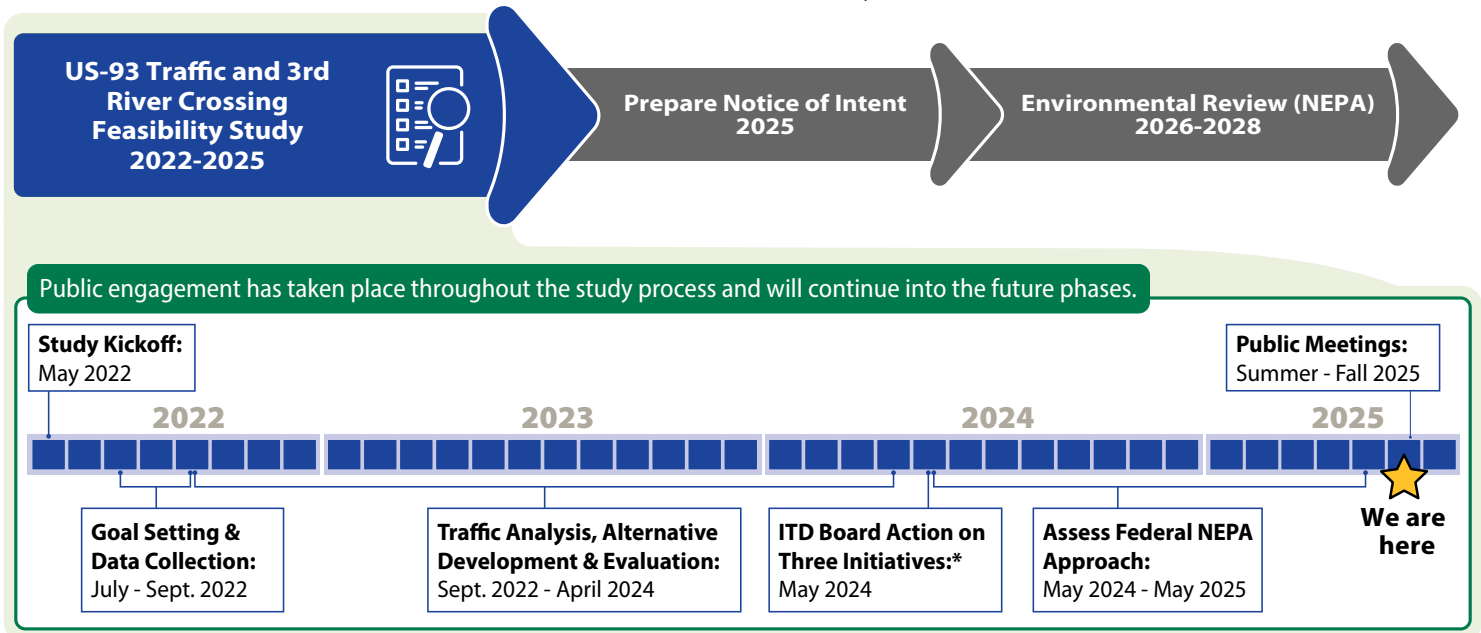
In 2022, ITD renewed efforts with local partners to address growing traffic and regional connectivity challenges in the Magic Valley, including a study to identify and evaluate feasible, buildable, and fundable bridge alternatives. To date, ITD has completed goal setting, data collection including existing and future transportation conditions, traffic analysis, stakeholder and community outreach, and alternatives development for possible solutions.

In 2024, the Idaho Transportation Board approved funding to launch three initiatives from the original study. Each will proceed independently.

1. US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project
2. SH-50/US-30 Corridor Project, including widening or replacing the Hansen Bridge
3. Continuation of this Snake River Crossing Project

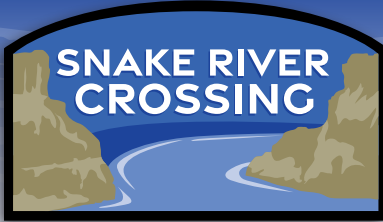
## Next Steps

With feedback from the public meetings, ITD will refine the first phases of analysis and design before the project moves forward to an environmental review (NEPA) and an objective of securing federal funding for a new crossing over the Snake River Canyon. An additional public meeting is anticipated in early fall 2025.

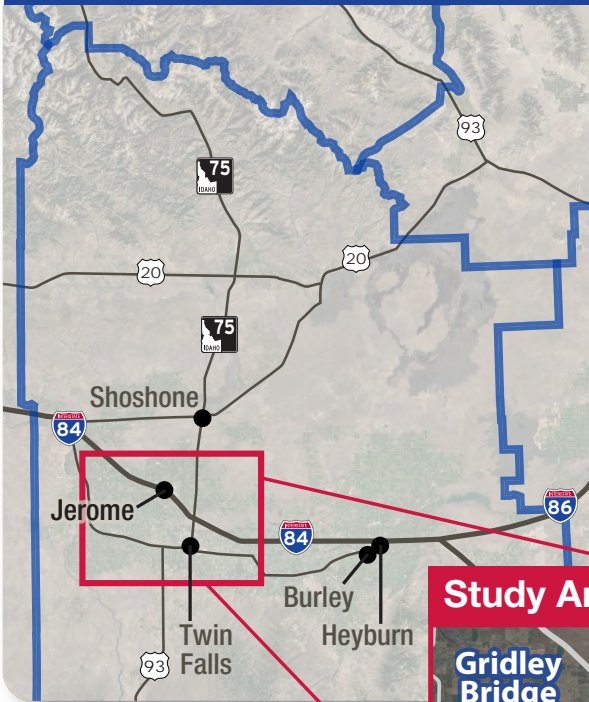


*\*The Idaho Transportation Board approved three initiatives: proceeding to improving the Blue Lakes Blvd./Pole Line Rd. intersection, widening SH-50 and the Hansen Snake River Bridge, and pursuing Notice of Intent approval from FHWA to begin the NEPA study process for a third river crossing alternatives environmental study.*





## Magic Valley



## Study Area

The study area includes a portion of the Magic Valley, which is experiencing tremendous growth. Providing transportation solutions to serve current and future demand is critical for safety, mobility, and economic opportunity.

## Stay Informed

To learn more or to sign up for email updates, visit [itdprojects.idaho.gov/pages/snakerivercrossing](http://itdprojects.idaho.gov/pages/snakerivercrossing) or email the project team at [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com).

## Study Area



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**Participate in the online  
public meeting and submit  
comments by Sept. 4, 2025:  
[snakerivercrossing.com](https://snakerivercrossing.com)**





**Hotline:**

208-428-1800

**Email:**

[info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)

**Website:**

[itdprojects.idaho.gov/pages/snakerivercrossing](http://itdprojects.idaho.gov/pages/snakerivercrossing)



# Public Meeting Survey

Thank you for your interest in the Snake River Crossing Project. Your input is an important part of the process and will help to review and refine the first phases of analysis and design before the project moves forward.

As part of this first public meeting, we would like your input on the draft Purpose & Need, evaluation criteria, and range of alternatives. Please leave comments in person or online by July 30: [snakerivercrossing.com](http://snakerivercrossing.com). Both experiences offer identical information and questions.



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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

Multiple horizontal lines for writing answers to the survey question.





What questions or comments do you have about the draft evaluation criteria?

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## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the Snake River Crossing Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
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I have no understanding of the project

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I have a moderate understanding of the project

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How did you hear about the Snake River Crossing Project public meeting?

Postcard

ITD website

Public notice: Social media

Email from project team

Public notice: Magic Valley Times (online)

Word of mouth

Public notice: Magic Valley Times (print)

Other (please specify): \_\_\_\_\_

Media coverage: TV, newspaper, radio

## CONTACT INFORMATION

Name: \_\_\_\_\_

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Address 2: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone Number: \_\_\_\_\_

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What is your gender?

- Male  Female

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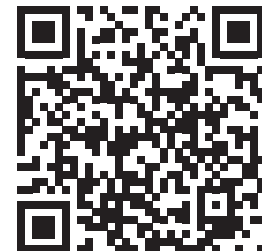
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Shoshone, ID 83352

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Summer 2025

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Please provide your input on this intersection and the project area.

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# SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

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Public notice: Magic Valley Times (print)

Other (please specify): \_\_\_\_\_

Media coverage: TV, newspaper, radio

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# SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

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## Welcome to the Online Public Meeting for the Snake River Crossing Project

The purpose of this meeting is to:

- Provide a bridge progress overview
- Ask for your input on the project draft Purpose & Need and draft evaluation criteria
- Share location alternatives for comment as we begin the evaluation process



Thank you for  
participating in the  
online public meeting!

Next

Questions? Contact us at 208-428-1800  
or [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com).

Persons needing an interpreter or special  
accommodations are urged to contact  
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## How to Participate

**1 Familiarize yourself with the project**  
Scroll through the entire online public meeting using the "Next" button at the bottom of each page or use page navigation to go directly to the topic you are interested in.



**2 Open through Sept. 4, 2025** → [Take the Survey](#)



The survey is also linked on future pages.

[Back](#) [Next](#)



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# Overview

ITD and regional partners are evaluating an additional Snake River Canyon crossing in the Magic Valley to:

- Alleviate congestion
- Reduce crashes
- Provide redundancy
- Support truck mobility needs for agricultural and manufacturing businesses

Transportation solutions that serve current and future demand are critical to address growth in the roadway network.

**ITD is identifying and evaluating feasible, buildable, and fundable bridge alternatives.**

[Download the Flyer](#)



Public feedback is requested to help review and refine the first phases of analysis and design before the project moves forward.



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## Planning Process

In 2022, ITD renewed efforts with local partners on transportation connectivity and mobility in the Magic Valley. Through the development of the US-93 Traffic and 3rd Snake River Bridge Study, the following activities were completed utilizing existing conditions from 2022 and future conditions predicted for 2050:

- ▶ **Goal Setting** – Established study goals early in the planning process to help identify the desired outcome of future project(s).
- ▶ **Data Collection** – Collected data and documented existing and future conditions within the study area to capture transportation conditions, population growth, land use, socioeconomic conditions, and more. Past studies conducted in the study area were considered.
- ▶ **Traffic Analysis** – Developed a detailed understanding of existing and future traffic conditions, including an origin and destination analysis for the Perrine Bridge.
- ▶ **Community Involvement** – Incorporated community engagement early in the process to help with goal setting and to understand community needs to provide a collaborative process between all study partners.
- ▶ **Alternative Development and Evaluation** – Developed and evaluated the performance of different options to improve mobility and safety performance in the study area.

*This meeting is your opportunity to share feedback to further shape project outcomes.*

[Back](#)

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Home / Development of Three Separate Projects



## Development of Three Separate Projects

In 2024, the Idaho Transportation Board approved funding to launch three initiatives from this study. These will provide short- and long-term solutions for the Magic Valley.

### 1. US-93, Blue Lakes Boulevard and Pole Line Road Intersection Improvements Project

This project includes intersection analysis, value engineering, and preliminary design.

### 2. SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

This project consists of widening or replacing the Hansen Bridge and safety analysis for both SH-50 and US-30 into Twin Falls.

### 3. Snake River Crossing Project

This project will launch the National Environmental Policy Act (NEPA) review process for a Snake River crossing that will utilize the recent feasibility study information and coordinate with the new Magic Valley Metropolitan Planning Organization to consider options for an additional bridge crossing potentially extending SH-25 or SH-79 or widening US-30 or SH-46.

The Snake River Crossing Project will focus on confirming regional consensus to select an alternative for a potential new bridge crossing. **The other two initiatives will proceed independently, utilizing the study information to begin environmental and design phases, expected to begin in 2025.**

Back

Next



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# Snake River Crossing Project Draft Purpose & Need

Purpose & Need statements are used to develop, evaluate, and guide the decision-making process. ITD encourages community and agency input in developing the proposed Purpose & Need of a project:

- The **purpose** as to why improvements are being proposed
- The transportation **needs** to be addressed and the underlying causes of the problems

## PURPOSE

- Enhance local and regional mobility by alleviating congestion along the U.S. Highway 93 corridor, generally from US-30 to I-84
- Improve safety
- Provide a redundant crossing of the Snake River

## NEED

- Many intersections along U.S. Highway 93 and in the study area experience delay, and conditions are anticipated to worsen by 2050 as the area continues to grow
- The study area experiences a large volume of crashes, with the highest vehicle crash rates in the study area occurring along US-93/Pole Line Road, Blue Lakes Boulevard, and Eastland Drive
- Heavy vehicle traffic is projected to account for 24% of daily traffic by 2050 on most major corridors in the project area, and freight mobility is critical to accessing agriculture and manufacturing businesses
- The US-93 Perrine Bridge is the primary connection between I-84 and Twin Falls, and an additional crossing would provide redundancy in the roadway network

Goals created early in the study process were presented to agency and community workshops. The feedback we received on these goals and objectives was used to help develop the draft Purpose & Need statement.

Back

Next



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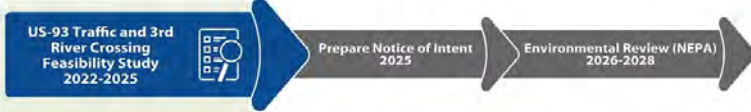


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# Snake River Crossing Project Schedule



Public engagement has taken place throughout the study process and will continue into the future phases.



\*The Idaho Transportation Board approved three initiatives: proceeding to improving the Blue Lakes Blvd./Pole Line Rd. intersection, widening SH-50 and the Hansen Snake River Bridge, and pursuing Notice of Intent approval from FHWA to begin the NEPA study process for a third river crossing alternatives environmental study.

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# US-93 Perrine Bridge

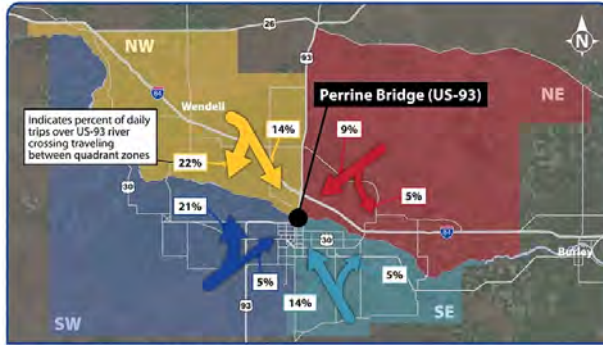
## Spanning the Canyon

- Opened in 1976 with four lanes
- 1,500 feet across the canyon
- 993 feet main span, steel truss arch
- The eighth-highest bridge in the U.S., with a 486-foot clearance below
- Two pedestrian walkways



## Bridge Conditions

The overall bridge structure is in good condition, and with a proactive maintenance plan, it can continue to support traffic operations as designed.



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## Origin-Destination Analysis

The analysis identified that many Perrine Bridge users are moving between the southwest and northwest quadrants of the study area. These findings were used to inform the location of potential new river crossings and to help estimate the amount of traffic that would be routed from an existing crossing to a new crossing, if provided.

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## Land Use and Growth

### Regional Transportation Growth Organizations

#### Magic Valley Metropolitan Planning Organization

Formed in 2023, the Magic Valley Metropolitan Planning Organization (MVMPO) is a group of local governments that acts as a transportation planning body for the Cities of Twin Falls and Kimberly, as well as portions of Twin Falls County and Jerome County. Our study team collaborates with the MVMPO to create transportation solutions.

#### Third Crossing Joint Powers Committee

Commissioners from Jerome and Twin Falls counties, along with members of the Filer and Jerome Highway Districts, first signed a Joint Powers Agreement in 2021 to form a partnership to help address the growing traffic congestion across the Snake River. Specifically, the agreement set measures in place to allow them to better advocate for a new crossing and identified members to sit on a Third Crossing Joint Powers Board. The collaborative meetings have grown to include ITD and the MVMPO.

### Why is it important to think about future growth?

Population in the Magic Valley has grown by almost **40%** in the last **20** years.

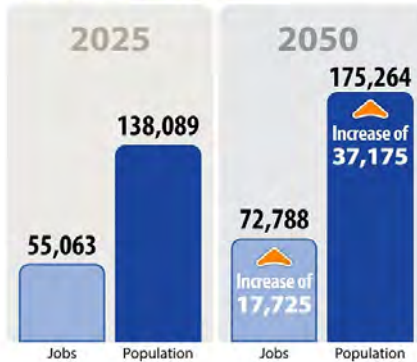
Continued changes in population and land use in the Magic Valley places greater demand on transportation infrastructure. It is important to consider future growth, and its effects on travel patterns, when evaluating improvements to the transportation system.

### How do we estimate future growth?

Previous estimates of future growth in the Magic Valley have relied on historical growth trends. The current study used a **2.5%** annual compounded growth rate to forecast traffic volumes.

MVMPO is currently developing growth forecasts (based on zoning, development applications, and employment trends) for the year 2050, which will be incorporated into a travel demand model. The travel demand model will be used to understand future traffic patterns, congested roadways, and the effects of changes to the transportation system.

### What are the growth forecasts for the Magic Valley?



### Where is growth anticipated in the Magic Valley?

These areas of the Magic Valley MPO Planning Areas are anticipated to have the highest growth by 2050:

- Residential**
  - Northwest of Twin Falls (between Grandview Drive and Rock Creek)
  - East of Twin Falls (in the vicinity of Hankins Road)
  - City of Kimberly areas of impact
- Employment**
  - US-30/SH-50 corridors (between Twin Falls and Kimberly)
  - I-84 interchange areas
  - South Jerome (in the vicinity of Lincoln Street)

Source: MVMPO DRAFT Growth Forecasts

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## Environmental Considerations

### Environmental Scan

As part of this study, a scan was conducted to identify natural and built environmental resources to guide alternative development and evaluation. The locations and analysis of these resources will be carefully documented through future environmental analysis.



### Trails and BLM

Existing trails provide recreational opportunities and include the Canyon Rim Trail and Pillar Falls Access Trail on the north and the Winding Trail on the south. ITD will collaborate with the Bureau of Land Management which manages public lands surrounding the canyon.

### Tribal Coordination

The Snake River and Snake River Canyon, along with other lands and resources in the study area, have cultural significance to the Shoshone-Bannock Tribes, Shoshone-Paiute Tribes, and Northwestern Band of the Shoshone Nation. Coordination with the tribes regarding proposed project impacts will occur throughout the project to ensure that Traditional Cultural Practices, continuity, and identity are maintained.

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## Community Input

In-depth interviews and workshops were held as part of this study. Throughout these engagements, the study team frequently heard the following themes:

- Concern about localized congestion, particularly on Blue Lakes Boulevard/Pole Line Road and in north Twin Falls
- Need for transportation system redundancy
- Focus on regional mobility and economic development
- Desire for data-based decision-making
- Strong preference for a west-side crossing

### Workshop Participants

- **City of Filer**
  - Council Members
  - Planning and Zoning
- **City of Jerome**
  - Engineer
  - Fire Department
  - Mayor
- **City of Twin Falls**
  - City Manager
  - Engineer
  - Fire Chief
  - Mayor
  - Police
  - Public Works Director
- **College of Southern Idaho**
- **Filer Highway District**
- **Idaho State Police**
- **Jerome Chamber of Commerce**
- **Jerome County**
  - Commissioners
  - Highway District Commissioner and Director
  - Office of Emergency Management
  - Sheriff
- **Magic Valley Paramedics**
- **Real Estate and Development Representatives**
- **Snake River Canyon Park**
- **South Central Idaho Hispanic Chamber of Commerce**
- **Southern Idaho Economic Development**
- **Southern Idaho Legacy Trails**
- **Third River Crossing Joint Powers Board**
- **Trucking Representatives**
- **Twin Falls**
  - Chamber of Commerce
  - City Council
- **Twin Falls County**
  - Commissioner
  - Office of Emergency Management
  - Sheriff
- **Twin Falls Highway District**
  - Commissioner
  - Director
- **Unity Alliance of Southern Idaho**

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# Safety and Traffic Operations

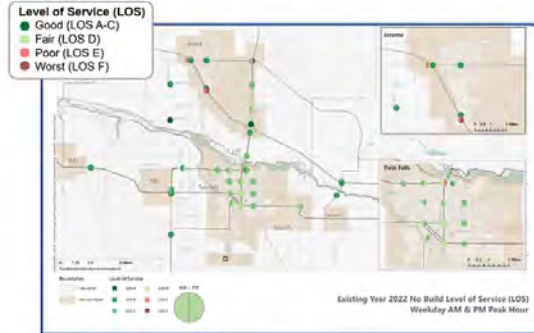
## Safety

- In 2016-2020, there were 841 non-intersection crashes and 1,308 intersection crashes, including four fatal crashes and 65 serious injury crashes.
- Areas with high crash rates were on US-93/Pole Line Road, Blue Lakes Boulevard, and Eastland Drive.

## Traffic Operations

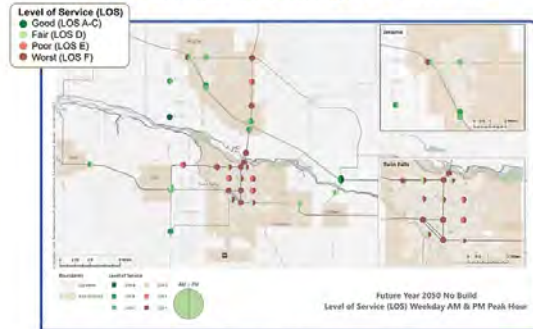
Level of Service (LOS) is graded from A to F. Worsening LOS represents increased delays and wait times. Many intersections are predicted to worsen by 2050, including those on either side of the Perrine Bridge.

Existing Year 2022 No Build LOS Weekday AM & PM Peak Hour



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Future Year 2050 No Build LOS Weekday AM & PM Peak Hour



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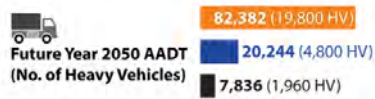
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# Freight Transportation

The figure presents freight routes within the study area. The Magic Valley's economy relies on agribusiness, food science, manufacturing, and the transportation of those goods and services. Supporting truck mobility is a focus of this project.



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## Evaluating Alternatives

### Alternative Development

- A **No Build Alternative** is required in NEPA environmental reviews and maintains the existing roadway network, without the proposed project. It serves as the baseline to which other alternatives are compared.
- Both On-System and Off-System Alternatives were considered.
  - **On-System Alternatives** consider existing highways and roadways for widening or improvements.
  - **Off-System Alternatives** consider potential locations or alignments for new highways.

### Evaluation Criteria

Evaluation criteria measure the performance of alternatives to guide decisions about which option(s) should move forward. Alternatives will be screened using the following criteria:

- **Congestion Reduction:** Reduces delays and improves traffic flows measured through improved Level of Service.
- **Regional Mobility:** Benefits freight movement and emergency services.
- **Environmental and Community Impacts:** Evaluates potential impacts to natural resources, cultural resources, and local communities.
- **Feasibility:** Assesses construction costs, engineering constraints, and other factors.

### Potential Evaluation Outcomes

**Recommend Eliminating:** Alternatives that do not meet Purpose & Need or have a fatal flaw (an impact or combination of impacts that prohibit a concept from being built) will be eliminated.

**Recommend Advancing:** These alternatives meet the Purpose & Need and will be studied further in the next project phases. Some alternatives were identified by ITD to proceed as separate projects.

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## On-System Alternatives Descriptions and Recommendations

These solutions consider existing highways and roadways for widening or improvements.



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Alternative Description	Justification for Advancing/Eliminating
<p><b>SH-50 Hansen Bridge Widening</b> Widen the existing Hansen Bridge (SH-50) from two lanes to four lanes.</p>	<p><b>Proceeding as a Separate Project</b></p> <ul style="list-style-type: none"> <li>The widening of the Hansen Bridge would likely result in a minimal increase in volumes on SH-50 and would likely reduce volumes on the existing Perrine Bridge by less than 5% in existing and future conditions. However, this option may be analyzed further in ITD's separate project.</li> </ul>
<p><b>SH-46 Ken Curtis Bridge Widening</b> Widen the existing bridge from two lanes to four lanes.</p>	<p><b>Recommend Advancing with Additional Analysis</b></p> <ul style="list-style-type: none"> <li>This alternative could potentially meet the northwest/southwest travel needs per the origin-destination analysis and will be analyzed further.</li> <li>Consider widening or improvements to the connecting US-30 corridor.</li> </ul>
<p><b>US-93 Perrine Bridge Widening</b> Widen the Perrine Bridge from four lanes to six lanes.</p>	<p><b>Recommend Eliminating</b></p> <ul style="list-style-type: none"> <li>There are significant capacity issues under existing and future conditions at intersections on US-93 to the north and south of the river. Widening the bridge would increase capacity across the bridge, but would not address the capacity bottlenecks that exist to the south of the Snake River.</li> </ul>
<p><b>US-93 Roadway Improvements</b> Includes Blue Lakes Blvd. and Pole Line Rd. Intersection and the connecting roadway network.</p>	<p><b>Proceeding as a Separate Project</b></p> <ul style="list-style-type: none"> <li>ITD will assess opportunities for roadway and intersection improvements in the US-93, Blue Lake Blvd. and Pole Line Rd. Intersection Improvement Project.</li> </ul>

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# Off-System Alternative Descriptions and Recommendations

## Potential New Crossing Alternatives

An initial range of 14 off-system alternatives were developed and evaluated based on available information (e.g., generalized land use, roadway design and survey, traffic and safety, and environmental data) and readily observable fatal flaws.

No quantitative information was gathered during this activity, apart from quantifying bridge length based on survey information. Minimizing bridge length is a key consideration for ensuring the feasibility of the future project.



[Click to view a larger PDF in a new window](#)

Alternative Description	Justification for Advancing/Eliminating
<b>W1</b> South 300 West to I-84 SH-25 Interchange (IC) <i>Bridge Length: 1,400 feet</i>	<b>Recommend Advancing</b> <ul style="list-style-type: none"> <li>Shortest crossing length of the western group of alternatives (same length as W3)</li> <li>Provides reasonable connection to the roadway via US-93/North 2400 East and I-84 Exit 165 Jerome SH-25/Main Street</li> </ul>
<b>W2</b> South 200 West to I-84 SH-25 IC <i>Bridge Length: 2,100 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 700 feet longer than shortest crossing in the western group of alternatives</li> </ul>
<b>W3</b> South 300 West to I-84 South Jerome IC <i>Bridge Length: 1,400 feet</i>	<b>Recommend Advancing</b> <ul style="list-style-type: none"> <li>Shortest crossing length of the western group of alternatives (same length as W1)</li> <li>Provides reasonable connection to the roadway network via US-93/North 2400 East and I-84/SH-79 Exit 168 (South Jerome)</li> </ul>
<b>W4</b> North 2400 East to I-84 South Jerome IC <i>Bridge Length: 2,100 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 700 feet longer than the shortest crossing in the western group of alternatives</li> </ul>
<b>W5</b> South 200 West to I-84 South Jerome IC <i>Bridge Length: 2,000 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 600 feet longer than the shortest crossing in the western group of alternatives</li> </ul>
<b>C1</b> Eastland Drive to new US-93 at-grade connection <i>Bridge Length: 2,300 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 800 feet longer than the shortest crossing in the central group of alternatives</li> </ul>
<b>C2</b> Eastland Drive to new US-93 IC <i>Bridge Length: 2,300 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 800 feet longer than the shortest crossing in the central group of alternatives</li> </ul>
<b>C3</b> North 3200 East to new I-84 IC <i>Bridge Length: 1,900 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>Crossing length is approximately 400 feet longer than the shortest crossing in the central group of alternatives</li> <li>Direct roadway connection into North 3200 East would have substantial operational impacts on the local roadway network</li> </ul>
<b>C4</b> Pole Line Road to new US-93 at-grade connection <i>Bridge Length: 1,500 feet</i>	<b>Recommend Eliminating</b> <ul style="list-style-type: none"> <li>At-grade connection with US-93 deemed infeasible to meet traffic needs</li> <li>Negatively impacts already congested adjacent local roads and intersections</li> </ul>
<b>C5</b> Pole Line Road to new US-93 IC <i>Bridge Length: 1,500 feet</i>	<b>Recommend Advancing</b> <ul style="list-style-type: none"> <li>Shortest crossing length of the central group of alternatives (same length as C6)</li> <li>Provides reasonable connection to the roadway network via Pole Line Road and a new interchange at US-93</li> </ul>
<b>C6</b> Pole Line Road to new I-84 IC <i>Bridge Length: 1,500 feet</i>	<b>Recommend Advancing</b> <ul style="list-style-type: none"> <li>Shortest crossing length of the central group of alternatives (same length as C5)</li> <li>Provides reasonable connection to the roadway network via Pole Line Road and a new interchange at I-84</li> </ul>
<b>E1</b>	<b>Recommend Eliminating</b>

<p>Falls Avenue to new I-84 IC Bridge Length: 1,100 feet</p>	<ul style="list-style-type: none"> <li>Existing travel patterns indicate that a crossing in this location would not shift traffic volumes substantially enough to other roadways to improve regional mobility or reduce congestion on key corridors</li> </ul>
<p><b>E2</b> Falls Avenue to I-84 SH-50 IC Bridge Length: 1,400 feet</p>	<p><b>Recommend Eliminating</b></p> <ul style="list-style-type: none"> <li>Crossing length is 300 feet longer than the shortest crossing in the eastern group of alternatives</li> <li>Existing travel patterns indicate that a crossing in this location would not shift traffic volumes substantially enough to improve regional mobility or reduce congestion on key corridors</li> </ul>
<p><b>E3</b> Falls Avenue to new I-84 IC Bridge Length: 1,400 feet</p>	<p><b>Recommend Eliminating</b></p> <ul style="list-style-type: none"> <li>Crossing length is 300 feet longer than the shortest crossing in the eastern group of alternatives</li> <li>Existing travel patterns indicate that a crossing in this location would not shift traffic volumes substantially enough to other roadways to improve regional mobility or reduce congestion on key corridors</li> </ul>

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## Summary of Advancing Alternatives

### No Build Alternative

Carries Forward In All Screening Levels

### On-System Widening Alternative

**SH-46 Ken Curtis Bridge and US-30 Widening:** Consider widening or improvements.

### Off-System New Crossing Alternatives

**Western Alternatives:** Longer routes, but better distribution of traffic.

- West – SH-25
- West – South Jerome

**Central Alternatives:** More direct routes, with potential for increased congestion at existing intersections.

- Central – US-93
- Central – I-84



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### Feasibility Study Outcomes Proceeding Independently

- US-93, Blue Lakes Boulevard and Pole Line Road Intersection Improvements Project
- SH-50/US-30 Corridor Project (Red Cap Corner to I-84) including Hansen Bridge widening or replacement

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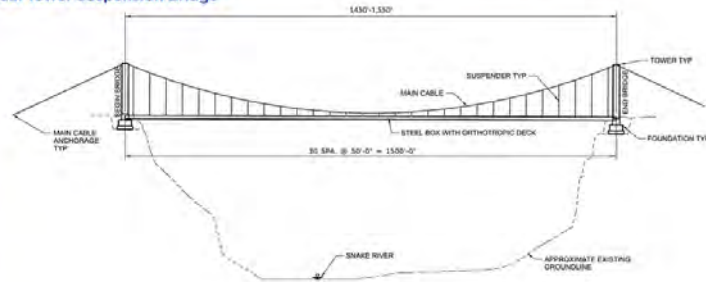


## Preliminary Bridge Design Examples

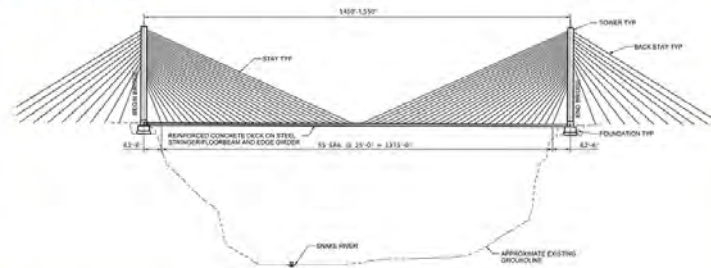
Snake River crossings about 1,500 feet in length were studied for an additional crossing that is feasible, fundable, and buildable.

[Click here to view a larger PDF of preliminary bridge design examples in a new window](#)

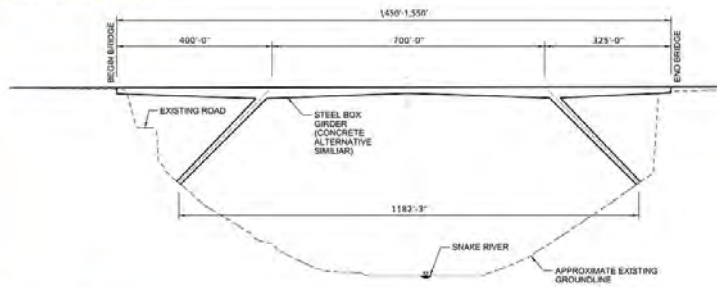
### Dual Tower Suspension Bridge



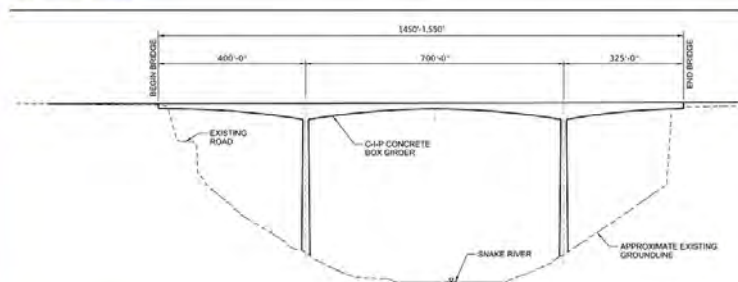
### Cable Stayed Bridge



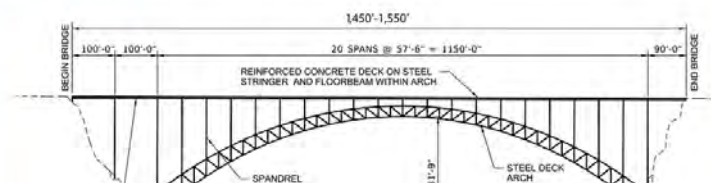
### Rigid Frame Bridge

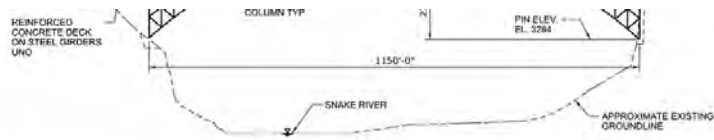


### Box Girder Bridge

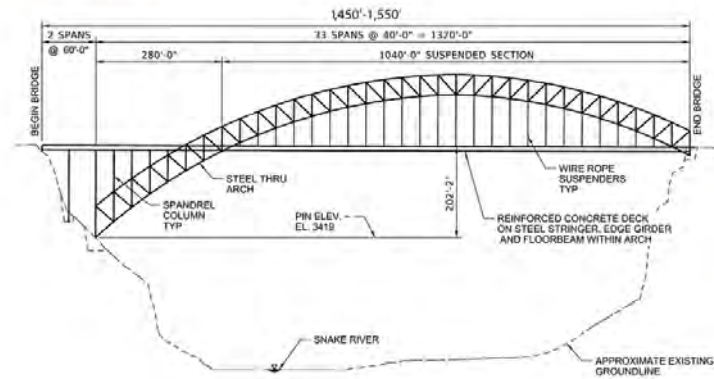


### Decked Arch Bridge

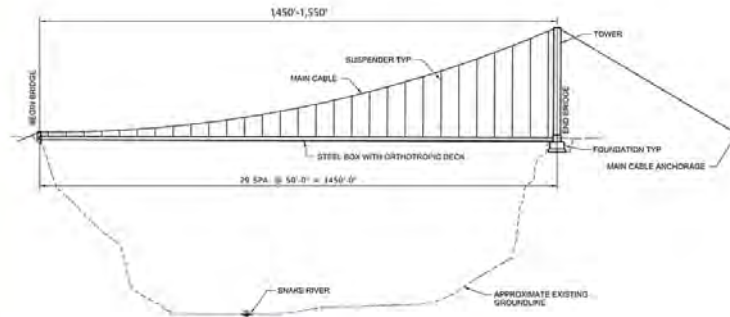




### Through Arch Bridge



### Single Tower Suspension Bridge



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## Next Steps and Public Input

### Next Steps for the Snake River Crossing Project

- Host additional public meeting in early fall 2025
- Coordinate with agencies and tribal entities
- Prepare the Notice of Intent, which formally signals the intention to prepare for the environmental review
- Launch the National Environmental Policy Act (NEPA) review process

### Public Input

Feedback from the public helps identify community values and a vision for transportation in the area. Please help shape this project by providing feedback by **Sept, 4 2025**.

[Take the Survey](#)

#### 1. Provide feedback on:

- Project draft Purpose & Need
- Draft evaluation criteria

#### 2. Give input on the range of alternatives under consideration for the Snake River Crossing Project

#### 3. Provide additional comments you would like us to consider

Separate surveys for the following projects can be found on the [Additional Projects](#) page:

- US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project
- SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

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## Additional Projects

### US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project

This project, anticipated to begin summer 2025, will evaluate feasible and constructable alternatives to improve safety and mobility in the Blue Lakes Boulevard and Pole Line Road area into 2050.

The project will have a strong value planning component. Value planning is a process to collaborate with many individuals to solve complex problems to maximize the benefits for the users.

The outcome will be a range of short-, mid-, and long-term projects to improve mobility in the area.

**Potential Ideas\*:**

- Widen intersection/add thru lanes
- Lengthen left turn pockets
- Triple lefts
- Single-point urban interchange (SPUI)
- Add bridges/flyover interchange

*\*List is not exhaustive*

**Project Schedule**



*Schedule is subject to change. \*Subject to construction funding availability.*

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**No Build LOS Weekday AM & PM Peak Hour**



**Existing Year 2022**  
[Click to view a larger PDF in a new window](#)

**Future Year 2050**

**Partnership:**



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**US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project**

[Leave Comments Here](#)

### SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

ITD is evaluating the current and future conditions of the SH-50 corridor, including roadway improvements such as widening or replacing the Hansen Bridge, as well as conducting a safety analysis for both SH-50 and US-30 from Eastland Drive to Red Cap Corner.

**Bridge Facts**

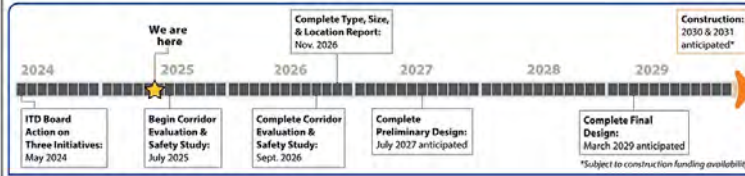
- Opened in 1966
- Only two lanes and 28 feet wide
- 762 feet across the canyon
- Concrete deck on four steel girders with four spans (202/258/200/102-foot-long spans)
- Two of the tallest piers in the U.S. at 338 feet each



- ITD has the highway right of way clear for four miles to widen SH-50 to five lanes
- Twin Falls alternate if US-93 closed, eight miles upstream from Perrine Bridge
- 24% heavy vehicle traffic (AADT 10,122)



### Project Schedule



[Click to view a larger PDF in a new window](#)

### Project Area



[Click to view a larger PDF in a new window](#)

#### For concerns or comments:

**Darren LaMay, P.E.**  
Project Manager  
[darren.lamay@itd.idaho.gov](mailto:darren.lamay@itd.idaho.gov)  
208-334-8503

**Courtney Wagner**  
Public Information Officer  
[courtney.wagner@itd.idaho.gov](mailto:courtney.wagner@itd.idaho.gov)  
208-886-7805

SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

[Leave Comments Here](#)

## Thank you for participating!

This concludes the online public meeting. We will review your comments and look forward to utilizing them as we enter the environmental phase of this project. If you have questions regarding the Snake River Crossing Project, please reach out to the team using the contact information below.

[Back](#)

[Home](#)



#### Questions? Contact Us

If you need special accommodations, please contact the team.

**Phone:** 208-428-1800

**Email:** [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)

**Web:** [itdprojects.idaho.gov/pages/snakerivercrossing](http://itdprojects.idaho.gov/pages/snakerivercrossing)

**Address:** Idaho Transportation Department,  
District 4  
216 South Date Street  
Shoshone, ID 83352



Your Safety - Your Mobility  
Your Economic Opportunity





## Public Meeting Survey

Thank you for your interest in the Snake River Crossing Project. Your input is an important part of the process and will help to review and refine the first phases of analysis and design before the project moves forward.

As part of this first public meeting, we would like your input on the draft Purpose & Need, evaluation criteria, and range of alternatives.

Commenting is not a form of voting for or against an issue, design feature, or the project as a whole. You may provide answers to any or all questions and are not required to respond to each. Please provide comments by Sept. 4.

### Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

What questions or comments do you have about the draft evaluation criteria?

What questions or comments do you have about the range of alternatives under consideration?

What other comments would you like to share with us?

### Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the Snake River Crossing Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting



How did you hear about the Snake River Crossing Project public meeting?

Postcard  Public notice - social media

Public notice - Magic Valley Times - online

Public notice - Magic Valley Times - print

Media coverage - TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other

#### Contact Information (optional)

First Name

Last Name

Phone:

Email:

Address:

City:

State:

ZIP:

#### Demographics (optional)

What is your gender?

Male

Female

Are you a person with a disability?

Yes

No

What race do you most identify as?

American Indian (Tribal Native)/Alaskan Native

Native Hawaiian and other Pacific Islander

Black

Asian

White

Hispanic

Other

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Your comment will become part of the formal project record, with personal information kept private and redacted in public records.

For more information:  
PHONE 208-428-1800  
EMAIL [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)

Submit



## APPENDIX C. ATTENDANCE

- Sign-in Sheets
  - Twin Falls Public Meeting on June 30, 2025
  - Jerome Public Meeting on Aug. 21, 2025
- Online Meeting Metrics
  - June 30 – Sept. 4, 2025
  - June 30 – Aug. 20, 2025
  - Aug. 21 – Sept. 4, 2025



# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Cindy Collins	Idaho Realtors			
Cathy Reed	Idaho Realtors			
Darren Kyle	McDonald's			
Kevin & Dana				
Brent Rando	Commissioner			
Kevin Fuerson	TAC Dist 4			
Mark Swenson	Resident			
Steve Wills	Self			
Sean Mallett	Resident of Twin Falls			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Scott McClure	Self			
Ronnie Klimes	Self			
Rocky Matthews	Twin Falls County Commissioner			
JIM LOHMANN	SELF			
Erin Steel	City of Twin Falls			
Les & Lois Carberry	self			
Larry C. Adams	Self			
Julie/Rick Leatherstock	self			
Mary Kay Nensen	self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
ARLEN BLAYLOCK				
CAROL CARPENTER				
Edifer				
Jennie Eibson				
Claire + Scott McClure	-			
Becky Brown <del>Barbara Giese</del>				
Sharon Dowdle				
JOE SHEFFER				
LOREN HOLLOWAY				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Linda Gibbs				
Neil Knutson	—			
Karen Ambrose				
Rogan Cathy Brooks				
Frances Allen	WMUR			
CHRISTOPHER REID	CITY OF TWIN FALLS			
Chase Whipple				
Melanie Hutchinson				
George & Gail Philipp				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Daja Pospichal				
Sandy & Belf Hacking				
Leslie Barlow				
Angie Laken-Cuplet				
Rick Giesler				
Janene Giesler				
Axel Anderson				
Bill & Dana Bankula				
Chester Mardi's				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
GARY Sprenger				
Kim Crouse				
Mike Williams	City of Jerome			
FRANCIS FLORENCE	WESTEREA REAL ESTATE GROUP			
Sean Dolan	Times-News			
JAN ROGERS	SIEDO			
Pam Wood				
Julie Buck				
KATHY HANSON				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Dennis Lampe				
CHRIS FOSTER				
Charlie Howell				
John Brannen				
Brad Wiersma	Deputy Director Southern Idaho Economic Development Org.			
David Davis	Mayor, City of Jerome			
Teresa Krohn Kent Krohn				
Tom Magau				
Russ Deerce	Mayor Twin Falls			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Steve Woods				
Shirley Williams				
HERKIE ALVES				
Chuck & Linda Breaux				
Mayor Bob Tempelman P&Z Admin Vera Pedron Public Works Director Jim Veenstra City Clerk Emily Damm				
Cory Davis				
DAN DEAGLE STACEY DEAGLE				
DAVE SWANSON				
Annis Capps				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Michael T. Hatch	TF Home Owner			
Arianna Harmon				
Shelby Hamblen				
A. BEN CROUCH	Jerome County Commissioner			
GERRY Bowden				
Nathan Jerke	MUMPO			
GREYSON GARNER				
DAN BRIZEE				
SHAWN BARIGAR	CITY OF TWIN FALLS			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Candice Keller				
Jan Shepherd	Gooding City			
Jan Hatch	Twin Falls			
John Baeza	Jerome			
Stanley Nebeker				
Barry Thompson				
RICHARD CLAXTON				
BARRIE MCCLURE				
Leon & Virginia Reed	Kimberly			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Larry Hies	self			
Sam Purser	self			
Kris Miller	self			
MARK BARNES	SELF			
Art Watkins	SELF			
Michael DAVIS	S-IF			
Bill Yager	self			
Grayson Dove	City of TF TOK Self			
Pet Herman	self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Carolyn Pitts				
Frank Gibbs				
Becky Mussen	JHD			
Cory Santos				
Lori Allison				
Bradley Dawson	Idaho Fish + Game			
GERARD MARTENS	GTETC			
LARRY AMEN	ME			
Peggy Delhaas				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
KRISTINE FORD				
Cary Allison				
Susan & Lester BRANCH				
Michael Howell				
MARY BERGNER				
Terry DeHaas				
Lee Morrow				
Neal Gier				
Dan Henningsen				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Bill Brady	Snake River Canyon Park			
David Leawitt	Dist 25 State Rep			
Rodney Bolich				
Mike Matthews	Id. Dep. Chief of Staff U.S. Sen. Risch			
Mike Johnson	Idaho State Rep DIST 26			
Max Martin				
Sandra Camps				
Ed Grotto				
REGINALD LARSEN				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
DAVE & DONNA NEWBERRY	SELF			
Michael Gibson	SELF			
Dave Male	SELF			
Michelle McFarlane	Frontier Community Resources			
BRYN & RENÉ GARZA	SELF			
Linda Rukter	self			
Doug MASON	SELF			
Bob Duarte	SELF			
Michael Casa	self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Linda Hartgen	Former Senator			
Dennis Bowyer				
Richard Russell				
Jack Simon				
Bryan Whippe				
Clarence Robison	self			
Nicole + Scott Lebsack	self			
Ron + Pam Yates				
Donna Williams	self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Gabe				
Marv & (2) Denise Mumm				
Ray & Karen Perron				
DAVID FOSTER				
KEVIN BRADSHAW				
Matthew Hicks				
Kirk & KATHLEEN SZYMANSKI				
TODD SNOW				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Karin Sanchez				
Catherine Wright				
DOUG MARGHAN				
Laurie Casel				
Jake Territta				
Caren Browne	Res. in Twin Falls			
Mike Young				
SPENCER CUTLER	CITY OF TWIN FALLS			
Rebecca Wildman	DIRECTOR, BUSINESS PLUS			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Chris Hamilton				
JOSH BAIRD	Public Works Director /COTF			
Kim Radford				
Bob + Kathy Schiffler				
Asharon Post				
Alex Hubbard				
Jane van Vliet				
SENATE ESKIRIDGE				
Terry Thueson	Captain TFPD			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Jeremy & Cindy Brown	Citizen			
Beverly Hill				
Kyle & Lindsey Miller	citizen			
Bill Ebenen	Citizen			
Eileen Nestman	citizen			
Marion Wallace	citizen			
Wendy Florence	citizen			
Alan & Sheri Hansten	Alan. manager Northside Canal Co.			
Bruce & Annie Thomson	US			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Teresita Zuzala				
James & Leslie Wolff				
James Y. Rice	Atlas			
Linda Heinrich	—			
Clark & Debbie Kaufman				
Craig Hawkins	TF Council			
Jackie Frey	TFCO OEM Coordinator			
Don Morishitz				
Jason & Erin Porter				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Nancy Ann Taylor	Self			
Chuck Brockway	Self			
J David Galvan	self			
Ruthy & Chris Talkington	self			
Suzanne & David Hawkins	Self			
COLTON BECKE	ATLAS			
LEE WAGNER	SELF			
Ruby Aufderheide	self			
Linda Helms	self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Michael L. & Myra Miller				
Cherie Vollmer	City Council			
Robert Burnham				
DAVE McALISTO				
Ken & Lara Leavitt				
Mark McEldan				
CHARLES COLLINS				
Don Walker				
Richard & Sharon Hays				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Brenda Weeks	Snake River Canyons Park			
Rex Jessup				
Barbara Wiese				
JEFF McCurdy	FRONTIER COMMUNITY RESOURCES			
Scott Collins	T.F. RESIDENT			
K. Blomquist				
Bob Keegan				
Susan Hall				
CHIFF HALL				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
NESTOR HAPAJAN	SELF			
Connie Osher	Self			
Ron Dingwall				
DANNY LARSON	Self			
Jeanette Wills	Self			
TRAVIS ROTHWELLER	CITY OF TWIN FALLS			
Stacie Metcalf	self			
MARK BRAVES	"			
Dana Ridgeway	self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Gary Taylor	Jerome Sheriff Chief			
Stephane Novacek	Resident of T.F. Co			
Dr. L. Dean Fisher	CSI President			
Colin Randolph				
Susan Pohutka	Resident of Jerome			
Anita Crafton	Resident			
Tom Magee	Resident			
Tom + Jill Skeem	Resident			
RON-PEGGY SCRAGG	RESIDENT			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Carlene Junke Gale Junke	Budd			
Randy Thompson	Trucking			
R Dolly Sheridan	INS AGENT			
Catherine Robinson + Daw David				
Daniel Sorensen				
Karl Nelson Bee C. Nelson	Twin Falls "			
Andrew Ohlensetter	Jerome			
Tracey Daluiso David	City Council Filer			
Olivia Plew	Twin Falls			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Sarah Howard				
Patrick Florenco				
TERRY KULIK				
LANCE CLAW	HOUSE OF REPS.			
LAMAR JENKINS	Home owner			
Dave & Kellee Traugher				
Tracy or Rochelle Ahrens				
MYCHEL MATTHEWS				
Garin Evans Heather Evans				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Michele Wilf Costello	Poleline Rd E Neighbors			
CHRIS JONES	SAME ↑			
Mark + Karen Mattice				
Jan Hany	North Canyon R.m. Paved off group			
Beau Dunford				
Amanda Capps	North Canyon			
Alex Nelson				
ROBERT HURSTON	NEIGHBOR			
Jan Lew	Resident			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Judith Wright	Self			
Ann Evers	Self			
Frankie Tews	Self			
Scott Clelland Gratchen Clelland	Self			
Jamin Wius	K&T STEEL			
Etell Nelson	self			
RICHARD HANKES	self			
BILLY KYLE	"			
Ted + Linda Reese	self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Bruce Thack				
Chenele Dixon				
Shawn Robnett				
Cheryl Wheeler Seth Wheeler				
Debra Brunelle				
Carol Boyd				
Keith Thaeke				
JOHN & MARIE DRENNAN				
Eric Watson				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Chris Stearns				
Orlan Stearns				
Randy Carpenter				
STEVE EVERTON				
VANESSA BRENNAN	SELF			
Rosemary Farnsworth				
Jennifer Westling				
			Phone	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
DELL WILLIAMS	SELF/FAMILY			
Laura Peterson	myself			
Doug Peterson	myself			
John Shuss	Myself			
Sudy Loughmiller	myself			
Larry Loughmiller	myself			
LARRY SNOW	SELF			
Keya dice	self			
			Phone _____ Email _____	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability <input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Shealyn Mallovs				
Gary Nelson				
Shawn Gedhad				
Brooklyn Orton Sasha Orton Jeremy Orton				
Tyson Carpenter	City of Jerome			
Jamie Kellog				
SUZY WATSON				
			Phone	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability <input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability <input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Herrett Center for Arts and Science (315 Falls Ave, Twin Falls, ID 83301) | June 30, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Mark Holtzen				
Maggie Holtzen				
Greg Callen				
Rusty Sharp				
Dore Lamm				
Drayzen Lamm				
			Phone _____ Email _____	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability
			<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Phone _____ Email _____	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability
			<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Phone _____ Email _____	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability
			<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
<i>Ginny Kelm Dean</i>		[Redacted]	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female Email: [Redacted]	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input checked="" type="checkbox"/> White
<i>Stephanie Surr</i>		[Redacted]	<input type="checkbox"/> Male <input checked="" type="checkbox"/> Female Phone: [Redacted] Email: [Redacted]	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input checked="" type="checkbox"/> White
			<input type="checkbox"/> Male <input type="checkbox"/> Female Phone: Email:	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			<input type="checkbox"/> Male <input type="checkbox"/> Female Phone: Email:	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			<input type="checkbox"/> Male <input type="checkbox"/> Female Phone: Email:	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			<input type="checkbox"/> Male <input type="checkbox"/> Female Phone: Email:	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			<input type="checkbox"/> Male <input type="checkbox"/> Female Phone: Email:	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			<input type="checkbox"/> Male <input type="checkbox"/> Female Phone: Email:	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			<input type="checkbox"/> Male <input type="checkbox"/> Female Phone: Email:	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			<input type="checkbox"/> Male <input type="checkbox"/> Female Phone: Email:	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White
			<input type="checkbox"/> Male <input type="checkbox"/> Female Phone: Email:	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Asian <input type="checkbox"/> White

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
John Mead	N/A			
Gary Halverson	IMP			
R. Bruce Beach	-			
Justin & Linda Skoog	IMP			
Rebecca Wildman	Business Plus			
Ross Peterson				
Gustavo Aguilar				
Kathy Partridge				
Wilson Gray	Self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Allen & Carrie Ploss				
Heidi Alex Hurtado				
Andrew & Jrika Young				
Jay Cox				
FORIED PARTRIDGE				
Jerry Thompson				
Diana Barnes				
Rita & Jonathan Seely				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Jeannie Holtzen				
Michael W. Meyer				
Samantha Marshall	US Senator Mike Crapo			
* Londa Helms				
Jeff Woody				
Sienna Kerby				
Lyle Johnstone				
Craig Eckles	City of Kimberly city adm. in.			
Guy Stubbs	Hall + Assoc.			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Greg Armitage				
JARREL MOORE				
Barbara/Mike Armitage				
JERRY DAVIS				
Carmel Davis				
Ten Stokes				
Cory Santos				
Tim Callen				
Margaret McWulley				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Michael Bingham				
James C. Mesery				
LANE BARNES				
Sheryl VerWey				
Melanie Silveus	Southwest Jerome			
Setu Jenny Helms				
Ramon Holtzen				
Carolyn Owens				
Bob + Sharon moore				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Tom Pestotnik				
Janet Bolich	resident			
Susan Lutsch	Resident			
Mike Williams	city of Jerome			
MIKE SILVER	Resident			
MARLA BARNES				
Kelly VerWey	Resident			
EDNA PIERSON	Resident			
BRETT THOMPSON				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Susan Pohantke				
Jeff Schaefer				
Bill Bridges	Snake River Congress Park			
+2				
Nancy Davis				
Nathan Jerke	Magic Valley MPG			
Russ Kathy McAnulty	Kam County			
Paul & Susan Wilkinson	Buhl			
Mark Swenson	Southwest Jerome			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
FONALD Crosby Julie				
LEO MALBERG				
DAN MILIOS				
Simon Nicholson				
Carrie Bates				
Jawn Burton				
A. Ben [Signature]				
Robert Read				
mike JUKER				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Sharon Thomas				
Jackie Kohntopp				
Terry McIntyre				
Tom BATES				
LeRoy Lewis				
Janene Giesler				
Dean Larsen				
Mike Bohanka	STATE REP			
Michael March				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Mike Mathews	Idaho COS U.S. Sen. Risch			
Gale Bentzing				
T. Beck				
J <sup>anna</sup> Conell	citizen!			
Mary K Davis				
Debbie Brager				
Ross Hyatt				
Nancy Chapin				
Lisa Silver				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Dong Kohutopp				
Cari Kaster				
Charlie Connell				
Cristina Alone				
Ryann				
John Rzonicko				
Ken Garringe				
MARY COLLISON				
Brenda Weekes				
Ries Dierker				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes					
Steve Hoffman	Home owner	[Redacted]	Phone		<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	
			Email		<input type="checkbox"/> Female		<input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Asian	<input type="checkbox"/>	
Mundy Hoskovec	"	[Redacted]	Phone		<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	
			Email		<input type="checkbox"/> Female		<input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Asian	<input type="checkbox"/>	
		[Redacted]	Phone		<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	
			Email		<input type="checkbox"/> Female		<input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Asian	<input type="checkbox"/>	
		[Redacted]	Phone		<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	
			Email		<input type="checkbox"/> Female		<input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Asian	<input type="checkbox"/>	
		[Redacted]	Phone		<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	
			Email		<input type="checkbox"/> Female		<input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Asian	<input type="checkbox"/>	
		[Redacted]	Phone		<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	
			Email		<input type="checkbox"/> Female		<input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Asian	<input type="checkbox"/>	
		[Redacted]	Phone		<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	
			Email		<input type="checkbox"/> Female		<input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Asian	<input type="checkbox"/>	
		[Redacted]	Phone		<input type="checkbox"/> Male	<input type="checkbox"/> Person with a disability	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native	<input type="checkbox"/> Black	<input type="checkbox"/> Hispanic	
			Email		<input type="checkbox"/> Female		<input type="checkbox"/> Native Hawaiian and other Pacific Islander	<input type="checkbox"/> Asian	<input type="checkbox"/>	
Name (please print)	Title/Representing	Address	Contact Information		Please check appropriate boxes					

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5



# Idaho Transportation Department Sign-In Sheet

Snake River Crossing Project | Public Meeting | Jerome Recreation Center (2032 South Lincoln Ave., Jerome, ID 83338) | August 21, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
<i>Thomas Bernier</i>				
<i>Fran Newman</i>				
<i>Tim Newman</i>				
<i>Mitchell Barnes</i>				
<i>Reid Hembach</i>				
			<b>Phone</b> <b>Email</b>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability <input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			<b>Phone</b> <b>Email</b>	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability <input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
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Let's set up your event

2/5 completed

- Setup
- Home
- Getting Paid
- Sales
- Video Library
- Apps 1
- Site & Mobile App
- Inbox
- Customers & Leads
- Marketing
- AI Marketing Agent
- Analytics
  - Highlights
  - Real-time
  - Traffic
  - Behavior
  - Marketing
  - Session Recordings
  - Insights
  - Benchmarks
  - All Reports
- Automations
- Settings
- Website Content

# Traffic Overview

Track your site's traffic trends and get to know your visitors. [Learn more](#)

Jun 30 - Sep 4, 2025 compared to previous period (Apr 24 - Jun 29, 2025)

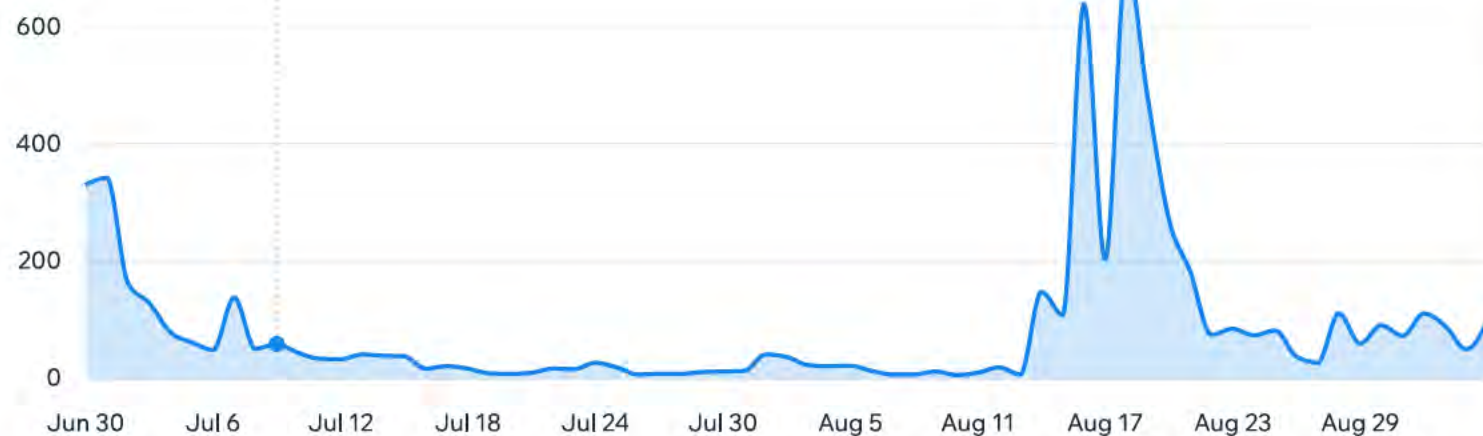
Site sessions

5,824 ↑ 9,000%

Unique visitors

4,596 ↑ 32,729%

## Sessions over time

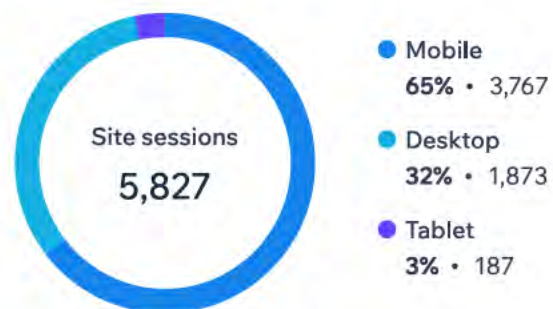


[View Report](#)

## New vs returning visitors



## Sessions by device



Subscribe



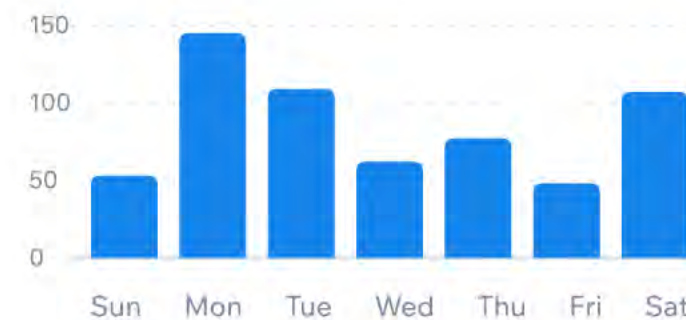
Ask Analytics AI

## Sessions by source and category

Direct	↑ 10,715%	2,812
boisedev.com (Referral)		1,278
Facebook (Organic)		844
kmvt.com (Referral)		289
itdprojects.idaho.gov (Referral)		208

[View Report](#)

## Avg. sessions by day



[View Report](#)

## Traffic insights

Let's set up your event

2/5 completed

- Setup
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- Getting Paid
- Sales
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- Apps 1
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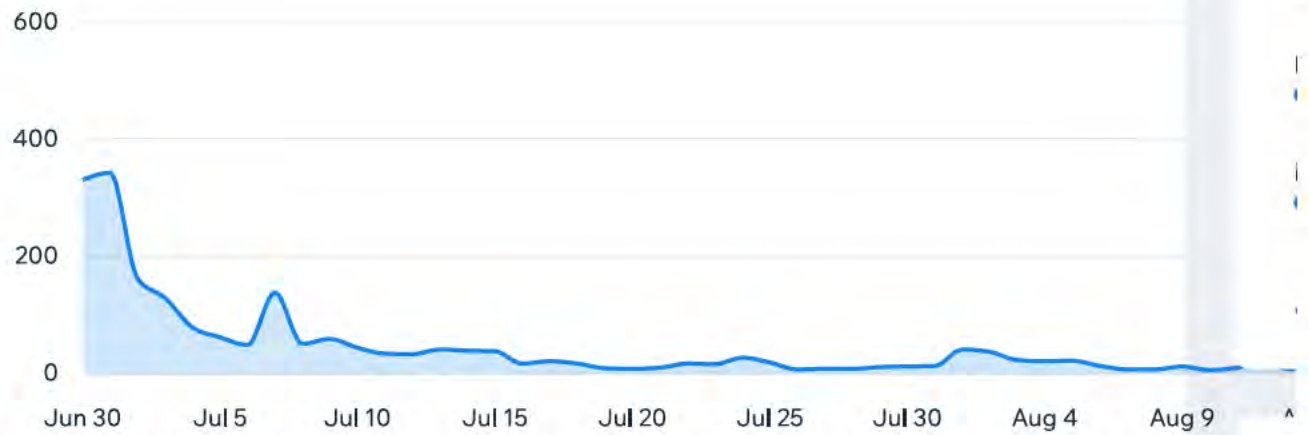
Jun 30 - Aug 20, 2025

compared to previous period (May 9 - Jun 29, 2025)

Site sessions  
4,591 ↑ 7,073%

Unique visitors  
3,614 ↑ 25,714%

## Sessions over time



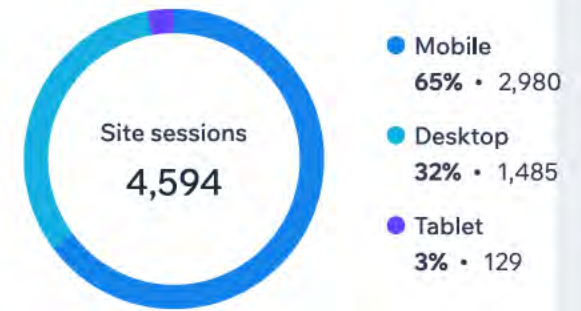
[View Report](#)

## New vs returning visitors



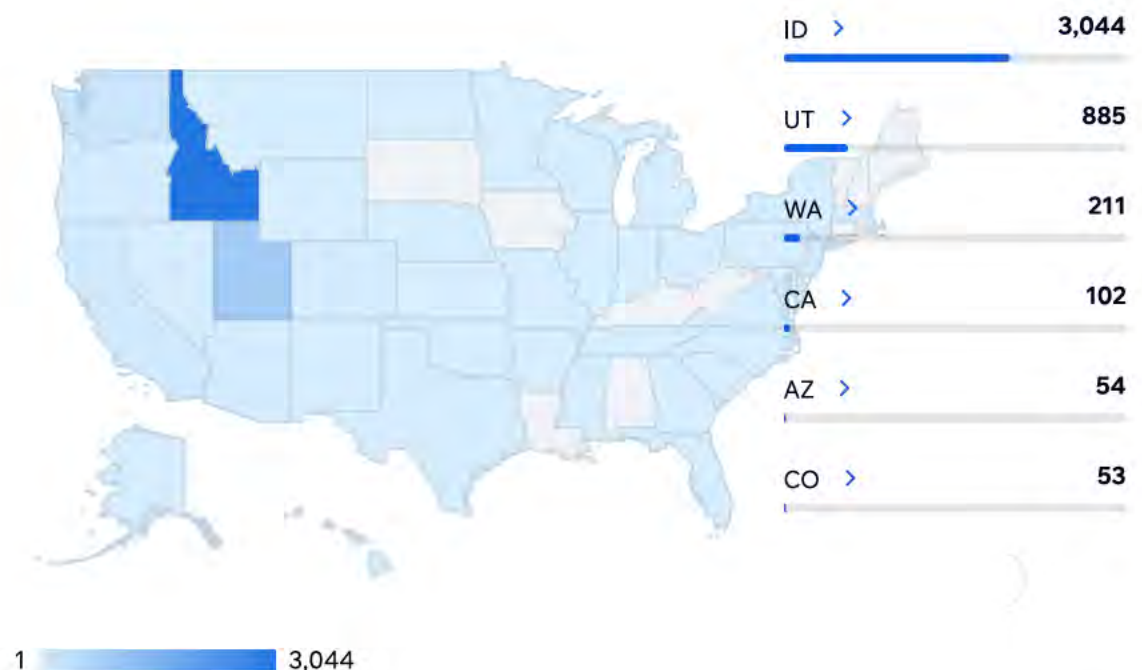
[View Report](#)

## Sessions by device



[View Report](#)

## Sessions by state



Let's set up your event

2/5 completed

- Setup
- Home
- Getting Paid
- Sales
- Video Library
- Apps 1
- Site & Mobile App
- Inbox
- Customers & Leads
- Marketing
- AI Marketing Agent
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# Traffic Overview

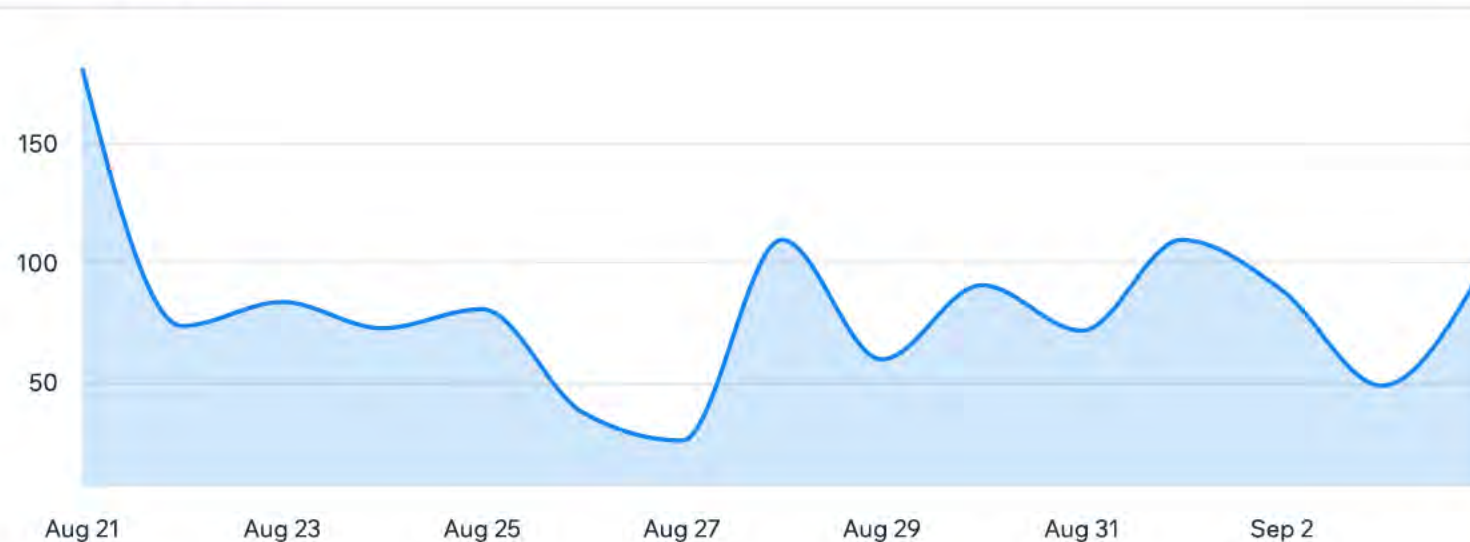
Track your site's traffic trends and get to know your visitors. [Learn more](#)

Aug 21 - Sep 4, 2025 compared to previous period (Aug 6 - Aug 20, 2025)

Site sessions  
1,236 ↓ 55%

Unique visitors  
1,079 ↓ 56%

## Sessions over time



[View Report](#)

## New vs returning visitors



## Sessions by device



Subscribe

Ask Analytics AI

## Sessions by source and category

Facebook (Organic)	↑ 98%	463
Direct	↓ 63%	417
boisedev.com (Referral)	↓ 89%	130
kmvt.com (Referral)	↑ 143%	102
itdprojects.idaho.gov (Referral)		41

[View Report](#)

## Avg. sessions by day



[View Report](#)

## Traffic insights



## APPENDIX D.PUBLIC COMMENTS

- Comment Forms (in person or mailed)
  - Comment Forms from June Public Meeting
  - Comment Forms from August Public Meeting
- Online Survey Comments (June 30 – Sept. 4, 2025)
- Emailed Comments (June 16 – Sept. 4, 2025)
- Voicemail Transcript (July 30, 2025)



# Public Meeting Survey

Thank you for your interest in the Snake River Crossing Project. Your input is an important part of the process and will help to review and refine the first phases of analysis and design before the project moves forward.

As part of this first public meeting, we would like your input on the draft Purpose & Need, evaluation criteria, and range of alternatives. Please leave comments in person or online by July 30: [snakerivercrossing.com](http://snakerivercrossing.com). Both experiences offer identical information and questions.



Commenting is not a form of voting for or against an issue, design feature, or the project as a whole. You may provide answers to any or all questions and are not required to respond to each.

## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

W1 WEST CROSSING WOULD BE BEST

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What questions or comments do you have about the draft evaluation criteria?

HOPEFULLY BRIDGE WILL BE  
CONSTRUCTED SOON 3-4 YRS.

What questions or comments do you have about the range of alternatives under consideration?

W-1 IS THE BEST ESPECIALLY  
FOR LARGE TRUCK TRAFFIC.

What other comments would you like to share with us?





## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the Snake River Crossing Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the Snake River Crossing Project public meeting?

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Postcard                        | <input type="checkbox"/> ITD website                   |
| <input type="checkbox"/> Public notice: Social media                | <input type="checkbox"/> Email from project team       |
| <input type="checkbox"/> Public notice: Magic Valley Times (online) | <input type="checkbox"/> Word of mouth                 |
| <input type="checkbox"/> Public notice: Magic Valley Times (print)  | <input type="checkbox"/> Other (please specify): _____ |
| <input type="checkbox"/> Media coverage: TV, newspaper, radio       | _____  |

## CONTACT INFORMATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

State: \_\_\_\_\_

Email: \_\_\_\_\_



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## The questions below are optional and voluntary.

What is your gender?

Male  Female

Are you a person with a disability?

Yes  No

What race do you most identify as?

American Indian (Tribal Native)/Alaskan Native  Black  White  Other  
 Native Hawaiian and other Pacific Islander  Asian  Hispanic

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**EMAIL:** [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)

**MAIL TO:** Idaho Transportation Department, District 4  
Attn: Courtney Wagner  
216 South Date Street  
Shoshone, ID 83352

## Thank you!

For up-to-date details and project information, visit [itdprojects.idaho.gov/pages/snakerivercrossing](https://itdprojects.idaho.gov/pages/snakerivercrossing)



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TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.



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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

*Going across by Eastland is not a good spot.  
It is still too congested an area.  
Going from 93 straight over to Jerome is best to cross river*





What questions or comments do you have about the draft evaluation criteria?

Why so much studying?  
that cost as much as Bridge - and takes too long.

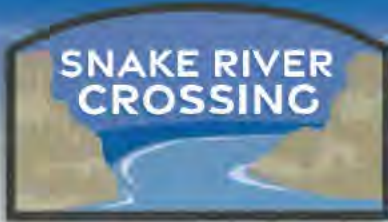
What questions or comments do you have about the range of alternatives under consideration?

they are good to a point.  
several suggestions like one by Eastland across is already  
congested - it won't work.  
widening at Pole line + Blue Lakes won't work  
even widening won't work.

What other comments would you like to share with us?

If considering Ken Curtis Bridge area.  
Shortest route - over Bridge 3500 S. then go up to Wendell





## Public Meeting Feedback

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How did you hear about the Snake River Crossing Project public meeting?

Postcard

Public notice: Social media

Public notice: Magic Valley Times (online)

Public notice: Magic Valley Times (print)

Media coverage: TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other (please specify): \_\_\_\_\_

## CONTACT INFORMATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Address 2: \_\_\_\_\_

State: \_\_\_\_\_

Email: \_\_\_\_\_



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What is your gender?

Male  Female

Are you a person with a disability?

Yes  No

*age*

What race do you most identify as?

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

With the growth in Idaho, another crossing is desperately needed. I support the W-routes that will extend 93 north to Jerome.

The E-routes would probably worsen traffic in Twin Falls. Please eliminate E-routes even if they are cheaper to build! Think further ahead!





What questions or comments do you have about the draft evaluation criteria?

The way Jerome is growing, it makes the most sense to rule out the E-routes,

What questions or comments do you have about the range of alternatives under consideration?

Comment: Please don't listen ~~to~~ to short-sighted business interests that discourage sending traffic around T.F. I myself am using more online options for shopping because of the difficulty getting to local businesses.

What other comments would you like to share with us?

Hell yes! We need another crossing!





## Public Meeting Feedback

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|---|--|
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Address 2: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_



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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

*Good to see the "big picture" type plan for 3 projects. We need to restrict heavy trucks off Blue-Crocker Blvd. And through downtown. The money needed should come from all sources so progress can continue no matter how long it may take.*

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What questions or comments do you have about the draft evaluation criteria?

I Liked the Reasons for Advancing + Restricting Different Options.

What questions or comments do you have about the range of alternatives under consideration?

It would be nice to have time lines set that will come.

What other comments would you like to share with us?

Gotta make Blue Lakes / Shoshone safer for all residents. Need to keep Bikes + trucks out of Blue Lakes + Down town.





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Postcard

ITD website

Public notice: Social media

Email from project team

Public notice: Magic Valley Times (online)

Word of mouth

Public notice: Magic Valley Times (print)

Other (please specify): \_\_\_\_\_

Media coverage: TV, newspaper, radio

## CONTACT INFORMATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Address 2: \_\_\_\_\_

State: \_\_\_\_\_

Email: \_\_\_\_\_



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Male  Female

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Yes  No

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

*Use Hwy 93-30 intersection going north to cross river turning into existing Jerome co roads and shortest route to I 84-*

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**What questions or comments do you have about the draft evaluation criteria?**

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**What questions or comments do you have about the range of alternatives under consideration?**

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**What other comments would you like to share with us?**

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Attn: Courtney Wagner  
216 South Date Street  
Shoshone, ID 83352

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# Public Meeting Survey

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

Why are we <sup>still</sup> trying to bring truck traffic <sup>493</sup> through Twin Falls? Why not bring trucks south on Hansen bridge & south & west to 93. The roads exist and Hansen would benefit from the <sup>little</sup> commerce. <sup>Kimberly</sup>





**What questions or comments do you have about the draft evaluation criteria?**

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**What questions or comments do you have about the range of alternatives under consideration?**

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**What other comments would you like to share with us?**

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I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

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Postcard

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ITD website

Email from project team

Word of mouth

Other (please specify): \_\_\_\_\_

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What is your gender?

- Male  Female

Are you a person with a disability?

- Yes  No

*Educated Female*  
What race do you most identify as?

- American Indian (Tribal Native)/Alaskan Native  Black  White  Other  
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More proposals & longer outlook (2070) for growth & truck routes are needed.

Short term fixes create more problems down the road. While you have the time & the land (before it's developed) really get more engineering for cities & growth as a whole - not just what a crossing would cost....

*[Signature]*





What questions or comments do you have about the draft evaluation criteria?

What is the cost to taxpayers for the draft evaluation.

I think rather than looking short term to 2050 they should consider the growth that has happened in the last 20 yrs & look out to 2075 instead.

What questions or comments do you have about the range of alternatives under consideration?

The range of alternatives currently under consideration are bridges only? It seems like an alternative grade bridge crossing wasn't looked at?? Wouldn't it be more cost effective?

What other comments would you like to share with us?

The corner of Eastland & Poleline is already terribly congested with traffic. We can hardly pull out onto Eastland or Poleline as it is from our home. With the construction of 750 new homes on Eastland that will just make it worse. And you want to consider adding a crossing CS & CB at that location???

Not good planning on your part.



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Other (please specify): Neighbors  
emails

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What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

Background:

Lifelong TF/County Resident

Live on Pole Line Rd E (Northend of Eastland)

Work on Orchard Drive E (Southend of Eastland)

Eastland Bridge May Be Shortest - but (Big But!) How does 93 connect, & NO Access from 30 - Bad Idea!

Eliminate CS & Cl. & 700 New Home



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Thank you for allowing our comments!



**What questions or comments do you have about the draft evaluation criteria?**

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First of all - the Cities of Kimberly + Buhl should have been part of these discussions. It is malpractice not to have included them.

It was frustrating to ask a question + they just move you to another section.

The best option to alleviate truck traffic is to cross the Snake River at 93 prior to it turning into Pale Pine.

Hansen Bridge should be

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widened also.





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### Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

It has been slow in coming. Representatives from this group should reach out to service clubs, churches, & other community entities to present this information and gain input from citizens on a personal level to them.

Don't allow mega-size vehicles on main roads in Twin Falls. Divert them around to their own truck routes, created just for them. Reroute them to the back roads.





**What questions or comments do you have about the draft evaluation criteria?**

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I noticed there are no representatives from Buhl working on the project despite our close connection with the Ken Curtis Bridge. The effect of the crossing and/or widening of that bridge needs to be taken into account. Trucks/traffic going North on the Ken Curtis pass through Buhl's School zone, but do not slow down. Widening the Ken Curtis may exacerbate this problem further. I live in that school zone and would love to see that traffic make its way away from the school zone in Buhl.





What questions or comments do you have about the draft evaluation criteria?

Will anyone from Buhl be consulted?

What questions or comments do you have about the range of alternatives under consideration?

Do Not encourage more traffic on Clear Lakes in Buhl's School Zone, please. Widening Ken Curtis as an alternative may do that. However, if it was widened "in addition" to adding a new bridge I suspect that would eliminate many accidents at that crossing.

What other comments would you like to share with us?

I really like W1 & W3 routes if it can use the space of the existing roads as much as possible to take less private land away.





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Another bridge  
~~Not sure if another bridge crossing @ Eastland Fr~~  
 Pole line will do nothing to minimize traffic congestion. Completely disagree w another bridge so close to Perris.  
 DO NOT build a bridge off Eastland & Pole line Rd.

Peace & scenic value is so important along the canyon trail. Don't take that away from us!





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- |   |  |
|---|--|
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The new crossing has been documented since 1974 = bring us 9.3 straight north past Filer - A little east where the canyon rim is stable and the width is 1500 - about the same as the I.B. Perrine Memorial Bridge (Rim to Rim) then connect with the 1-84 west of Jerome - Most Trucks + RV's are not happy in Twin!  
August 7, 2003 Jerome supported this plan as well. (North Side News)

There is no other place in this area for a narrow bridge!





**What questions or comments do you have about the draft evaluation criteria?**

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Some posters talk more about Kimberly & Jason Jerome.

spell Snake River Canyon Park right. I had over 100 miles of trails.

Both sides of Hansen Bridge on the North are part of the Snake River Canyon Park. Please include us in any Redesign of the Bridge.





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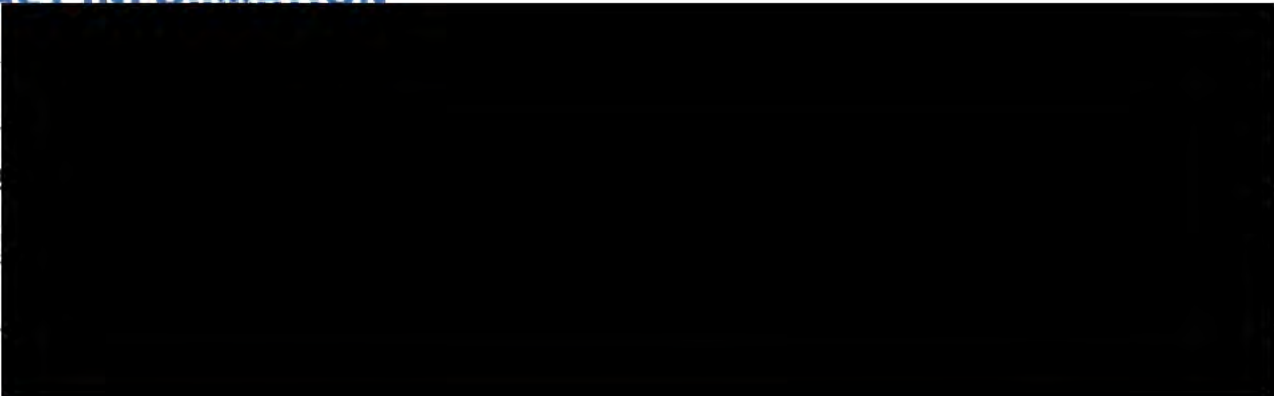
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*We definitely need another crossing but it was so crowded & time consuming we were not able to talk to individuals about alternative routes - would like another informative meeting - etc*





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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

*I think it's a great idea! There's a lot of new people moving into Twin Falls !! Our hometown isn't so small anymore!*

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What questions or comments do you have about the draft evaluation criteria?

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What questions or comments do you have about the range of alternatives under consideration?

Living in Jerome, I would very much appreciate an alternative route. It makes common sense to place a shorter route into Twin Falls (thus eliminating the need to travel east bound for another 30 mins to get to the Hansen bridge crossing). I feel that alternate routes W1 / W3 would be the best options.

What other comments would you like to share with us?

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Going north on 93 from Tueda road curves at 2400 East one mile is cross road north to the canyon and cross to golf course road to I 84 Jerome.  
Cross canyon at 2500E on Twin Falls side to Golf course road. Make a bridge from Golf course road to 2500 East come out on 93.

Ninety three is a night mare Hwy!





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# Snake River Crossing

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(w1 & w2)

The ~~only~~ only project that make sense ~~is~~ are the W options. Get the north/south truck traffic off the Perrine Bridge and poleline. The "C" options (5 and 6) will not improve traffic congestion and I believe it will only create more





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There needs to be a bridge built coming off Hwy 93 and connecting to the freeway. We have so much congestion that it being the widest part of the canyon shouldn't be a factor. We need to get the trucks out of public routes. If the land isn't purchased soon then it will only add to the expense. The cheapest, easiest thing isn't always best. Safety for all traveling/visiting Southern Idaho should be priority.





**What questions or comments do you have about the draft evaluation criteria?**

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**What questions or comments do you have about the range of alternatives under consideration?**

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**What other comments would you like to share with us?**

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## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the Snake River Crossing Project. Consider the following aspects of your experience:

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I have a limited understanding of the project

I have a moderate understanding of the project

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- Male  Female

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If the point is to get truck traffic off of the Perrine Bridge & Pole Line then why would you even consider any option to the east? Yes it is a shorter distance, but you will just be putting the traffic still on pole line!! If you really want to make a positive step forward, please only consider something to the west that connects Hwy 93 to Jerome.

Some people have commented that diverting traffic away from TR will hurt the businesses. Well fun fact, truckers





What questions or comments do you have about the draft evaluation criteria?

and RV's and anyone just passing through wanting to get to 93 are not stopping anyway!!

Trucks that need to go south towards the businesses there, already take the Hansen bridge exit.

What questions or comments do you have about the range of alternatives under consideration?

If you don't get traffic off at Blue Lakes and Pole Line, what is the point of all of this??

If this was explored years ago, it would have been cheaper - like 65 citizens of TF have known this

What other comments would you like to share with us?

for years!!

You spend the money now for a viable solution or we will be reexamining this again.

The traffic needs to be diverted to Hwy 93. One way or another!





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Please contact the Snake River Canyons Park Board. We meet 3rd Thursday 11am - 1pm at the Blue Lakes CC.

The Park is a County Park under lease (25 year) from BLM.

We would like to encourage the Western alternative that would take Hwy 93 → 30.

We would also like to work with you on any recreational developments planned for the Hansen Bridge (Eastern edge of the Park)





What questions or comments do you have about the draft evaluation criteria?

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What questions or comments do you have about the range of alternatives under consideration?

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What other comments would you like to share with us?

I am a board member on the Snake River Canyons Park. Alternatives C5 + C6 would go right through the center of our park. We would like to coordinate with you on the value of our 7,000 ac County Park (leased from BLM). Est 2007. We would prefer the 93 → 300s alternative.



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*No question about the need!!*

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What questions or comments do you have about the draft evaluation criteria?

good engineering project controls

What questions or comments do you have about the range of alternatives under consideration?

great range - good to ridiculous!

What other comments would you like to share with us?

Favor west canyon crossing!  
direct to 93 South



# Snake River Crossing

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What questions or comments do you have about the draft evaluation criteria?

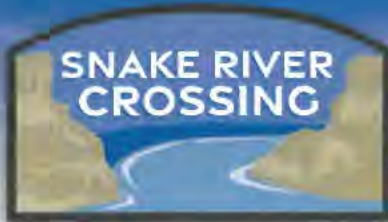
It seems very thorough.

What questions or comments do you have about the range of alternatives under consideration?

Glad to see many alternatives being discussed.

What other comments would you like to share with us?





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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

93 North





**What questions or comments do you have about the draft evaluation criteria?**

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*THE 93 ALIGNMENT WAS ALWAYS INTENDED TO BE THE SITE OF THE NEW BRIDGE CROSSING. ADMITTEDLY EXPENSIVE, IT IS THE BEST LONG TERM SOLUTION.*





**What questions or comments do you have about the draft evaluation criteria?**

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Thank you for your interest in the Snake River Crossing Project. Your input is an important part of the process and will help to review and refine the first phases of analysis and design before the project moves forward.

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

How will Jerome Golf course residents/wildlife be affected? Will noise abatement be included? Please allow community input -- don't want something ugly.





What questions or comments do you have about the draft evaluation criteria?

There is no scale on map.  
What is the distance from new proposed bridge to Jerome Golf Course?

What questions or comments do you have about the range of alternatives under consideration?

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What other comments would you like to share with us?

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# SNAKE RIVER CROSSING

## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the Snake River Crossing Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
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I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the Snake River Crossing Project public meeting?

Postcard

Public notice: Social media

Public notice: Magic Valley Times (online)

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Media coverage: TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other (please specify): \_\_\_\_\_

## CONTACT INFORMATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

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- Male  Female

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### Snake River Crossing Project Questions

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Do not consider widening existing Perrine bridge or building alongside it. Do not consider bringing more traffic from 93 onto Pole Line.

Provide new route and river crossing using any of the "W" options, extending 93 to the north.

Widen Hansen bridge for 30 traffic.  
Protect Perrine bridge, it is the symbol of Twin Falls

Do not route 93 traffic thru Filer/Buhl using the Ken Curtis bridge.

Do not widen or improve Pole Line to Eastland and build a bridge at that location.





**What questions or comments do you have about the draft evaluation criteria?**

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*Building West of the Perrine, while maybe more expensive, makes the most sense for helping with traffic congestion. Law Enforcement will need access roads to the bottom for rescue and recovery.*





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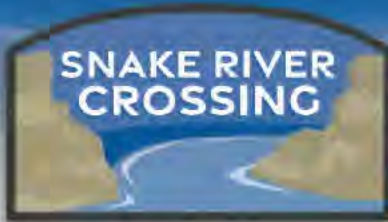
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There is a big need for a 3rd bridge. In my opinion there is only one proposal that works - that one is the proposal on the left.





**What questions or comments do you have about the draft evaluation criteria?**

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15 These going to be view points?  
Cross walk for foot traffic?

Bridge Needs to be weee truck  
traffic can reach processors <sup>keeping</sup> staging  
trucks out of Tow falls





**What questions or comments do you have about the draft evaluation criteria?**

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**What questions or comments do you have about the range of alternatives under consideration?**

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**What other comments would you like to share with us?**

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# SNAKE RIVER CROSSING

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

*agree*

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What questions or comments do you have about the draft evaluation criteria?

agree

I believe using either of the routes (C4+C5) being considered to drop into Twin Falls will be disruptive to area homeowners, businesses + religious facilities. It will make traffic problems that will be difficult to fix and will disrupt many citizens - even though it might be less costly.

What questions or comments do you have about the range of alternatives under consideration?

I understand that shorter routes for new roads to be constructed would cost less money, but feel it would be a big mistake to drop more traffic directly into Twin Falls by selecting C4 or C5. Also it's probably considered a better idea to use Federal land (700 East Road in Jerome County) than good farm land, but the trade-off will still be more traffic in Twin Falls and it will only get worse with time. Also the scenic aspect of the Canyon would be compromised with a

What other comments would you like to share with us? bridge almost directly over Pillar Falls.

If the bridge is built near the existing Perrine Bridge, I would hope that the decision would be made to build one using the similar design as of the Perrine Bridge.

Which ever location is selected, I would hope there will be a walkway on at least one side of the bridge and viewpoints / parking areas in both directions.





# Snake River Crossing

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I think the option to extend Hwy 93 all the way out to Jerome would make the most sense. There is so much truck traffic that does not need to go down the Perrine Bridge / Poleline Rd connection. The gridlock is only going to get worse. It would seem that option W2 would make the most sense for the truckers that use Highway 93 south into Nevada. It would prevent them from having to go through Twin Falls and increase their efficiency of getting their loads to the final destination in a more timely manner. Also, this would open up better traffic flow for the local Jerome-Twin Falls traffic.





What questions or comments do you have about the draft evaluation criteria?

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What other comments would you like to share with us?

Please take the Eastland Drive extension (option <sup>C1 + C6</sup> ~~C2~~) off the table. This does absolutely nothing to improve traffic in Twin Falls. IF you really want another crossing on the east side of town, consider Hankins Road as this would be a direct route to Chobani and Cliff Bar as well as provide better access for visitors to get to Shoshone Falls. Plus there would be less roadwork needed as it's a shorter distance. (option C3)





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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

*I'm in favor of the continuation of US 93 North and connect to I-84. This project was on the original Gagey bonding when Kempthorne was Governor. Need to finish what was the original proposal. This route would remove truck traffic out of Twin and open the Perrine bridge to the commuter traffic and tourism traffic.*





**What questions or comments do you have about the draft evaluation criteria?**

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**What questions or comments do you have about the range of alternatives under consideration?**

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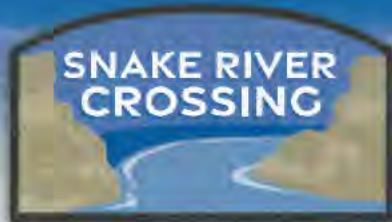
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## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the Snake River Crossing Project. Consider the following aspects of your experience:

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- Public meeting venue
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I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

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- |  |  |
|--|--|
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What is your gender?

Male  Female

Are you a person with a disability?

Yes  No

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

*Please for common sense choose the 93 straight over route. It only makes sense to have the traffic flow on that route.*





What questions or comments do you have about the draft evaluation criteria?

Hansen Bridge makes no sense.  
No way bridge on east of Perrine  
Bridge.

What questions or comments do you have about the range of alternatives under consideration?

Please only 93 straight north.  
Congestion in Perrine area is  
horrified. Being stuck on bridge  
in heavy traffic or shut down  
if accident.

What other comments would you like to share with us?

Only 93 I will state again.  
Keep traffic west of turn.  
trucks & travelers heading South  
would keep congestion & help  
our roads around here from  
being torn up.





## Snake River Crossing

### Public Meeting Feedback

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# SH-50/US-30 Corridor Project (Red Cap Corner to I-84)

## Initial Feedback Survey

Summer 2025

The SH-50/US-30 Corridor Project (Red Cap Corner to I-84) is beginning the corridor evaluation and safety study this summer. ITD is interested in receiving your initial input now. Please leave comments in person or online by July 30: [snakerivercrossing.com](http://snakerivercrossing.com). Both experiences offer identical information and questions.

Please provide your input on this project.

46 Ken Curtis my recommendation

Verone

Snake River comment ST

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

A third bridge is definitely needed!  
 It needs to be built to avoid Twin Falls and alleviate traffic on Blue Lakes and Pole Line Road.  
 It makes sense to build from Hwy 93 strait across the canyon to connect with 93 going south.

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**What questions or comments do you have about the draft evaluation criteria?**

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**What questions or comments do you have about the range of alternatives under consideration?**

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**What other comments would you like to share with us?**

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Public notice: Magic Valley Times (print)

Media coverage: TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other (please specify): \_\_\_\_\_

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### Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

Already the traffic is too congested on Blue Lakes Blvd. At rush hour it's backed up to Kimberly road, and Locust and Addison also have heavy traffic; not to forget Shoshone and Washington. Diverting any traffic into Twin Falls is assinine. Widening the Perrine bridge would probably increase congestion, not reduce it. You should build the crossing straight north of the intersection of 93 and Poleline, West of Twin Falls. You should build more lanes than you currently envision or you will still have a congestion problem in the near future. There is no room to widen Blue Lakes Blvd or Locust or most of the current streets. So take it a bit further out where 93 meets poleline and take it straight north to E84. I hope you apply some wisdom.

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AUG - 1 2025  
DIV OF HIGHWAYS  
SHOSHONE, IDAHO



**What questions or comments do you have about the draft evaluation criteria?**

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

I would oppose the alternative going through Snake River Canyons Park (Eastland alternative)

I would prefer the 300W alternative which keeps the truck traffic consistent with 93 from Jackpot





**What questions or comments do you have about the draft evaluation criteria?**

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

Lined area for writing questions or comments.





What questions or comments do you have about the draft evaluation criteria?

*yes the shortest way and least costly going up the the farm land.*

What questions or comments do you have about the range of alternatives under consideration?

*concentrate on one route*

What other comments would you like to share with us?





## Public Meeting Feedback

Please mark how effective the public meeting was in improving your understanding of the Snake River Crossing Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the Snake River Crossing Project public meeting?

Postcard

Public notice: Social media

Public notice: Magic Valley Times (online)

Public notice: Magic Valley Times (print)

Media coverage: TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other (please specify): was at the rec

center

## CONTACT INFORMATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Address: \_\_\_\_\_

State: \_\_\_\_\_

Email: \_\_\_\_\_



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## The questions below are optional and voluntary.

What is your gender?

Male  Female

Are you a person with a disability?

Yes  No

What race do you most identify as?

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

Please build the bridge from 93 heading north across the canyon. Common sense.





What questions or comments do you have about the draft evaluation criteria?

93 North Please!

What questions or comments do you have about the range of alternatives under consideration?

The other options do not make sense.

What other comments would you like to share with us?

93 heading straight North please





## Public Meeting Feedback

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- Online public meeting
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I have a limited understanding of the project

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Postcard

Public notice: Social media

Public notice: Magic Valley Times (online)

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Media coverage: TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other (please specify): \_\_\_\_\_

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### Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

another bridge is needed - W5 is a good choice, make use of existing road work on 184. Sorry about loss of farmground. Twin Falls probably won't like losing a bit of tourism but if you make current Perrine bridge load limits lowered & force all truck traffic to new bridge or Hansen it would help - also maybe a "toll" bridge to help pay. Jerome County has a nice commercial corridor on 93N and companies could build holding depots & use smaller trucks into Twin for deliveries - Just as Nevada does in the Sparks/Reno area.





What questions or comments do you have about the draft evaluation criteria?

I will probably be dead before this is completed. However Idaho is a scenic state. Never to drive past farm ground - Don't make the bridge connect to 184 too far to the west. That would defeat the truck traffic out of Jerome.

What questions or comments do you have about the range of alternatives under consideration?

Too many choices I hope you get it down to ~~two~~ two. Hurry - !!

What other comments would you like to share with us?



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Media coverage: TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other (please specify): some people

received mailing

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

*I believe W3 option would best fit future growth of the area.*





What questions or comments do you have about the draft evaluation criteria?

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What questions or comments do you have about the range of alternatives under consideration?

*I believe another bridge close to the existing Perrine bridge would not help truck traffic in and around Twin Falls. Traffic lights and future growth will complicate efficient traffic flow.*

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What other comments would you like to share with us?

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### Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

① PLEASE CONSIDER CROSSING A HIGHER PRIORITY THAN POLELINE/BUE LINES AS IMPROVING CROSSING ACCESS WILL ALLEVIATE A LOT OF POLELINE/BL CONGESTION. A POLELINE/BL OVERPASS WOULD BE VERY DISRUPTIVE AND NOT A LONG-TERM SOLUTION.

② PLEASE RECOMMEND W1 & W3 - AND CAN IT ACTUALLY BE BOTH SINCE THEY CONNECT AT 300 S. CAN I ENTER THE CROSSING FROM 300 S OR FROM THE JEROME W. ROAD EXIT TO HEAD SOUTH TO T.F. ?

FOCUS EFFORTS ON FEDERAL FUNDING & EXPEDIENCY.  
WOULD YOU CONSIDER A TOLL BRIDGE TO HELP FUND





**What questions or comments do you have about the draft evaluation criteria?**

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**What questions or comments do you have about the range of alternatives under consideration?**

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**What other comments would you like to share with us?**

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## Public Meeting Feedback

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- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

I HAD A GOOD UNDERSTANDING AND THIS MADE IT EVEN BETTER.

How did you hear about the Snake River Crossing Project public meeting?

Postcard

Public notice: Social media

Public notice: Magic Valley Times (online)

Public notice: Magic Valley Times (print)

Media coverage: TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other (please specify): \_\_\_\_\_

## CONTACT INFORMATION

Name: \_\_\_\_\_

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State: \_\_\_\_\_

Email: \_\_\_\_\_





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What is your gender?

- Male  Female

Are you a person with a disability?

- Yes  No

Thank you!

What race do you most identify as?

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### Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

The Snake River Crossing project should take priority over the proposals for the US-93, Blue Lake Parallel Interchange. Resolving the Snake River Crossing with a second bridge (depending on where its located) will substantially reduce the need for a significant modification of the interchange.

The only practical proposal for the new bridge is the WI proposal to bypass traffic away from Twin Falls and exit 168 in Jerome.

The other proposals do nothing to resolve traffic congestion in Twin Falls and/or create new problems in Jerome.





**What questions or comments do you have about the draft evaluation criteria?**

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**What questions or comments do you have about the range of alternatives under consideration?**

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**What other comments would you like to share with us?**

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Other (please specify): \_\_\_\_\_

## CONTACT INFORMATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

Address 2: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_



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### Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

BEST ROUTE WOULD BE COMBINATION OF OPTION #3 AND OPTION #5. HIGHWAY 93 COULD EXTEND TO THE CANYON WITH A GRADE (ON THE SOUTH SIDE OF THE CANYON) DESCENDING TO THE WEST, THEN ACROSS THE RIVER WITH THE BRIDGE OF ENGINEERS' CHOICE, THEN AN ASCENDING GRADE ON THE NORTH SIDE, CONNECTING TO MARTEN'S GRAVEL PIT, WHICH LIES CA 50-75 FEET BELOW THE RIM, AND USING THE GRAVEL PIT GRADE, THE ROAD WOULD LIE BETWEEN EXISTING FARM LAND AND GREAT GRASS PASTURE (HEADING EAST PARALLELING THE CANYON) THEN A CURVE TO THE NORTH ON 200 W, ALL THE WAY TO JEROME'S WEST ROAD. A CURVE FROM 200 W TO WEST ROAD WOULD BE CA 1/3 MILE FROM THE JEROME WEST FREEWAY EXIT. THIS DESIGN: NO DIAGONAL CUTTING ACROSS FARM LAND.



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JARREL MOORE OMA@NORTHERN.NET 208-539-7375



What questions or comments do you have about the draft evaluation criteria?

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What questions or comments do you have about the range of alternatives under consideration?

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What other comments would you like to share with us?

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

Just go from 93 South over the Snake River to Jerone 300 W and come out at the freeway I-84. Don't turn to go on Highway 25 to the freeway entrance. Create a new entrance to freeway on 300W.

Use Current Rds.





What questions or comments do you have about the draft evaluation criteria?

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What questions or comments do you have about the range of alternatives under consideration?

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What other comments would you like to share with us?

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- Online public meeting
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Email: \_\_\_\_\_



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## The questions below are optional and voluntary.

What is your gender?

- Male  Female

Are you a person with a disability?

- Yes  No

What race do you most identify as?

- American Indian (Tribal Native)/Alaskan Native  Black  White  Other  
 Native Hawaiian and other Pacific Islander  Asian  Hispanic

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**EMAIL:** [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)

**MAIL TO:** Idaho Transportation Department, District 4  
Attn: Courtney Wagner  
216 South Date Street  
Shoshone, ID 83352

## Thank you!

For up-to-date details and  
project information, visit

[itdprojects.idaho.gov/pages/snakerivercrossing](https://itdprojects.idaho.gov/pages/snakerivercrossing)



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TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.



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# Public Meeting Survey

Thank you for your interest in the Snake River Crossing Project. Your input is an important part of the process and will help to review and refine the first phases of analysis and design before the project moves forward.

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

*Build the Dam Bridge. 300 W in Jerome.*

*The county needs trails from Ken Curtis Bridge to the Hansen bridge on the North side.*





What questions or comments do you have about the draft evaluation criteria?

*To long*

What questions or comments do you have about the range of alternatives under consideration?

*Only one work. US93 straight to Hopwin Teron.*

What other comments would you like to share with us?

*Speed it up.*





## Public Meeting Feedback

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- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the Snake River Crossing Project public meeting?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Postcard                        | <input type="checkbox"/> ITD website                        |
| <input type="checkbox"/> Public notice: Social media                | <input checked="" type="checkbox"/> Email from project team |
| <input type="checkbox"/> Public notice: Magic Valley Times (online) | <input type="checkbox"/> Word of mouth                      |
| <input type="checkbox"/> Public notice: Magic Valley Times (print)  | <input type="checkbox"/> Other (please specify): _____      |
| <input type="checkbox"/> Media coverage: TV, newspaper, radio       | _____   |

## CONTACT INFORMATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_

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State: \_\_\_\_\_

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## Snake River Crossing Project Questions

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*Good to see the plans. ~~Like~~ the change to Pale Line + Blue lakes intersection are very much needed. But the main day to day traffic across the Perrine bridge will still be heavy.*

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What questions or comments do you have about the draft evaluation criteria?

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What questions or comments do you have about the range of alternatives under consideration?

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What other comments would you like to share with us?

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Media coverage: TV, newspaper, radio

ITD website

Email from project team

Word of mouth

Other (please specify): \_\_\_\_\_

## CONTACT INFORMATION

Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

Address 2: \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_



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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

Continue 93 north from Pole Line 400W  
to 1-84.

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**What questions or comments do you have about the draft evaluation criteria?**

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**What questions or comments do you have about the range of alternatives under consideration?**

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**What other comments would you like to share with us?**

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Other (please specify): \_\_\_\_\_

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## Snake River Crossing Project Questions

What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?

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What questions or comments do you have about the draft evaluation criteria?

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What questions or comments do you have about the range of alternatives under consideration?

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What other comments would you like to share with us?

Did you talk to trucking companies

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## Public Meeting Feedback

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I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the Snake River Crossing Project public meeting?

- |  |  |
|--|--|
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# US-93, Blue Lakes Blvd. and Pole Line Rd. Intersection Improvements Project

## Initial Feedback Survey

Summer 2025

The US-93, Blue Lakes Boulevard and Pole Line Road Intersection Improvements Project is kicking off this summer. While a formal comment period will be associated with the project's public meeting, anticipated in summer/fall 2026, ITD is interested in receiving your initial input now. Please leave comments in person or online by Sept. 4: [snakerivercrossing.com](http://snakerivercrossing.com). Both experiences offer identical information and questions.

Please provide your input on this intersection and the project area.

My family feels that it would be the most benefit in cost and access to put the new bridge from Eastland No. up to the existing over pass on I-84 it's closer to Twin, to the current bridge, narrower crossing and does it interfere with farmland as it's BLM owned. If it is put where the Ken Curtis bridge is it will interfere with Ag land as well as it would at 300 west of Jerome. Please

There are several plots of land that are currently for sale just around that

Consider the crossing nearest to Eastland

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Corner west of Eastland. A straight shot to the freeway. BLM - NO Ag interference



## CONTACT INFORMATION

Name:

Address:

Address:

State:

Email:

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# Snake River Crossing Public Meeting

Online Survey Comments: June 20 – Sept. 4, 2025

#	What questions or comments do you have about the draft Purpose & Need for the Snake River Crossing Project?	What questions or comments do you have about the draft evaluation criteria?	What questions or comments to you have about the range of alternatives under consideration?	What other comments would you like to share with us?	Please mark how effective the public meeting was in improving your understanding of the project.	How did you hear about the public meeting?	Specify other.	CreationDate
1	I live on 600 S. in Jerome and we need a bridge anywhere west of blue Lakes.				limited_understanding	Postcard		6/30/2025
2		Route W1 does not solve the problem. This would place an increased amount of heavy truck traffic on Main Street, Jerome. This will increase safety concerns and traffic congestion.		Isn't the new 168 interchange designed for truck traffic? Utilize this connection point.	good_understanding	other	City Staff	6/30/2025
3				I like the west choices and would prefer Exit 168		Postcard		6/30/2025
4					moderate_understanding	Email_from_project_team		6/30/2025
5	This is an essential project, and should be moved forward with utmost urgency.	None	It appears that many different alternatives have been evaluated and considered. The importance of this project is vital to the socio-economic impact to Twin Falls.	This project should be green-lit and moved forward as soon as possible. I appreciate taking a deliberate approach, but the logical place is extending US-93 north, across the canyon. This should be proceeded with as soon as possible.	good_understanding	Postcard		6/30/2025
6	Seems well thought out trying to alleviate congestion and increase regional mobility. Redundancy is great as older bridges need repairs causing more issues.		I appreciate the different off-system recommendations. Seeing them lined out this way makes sense of it all and helps the community better see what possibilities there are.	Thank you for sharing this! Working with Twin Falls Planning and Zoning this gives me more hope for Twin Falls County and helping plan for the future!	good_understanding	Postcard,Word_of_mouth		6/30/2025
7	We are definitely at the time line that this is needed. Would the new area of crossing be for all traffic or stay specific to trucks or commercial etc.	None at this time	The range of alternatives is great. I think there was plenty of thought put into the process.	Is all the material being translated for others in the community?		Postcard		6/30/2025
8				I understand that this is a complicated project that will be very expensive and that it is hard to predict what is going to happen but it would be nice to know more details like how much is this going to cost, how long is this going to take, why is it taking so long (we understand it will take a long time just give some explanation), is there anything the community can do facilitate and speed up the project or even just show support, will the community be involved in the ultimate decision of what the solution will be	good_understanding	Postcard		6/30/2025
9	Another crossing is definitely needed. I like the W3 the best. That intersection of Jerome exit is already being improved. The C5 & C6 purpose would just add to the congestion of Twin Falls City streets.	The West bridge would take a lot of truck traffic away from Twin Falls streets. I feel like the people coming from Jerome area would have a second route into Twin Falls, clearing up a lot of congestion around the Pole Line and Blue Lakes intersection.	Widening the Hansen and Perrine Bridge would be very troublesome to the current traffic and would not help as much as another crossing.		good_understanding	Postcard		6/30/2025
10					limited_understanding	Postcard		6/30/2025

# Snake River Crossing Public Meeting

Online Survey Comments: June 20 – Sept. 4, 2025

11	Needed to start 20 years ago	Anything expanding. Existing bridges is a waste Time and	You have had years to narrow this down to two or three options	It only makes sense to extend highway 93 north across the canyon to the interstate on the Jerome side	clear_comprehensive_understanding	Postcard		6/30/2025
12					clear_comprehensive_understanding	Postcard,socialmedia		6/30/2025
13	There have been several years of talk about creating another snake river crossing. My question about that is: why were Buhl residents not informed of the opportunity to give information prior to this time in your planning? Widening Ken Curtis Bridge is a very bad idea. There are two steep inclines on either side of the bridge and if you ask any truck driver with experience on dangerous roads, they will tell you that they avoid that 6 percent grade and incline on either side of the crossing. Besides that, making improvements to "make improvements" to highway 30 would greatly impact the town of Buhl. The roadway would not be able to be widened through the town of Buhl. That does not seem like a feasible plan.	Who came up with the idea to make Ken Curtis Bridge wider and bring truck traffic through Buhl? There is no way to connect through highway 93 unless you re-route through Filer. Does that make sense to save any time at all. Truck drivers would not make the choice to lengthen their drive from point A to point B.	Why did you not even consider improvements on Hansen Bridge?	It looks like, once again, Twin Falls has brought in experts that know nothing about the outlying areas and the impact of widening a bridge that is already dangerous. Do you even know who Ken Curtis was? Do your research on him. Find out why it was named after him. Check out how many crashes happen on that bridge in the winter time. No one in their right mind would encourage widening the roadway and bridge to accommodate another river crossing in that area.	good_understanding	Postcard		6/30/2025
14	I appreciate the opportunity to view this online. And thank you for the QR code on your flyer.	So far, for where you're at on the project, I think you covered the basis of the information with wonderful maps and even samples of potential bridge design.	I hope the expansion or improvements of other bridges will not overshadow the need for a new bridge to direct traffic directly to I 84 from Highway 93.	I appreciate that we are finally serious about addressing this problem. It was addressed many years ago back in the early 2000s at a planning and zoning meeting that I attended. Now the problem has grown into serious danger situations that cannot be delayed to being addressed. I like your first proposal for 2400 E. on the yellow line going straight out with the shortest bridge. So if you're tallying votes that would be mine with the two tower bridge.	good_understanding	Postcard		6/30/2025
15					good_understanding	Postcard,socialmedia,TV_newspaper_radio,Word_of_mouth		6/30/2025
16					good_understanding	socialmedia		6/30/2025
17	Crossing project is imperative. Need to reduce traffic on Poleline to Blue Lakes. Definitely reduce congestion.	Absolutely do not want a crossing east of the Perrine Bridge. Extension of "93" heading south on 2400 is the most efficient route. Consider a crossing similar to the Clear Lake grade. Cost of a bridge only spanning the river should be considerably less than a span across the canyon from wall to wall.	Consider strongly a grade crossing rather than a canyon wall to wall bridge. Other than the crossing needing to be near 2400, right of way and travel to I 84 could be the less costly route	Don't study it to death.	good_understanding	Postcard		6/30/2025
18					good_understanding	Postcard		6/30/2025
19	A new bridge west of Twin Falls needs to be built.	They look good.	They are fine as long as a bridge west of Twin Falls is the final outcome.	If at all possible look for a crossing that has only on turn going down the canyon and one up the canyon and they you would need a lot smaller bridge that would be closer to the water and a lot less expensive to build.	good_understanding	Postcard		6/30/2025
20	The proposed bridge is not going to be as stupid as the Exit 168 project is it? REALISTIC traffic flow is a must.	Where can I read the draft?	Where can I read the range of alternatives?		moderate_understanding	Word_of_mouth		6/30/2025

# Snake River Crossing Public Meeting

Online Survey Comments: June 20 – Sept. 4, 2025

21			From what I see, most of the heavy traffic which causes congestion and chaos at the main blue lakes and poleline intersection is traveling north south, heading highway 93 to 84, as such it makes more sense to keep that traffic from entering Twin Falls by utilizing options W5. W6, this protects the roads by reducing wear, reduces congestion and traffic accidents and protect the existing bridge.	I believe it would also help push further heavy traffic traveling South from East or West by adding a weight limit to the existing bridge. Thus forcing heavy traffic to utilize other existing bridges along the I84 freeway. I believe that any of the C options would be worthless as you will still force heavy traffic to cross the Blue lakes/ Poleline main junction. There are already considerable accidents which occur as a result of traffic turning into and out of the parking area for the trail head located directly on the blind bend at Eatlone and Poleline. By adding a bridge in the location you would increase the death rate considerable at that location and would not achieve your main goal of removing heavy traffic through Twin Falls..	good_understanding	Postcard		6/30/2025
22	Will the semi truck traffic going to other states be diverted to this location and only the delivery trucks needed to TF area be allowed into the city		What are the alternatives to elevate the traffic		limited_understanding	Postcard,Word_of_mouth		6/30/2025
23	It is needed to help with the truck traffic through Twin Falls..				moderate_understanding	socialmedia		6/30/2025
24	Yes! We need another crossing to alleviate the truck traffic!	How much input will the public have?	I'm glad to see that most of the "C" options were eliminated.	I think the west options will alleviate truck traffic.	good_understanding	socialmedia		6/30/2025
25	Solid, reasonable options noted in this info.	Favor W3 or C5 options. do not underbuild either. Get one under construction while possible.	I sense the population and business projections are under estimated.	Pleased to see this process underway, lets get a new bridge built NOW.	moderate_understanding	Postcard		6/30/2025
26			I feel there is to many options being considered for a new bridge when there is really one option that makes sense and does not disrupt Twin Falls traffic and that is a crossing to extend US 93 which would bypass the north/south traffic around Twin Falls especially truck traffic	This needs to be done sooner than later traffic on Blue Lakes and Poleline is horrible for us who live here, is there Federal Funds available?	good_understanding	Newspaper (online)		7/1/2025
27	The Perrine Bridge is a "choke point". All traffic from Nevada and California that is traveling north has to cross the bridge. A new route around Twin Falls is needed.		The best alternative is 2400 East all the way to I-84. There is already an overpass on I-84, but no on/off ramps. However, after crossing the canyon the highway will have to travel through numerous dairies on the North side of the canyon.	Any route will cause difficulties for someone (dairies or residential areas). Someone is not going to be happy. Additionally, most of the factories are on the southeast side of Twin Falls and there is not a good place for a truck route to get to these factories and still avoid Twin Falls Traffic. The longer a route is delayed, the more housing developments will be in the way of any proposed truck route.	clear_comprehensive_understanding	Postcard		7/1/2025
28	Definitely see the need for an additional crossing to alleviate traffic (especially truck traffic) in Twin Falls.					Postcard		7/1/2025
29			Western alternatives seem best. Central alternative to US 93/Golf Course Road won't help unless US 93 is widened between Golf Course Road and I-84 (this needs done anyway).	Speed this project up!	good_understanding	socialmedia		7/1/2025
30	Needed				moderate_understanding	TV_newspaper_radio		7/1/2025

# Snake River Crossing Public Meeting

Online Survey Comments: June 20 – Sept. 4, 2025

31						Word_of_mouth		7/1/2025
32	We really need an alternative route for trucks. Blue Lakes and Poleline intersection in Twin Falls is way too busy.	I would like more information on this topic.	I would like to see the considerations and benefits of each route.	I the heavy traffic and bottlenecks in Twin Falls warranted a new bridge years ago. I'm glad the project is proceeding.	moderate_understanding	socialmedia		7/1/2025
33	How much is a third crossing going to cost and what are the plans to pay for it				moderate_understanding	Postcard,Word_of_mouth		7/1/2025
34	The third crossing is desperately needed. Just stand at Harrison St N/Poleline Rd on any given weekday in the afternoon. That's a half-mile traffic jam that has drivers acting aggressively to get through the Fillmore St N/Poleline Rd intersection.		W3 makes the most sense as it takes a majority of the transit traffic and move it to the new roundabout interchange in Jerome. Which is being built to handle a large volume of traffic.	I think the bridge design should be based on cost more than looks.	good_understanding	Postcard,ITD_web site		7/1/2025
35			I believe the western options are the best. I do not think the eastern options from Pole Line and/or Eastland will only cause the bottlenecks to move from the Blue Lakes/Pole Line intersection. This will also keep more of the truck traffic that is not stopping anyway out of the local Twin Falls traffic		good_understanding	Postcard,Word_of_mouth		7/1/2025
36	Another bridge is badly needed to alleviate some of the traffic congestion on the bridge entering Twin Falls from the interstate and highway 93. I believe it would be best to build another bridge across the Snake River Canyon in a much less populated area so that the construction can be completed in a timely manner.	I don't have an issue with the draft evaluation criteria.	I would really like to see the highway 30/50 intersection also known as Red Cap Corner and Kimberly Road fixed very soon as there are way to many wrecks in this area.	I hope you can complete these projects sooner than 2050 as I will probably not be alive to see the completion.	good_understanding	Postcard		7/1/2025
37	I felt like a couple of the options didn't make sense. 1.) The flyover at blue lakes. This creates an even bigger problem than sheet exists by having trucks come off at the thing at full speed heading towards the bridge into merging traffic. 2.) A bridge at Hankins or Eastland. How would that help??? Sending more traffic into neighborhoods to get across. Doesn't address the real problem at all.	Most were answered	There a lot of alternatives but only a few that make sense. Expanding the Ken Curtis Bridge will have zero impact on traffic.	In my opinion the only rational options are expanding the Hansen bridge and having a crossing at 93 before the alternate route. That is truly the only way to alleviate traffic coming into twin.	clear_comprehensive_understanding	socialmedia,TV_newspaper_radio,ITD_website,Email_from_project_team		7/1/2025
38	The purpose and need are straightforward.	None	It's often good to have choices for decisions. However, with the new Jerome 84 Interchange it appears the decision has already been made to the new Snake River Crossing Bridge route has been already determined. I like it! It makes sense.	Let's "Get ur done" and get it fully funded before Trump leaves office in 2019!	good_understanding	Newspaper (online)		7/1/2025
39	Glad to see this being studied. The no build option is not an option. I know that you have to have that for the NEPA process.	None	Why doesn't the western option score higher and elevate that option higher?	Please give up the option for the parallel bridge to Perine off of Eastland. Eastland already carries too much traffic.	moderate_understanding	Postcard		7/1/2025
40				None of the C bridge options seem like a good idea. The worst traffic area is on the south side of the bridge by the mall and IHOP. If you use one of the W plans it would help to fix all the commercial trucks that clog this area up.	good_understanding	Postcard		7/1/2025
41					no_understanding	MoscowDailyNews		7/1/2025

## Snake River Crossing Public Meeting

Online Survey Comments: June 20 – Sept. 4, 2025

42	We definitely need another bridge to handle the current and projected growth in this area. Thank you for what appears to be a thorough look at several viable alternatives.	You were terribly remiss in NOT addressing the existence of the Snake River Canyons Park, located along the north side of Golf Course Road on the east side of 93. This 7000 acre park would be destroyed with your C6 alternative, taking a major roadway directly through the center of the Park, destroying campsites, trailheads and trails including parts of the historic Oregon Trail. This alternative is a non-starter and should be eliminated..	You appear to have addressed all of the logical locations and linkages for a new bridge. However, I did not see any proposals for roadways south of the Snake River leading into these proposed crossings, especially for the "C" series of proposals. Assuming Blue Lakes or Pole Line Road would or could carry the increases in traffic is insane.	Good job, guys! Thank you for involving the public.	good_understanding	Postcard		7/1/2025
43	I agree that there is a need for another crossing to divert traffic from congested intersections.	None	I'm glad there's been a thorough study done of potential options for a new crossing. I have a preference for one of the West crossings, though I'm fine with either W1 or W3.	I prefer the decision to be made based on available data as well as the projections in order to create the least impact to our current intersections. The East crossing options concern me due to this potential for worse traffic in existing areas. However, if the data supports an eastern crossing to fix the problems laid out, I fully support that.	clear_comprehensive_understanding	Word_of_mouth		7/1/2025
44	What is this project going to do for accessibility and design outside of a vehicle?			Please work to reduce traffic not increase it or make it faster. Alternatives outside of a car are the only way to reduce traffic.	good_understanding			7/1/2025
45		the only crossing that is logical is the extension of 93 into Jerome. To expand or add to the existing Perrine Bridge or Eastland will not help with the traffic inside Twin Falls.				Postcard,Email_from_project_team		7/1/2025
46					moderate_understanding	Postcard,socialmedia		7/1/2025
47	The only feasible option is to extend from Highway 93, coming from Jackpot. That option makes the most sense with our trucking industry.	Looks like you have been very thorough. I have lived here my whole life and have talked to many residents. They feel the Highway 93 option is the best.	The alternative of putting another bridge near the Perrine only makes Twin Falls congestion worse through the years.	Though it may cost more, in the long run for the growth of the area, a bridge coming north from 93 is the most sensible option.	clear_comprehensive_understanding	Postcard		7/1/2025
48	The need is definitely there	NA	Why waste resources on things like the Hansen Bridge expansion...In order to do it or several other alternatives you would still have to figure out how to get the traffic across and to the other side of the county		moderate_understanding	Word_of_mouth		7/1/2025
49	I feel a third bridge is long over due. The longer we wait the more expensive it will be.	I feel that the W-1 and W-3 proposals make the most sense.	I am impressed by the studies and considerations that have done thus far.	This needs to be fast tracked, the sooner we get the project completed, the better off we will be.	good_understanding	Newspaper (online)		7/1/2025
50	How much more time and money must be wasted before something can be done? It appears that every other year a study is done to line the pockets of those doing the studies and nothing is accomplished.	Where are the current numbers and traffic patterns? Why are you still using data from 2022.	Options C5 and C6 should be eliminated. They do nothing to eliminate the congestion on Poleline Road. People are going to take the shortest route to the interstate which would still be via Perrine Bridge.	We don't need another monument to God, blast your way down to the river, build a reasonable bridge on one of the W routes and get on with it. Why are you asking what race I identify as, do you intend on charging a toll to cross the new bridge based on race?	moderate_understanding	Postcard		7/1/2025

# Snake River Crossing Public Meeting

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51	NA	NA	I prefer W1 followed by W2. I do not like the C5 or C6 options. C5&C6 continue to funnel traffic to the northern edge of Twin. Connecting near Eastland will direct more traffic onto the City maintained Eastland and Pole Line East. This does not help someone who wants to get to the south side of town which is difficult to get to as it is. If W1 or W2 is developed, traffic can quickly move north or south, which is currently a significant problem. Instead of moving north or south on Eastland or Blue Lakes, which are very speed and capacity limited, using the 93 alignment will be much quicker. The 93 alignment on the west side of town will allow travelers to quickly move north and south to east/west roads like Addison, South Park, Orchard, and Highway 73. This would also make it easier for travelers from the north side of the canyon to get to the airport which is struggling to increase flights. The Perrine Bridge or either of the "C" options are poor connections for anyone traveling to the south half of the City. Choosing the "C" options would just continue funneling traffic to the north. The "W" options will allow more efficient east/west options, so travelers have the option to avoid the Blue Lakes / Pole Line mess.	The "W" options are the best for very long term traffic circulation because it allows for more east/west traveling options. The "C" options continue to funnel traffic to the most congested area of the City. Please move forward with the "W" options.	clear_comprehensive_understanding	socialmedia,TV_newspaper_radio,Word_of_mouth		7/1/2025
52			prefer west crossing options to alleviate congestion on the east side of Twin Falls			Postcard		7/1/2025
53	All I can say is we need another bridge. The truck traffic on Pole Line Road is horrible and dangerous. I think a second bridge in the area would ease a lot of that congestion.					TV_newspaper_radio		7/1/2025
54	Definitely need some another crossing. Best location is west of existing Perrine Bridge.				moderate_understanding	socialmedia,TV_newspaper_radio		7/1/2025
55	This is absolutely needed. Having a bridge that does not go through Twin will cut down on so much traffic and congestion. During high traffic times the amount of traffic that backs up at blue Lakes and Poleline is astounding.	I like the different bridge construction options to span the river. I like the two options that completely bypassed Twin and traffic straight to the interstate.	I think you should do what makes the most economic and logical sense. NEPA issues are no concern.			Postcard,socialmedia		7/1/2025
56	Where will the crossing be					ITD_website		7/1/2025
57	Why is the new bridge always another 10-20 years away? We need improved traffic flow in Twin Falls now! This is pure negligence on the part of ITD at this point.	Drive through Twin Falls at 5 PM or on a weekend. What more evaluation is necessary? Boise has better traffic flow than our town.		ITD and the City of Twin Falls should be ashamed of their engineering and traffic divisions. Each year it gets worse and the accountability decreases. Quit blaming the increase in population on our problems. It's YOUR job to manage those changes effectively and if you cannot do so in a timely manner, then you should not have that job.	clear_comprehensive_understanding	TV_newspaper_radio,Word_of_mouth		7/1/2025
58	The need is obvious, having been part of the traffic lineups across the Perrine Bridge.		The alternatives are interesting although building a second bridge adjacent to the Perrine Bridge and running all traffic through Twin Falls makes very little sense to me.	The only alternative for a third bridge that makes any sense to me as a resident of northeast Twin Falls is to extend the highway directly across the canyon east of Filer and create a junction with I84 near Jerome. All truck traffic should be required to bypass Twin unless that is their destination.	moderate_understanding	socialmedia,Newspaper (print)		7/1/2025
59	W-1 and W-3 are the only logical choices for a third bridge crossing in my opinion.	Putting another bridge extending Eastland north to I84,will NOT reduce truck traffic on Pole line road or on the Perrine bridge. It will only increase congestion in TwinFalls	The obvious choice is to extend US 93 north at the intersection of US93 and pole line across the River to I-84	The information on the web site was easy to decipher, read and understand.	clear_comprehensive_understanding	Postcard,Newspaper (print)		7/1/2025
60	I just want to say as a magic valley resident who visits twin falls weekly, I do everything I can to avoid the Perrine bridge and all of blue lakes-poleline interchange. There must be a crossing to the west and redirect the truck traffic around town	Cost aside, why wouldn't there be a new crossing west of town? Surely the growth planners show traffic and more growth making congestion worse in the future	W1 appears to me as the best option. Unless a new road to connect US93 is made south of town, the traffic issues will just remain a problem if new crossings to the east are built. Please have future insight to fixing the problem and planning for the future growth and expansion.	I already commute to twin falls via US30 because traffic from I84 to pole line is so terrible. The truck traffic NEEDS to be routed OUTSIDE of town, and the most logical crossing point is proposal W1. As the study found that most traffic is from the west, it only makes sense to come from the west and stay west of town.	clear_comprehensive_understanding	socialmedia,TV_newspaper_radio		7/1/2025

# Snake River Crossing Public Meeting

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61	In my opinion the need for another river crossing is extremely high considering the congestion on poleline around the Costco /Target area.			The Western corridor options seem to make the most sense as the scope of this project is to get the traffic off of pole line.	clear_comprehensive_understanding	Postcard		7/1/2025
62	The 3rd bridge is already 10 to 15 years overdue to be complete in view of traffic etc. and how long it has already been needed.	The 3rd crossing should diver as much traffic as possible away from existing develop areas of towns and avoid going into towns at all.	Only one of the Jerome crossings make any sense at all. develop as direct and as cost efficient a rout as possible to avoid putting traffic into the hear of communities.	Quit wasting time and money on the non-Jerome targeted crossings. Virtually every person I've talked to (scores of people) regard the Jerome crossing as the only sensible siting and have VERY negative opinions about ALL the other alternatives.	good_understanding	socialmedia		7/1/2025
63		West side bridge makes the most sense		We need stop lights on hwy 93 around 2600E by the rock creek bridge crossing regardless of bridge location.	clear_comprehensive_understanding	Postcard,TV_news paper_radio		7/2/2025
64					good_understanding	socialmedia		7/2/2025
65	much needed	recreation is important- I only support the two options that are west of the Perrine Bridge	good range, the options to the east of the Perrine Bridge are better even if the span to the west is greater		moderate_understanding	Newspaper (online),Word_of_mouth		7/2/2025
66	Please do not widen the Perrine Bridge. I wouldn't even like to come into Twin.	Please pick one of the W plans!	I think it should be one of the W plans. I think the trucks would use it and miss Twin and Pole Line.		moderate_understanding	ITD_website		7/2/2025
67	None.	I support finding a way to reduce the traffic on the Perrine Bridge, thereby extending its life. Secondly - reducing congestion in the Blue Lakes/Pole Line intersection and generally throughout north Twin Falls is critical. Finding the balance of these evaluation criteria is important - and I believe both are equal.	I'm happy to see the range of alternatives being narrowed. I support the west alternatives over the central alternatives.		good_understanding	Postcard,Newspaper (print),TV_newspaper_radio,Email_from_project_team		7/2/2025
68	This data makes sense to me.	None.	I'm a little confused from the information provided in the draft purpose and need portion, that we have solutions being considered that keep the high commercial traffic in Twin Falls (C5, C6). Wouldn't we want to make the connection to the 93 much easier by bypassing Twin Falls city limits? This is where W1 & W3 make sense. Why would we waste money on a projects, (C5, C6) that would need to be updated in the future because we didn't have the future in mind? Please think beyond the solution.	I do hope that we consider a beautifully design bridge that the surrounding cities and counties can be proud of. One that adds to the view scape of Magic Valley and is not an eyesore. We are spending the money, let's make it something we'd be proud of to showcase to the rest of the country.	moderate_understanding	Postcard		7/2/2025
69	Will traffic being "dumped" onto Blue Lakes decrease? Will Blue Lakes Blvd be enlarged	Where off of Falls would traffic reach 1-84? A lot of traffic using Falls ave to go West to EAsT or East to West. Would Falls ave be enlarged?	Bridge in Buhl would help Jerome traffic but then how slow would it be to get to Twin?	I think Twin needs Falls, Bllue Lakes Blvd and Addison made into 4 lanes for traffic once it gets to Twin..	good_understanding	Postcard		7/2/2025
70	I see the need for this project.	Agree with eliminated alternatives	Endorse a western alternative. Keeps more traffic out of Twin Falls.	By moving trucks and traffic over a bridge outside of Twin Falls, traffic will be reduced in Twin Falls.		Newspaper (print)		7/2/2025
71	I feel starting a solution soon—may be late now, but starting construction very soon makes sense	I agree that adding to the Perrine Bridge will not solve the congestion problem	I would urge you to consider a 6 lane expansion of the Hansen bridge.	Narrow span at Hansen bridge. Short distance to interstate access. I would then build an alternate travel route south of Hansen and Kimberly along the foothills that connects to 93 near Hollister.This would allow travel without access/jamming up Twin Falls. If done now, may have less legal issues accessing this route.	good_understanding	socialmedia,News paper (online)		7/2/2025

**Snake River Crossing Public Meeting**

Online Survey Comments: June 20 – Sept. 4, 2025

72			The ONLY reasonable and practical location for a new bridge is in the western group (either W1 or W3), adding an additional bridge in the central group basically right next to the Perrine would only continue to funnel heavy traffic (including semi trucks) onto Twin Falls city roads that are already overwhelmed. There should be NO reason for multi-trailer semis, or trucks hauling liquid manure, to use the busiest streets in Twin Falls just to get their loads from rural areas to the freeway. Creating an alternate route that allows these trucks to access locations to the west and south of Twin Falls without having to go through, the Pole Line/Blue Lakes intersection, or down Eastland (which is a mainly residential street), or through Downtown, would make life easier and safer for the residents of Twin Falls which should be a high priority.		good_understanding	Postcard,TV_news paper_radio		7/3/2025
73	What is the time frame for project completion?				good_understanding	Newspaper (online)		7/3/2025
74					moderate_understanding	ITD_website,Word_of_mouth		7/3/2025
75					limited_understanding	socialmedia		7/3/2025
76	Is it possible to designate routes across the Hansen bridge and Ken Curtis Bridge to north/south traffic to reduce traffic through Twin Falls. This would help move heavy trucks that are passing through Twin with no intention to stop.	Would 1700 E from Twin Falls County to 1950 in Gooding county and then link into Hwy 46 North to Wendell be an option?			good_understanding	Postcard		7/3/2025
77	I am disappointed it has taken this long. The crossing has been discussed and had some research completed now for well over 30 years. Not sure why one hasn't been built by now. The need is extremely critical and the problems we see could have been avoided. As well as the immense amount it will cost compared to years ago.		I believe option W3 is the best option to flow traffic, both commercial and private vehicles, from the Jerome area across the canyon to bypass Twin Falls and/or to provide west bound access into Twin Falls via other routes to alleviate the horrible congestion from the Perrine Bridge through Poleline Road as well as the morning and evening traffic to and from the northside. As far as the bridge design, it should be the most feasible to build without disturbing the stability of the canyon and wildlife habitat. Along with that, it needs to be durable and easy/cost effective to maintain.					7/3/2025
78			The western route are the only ones that make sense, the whole purpose is to route highway traffic out of Twin Falls where there is already horrible traffic congestion at the Blue Lakes and Poleline intersection.	The central options are a horrible idea, it would increase congestion inside of Twin Falls.	moderate_understanding	TV_newspaper_radio		7/3/2025
79	We need a new bridge now but to put anywhere other than west on Hwy 93 is a big waste .	Why would anybody consider anything but west of town.	the two near Eastland are really without merit.	Please listen to the Twin Falls people and put it west of here.	clear_comprehensive_understanding	Newspaper (online),Newspaper (print),TV_newspaper_radio,Word_of_mouth		7/3/2025
80					good_understanding	socialmedia,Newspaper (online)		7/3/2025
81	We absolutely need another crossing. Continued growth is inevitable and congestion will only increase. We really need redundancy.			I would only support the 2 west proposals. The central proposals will only cause more congestion on the east side of TF. Eastland already has so many accidents, this would only increase it making it more dangerous.	good_understanding	Postcard		7/3/2025

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82	ease the traffic congestion on Blue Lakes Blvd.	excellent start	I don't like the C alternative. It is too close to the present problem.	The W route sounds to me to be the best. Then the E route.	moderate_understanding	TV_newspaper_radio		7/3/2025
83	Looks like homework was done concernig purpose and need. Well done!		I like the idea of having another crossing going straight north on 93. W1 or W3 seem to be the best way to go.	I'm guessing that the project to upgrade the existing bridge is to alleviate the congestion on Pole Line and BlueLakes until the new bridge is completed? I agree whole heartedly that it is a necessity. Well done everyone!	moderate_understanding	Postcard		7/3/2025
84	None, I know that it is necessary.		I think the range was good. I noticed you didn't provide information on another crossing going down into the canyon like Buhl's crossing. I think another crossing like that would take too long and be too difficult because of all of the environmental issues that have to be considered. I think the best place for the crossing is to head north from Highway 93 on the south side of the river and build the bridge to cross at the narrowest place northeast of Filer. Then on into the interstate in Jerome County.	I really think you need to pick another place such as 93 north into Jerome County because the congestion in north Twin Falls on Blue Lakes and Poleline Road is awful. I believe a lot of the trucks would love to miss Twin Falls and the congestion by going over another bridge on 93 from north east of Filer to Jerome County at the narrowest spot in the canyon. Thank you for having a public hearing on this issue.	good_understanding	Postcard		7/3/2025
85	another crossing will definitely be needed unless population growth slows or moves north of the canyon.	criteria are sound	Don't waste time and money considering a central crossing. All of your traffic data suggests that a crossing to the west has the most positive impact on congestion.			Postcard		7/3/2025
86	I agree with the need for another Snake Crossing	The draft criteria seem to be focused on a bridge near to Perrine.	I feel there is an alternative missing because of how the criteria is framed. While I see the W1 alternative as the most promising, the cost of bridge may kill it or delay it to be too late.	The alternative I would like to see evaluated would cross at Ken Curtis Bridge as a lower cost option if W1 can't get funding. In order to make this compelling it needs US-93 to be rerouted as a limited access highway. The route would start where US-93 curves on to Pole Line. From there through the farmland approximately where E 4300 N is to top of grade on ID-46. From the north side of the gorge then shortest path to I-84. The grades at the gorge could use some flattening. By making it limited access trucks would prefer it even if it is longer for eastbound I-84 destinations. They really don't like stop and go. Also any westbound I-84 traffic would find it quicker.	clear_comprehensive_understanding	Postcard,socialmedia		7/3/2025
87					moderate_understanding	Postcard		7/4/2025
88	Please design a second bridge that is as beautiful as the Prinne bridge (not ugly like the hansen bridge).		Your W1 & W3 (having an alternative route from Jerome to nw twin is the best option to keep from even more Eastland / blue lakes bottleneck	Please make another bridge to the north of twin falls that connects to Jerome. Would be great if people headed north didn't have the circle through town first.	good_understanding	Postcard		7/4/2025
89	Its very badly needed	The west one is the only one that makes sense	0	Vwey badly needed and the sooner the better. The one connecting to Eastland would only cause more congestion. K				7/4/2025
90	A new, added crossing is definitely needed.	None	The west crossing options are most logical since the root of the problems on Pole Line are the truck traffic. Giving the trucks the ability to cross the canyon prior to entering Twin from the west via Pole Line Road would help immensely. Changes to Pole Lime with longer turn lanes and other improvement will help traffic flow too. Bottom line, I don't think a new crossing to the east of Pole Line makes any sense at all since all the traffic would still have to traverse down Pole Line and through the intersection with Blue Lakes.	Get rid of the landscaping in the medians along Pole Line. Just rock them for long term maintenance reduction. Also, provide added turn lane storage for turning north on Filmore and south on Washington.	good_understanding	Word_of_mouth		7/4/2025
91				W1 looks to me most direct and cost effective		Postcard		7/4/2025

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92			The new bridge should be constructed to the west of Twin Falls to relieve congestion on Blue Lakes Blvd. Southbound traffic could continue on to Jackpot and further from there.			TV_newspaper_radio		7/5/2025
93	I agree with the W1 and W4 alternatives and think these are the best options.	I think this is a reasonable draft evaluation	I appreciate the different alternatives and explanations that are provided.	I am happy to see movement to determine an alternate to what currently exists.	moderate_understanding	MoscowDailyNews		7/5/2025
94			The bridge needs to be connected to the curve of 93 and one of the w plans.	Driving to Jerome for 30 years from Filer was bad enough but now it is a nightmare. People that just want to make it to the interstate (truckers or workers) without going through that mess in Twin would greatly appreciate it. People have no idea how much time it takes a semi to stop when you pull right in front of them. It happens a lot. Either of the W plans would be great.	good_understanding	Postcard		7/5/2025
95			The "central" options for a new crossing are ridiculous. The primary issue (it sounds) is the congestion at Pole Line and Blue Lakes. Taking MORE traffic down Pole Line will not lessen that intersection.	It seems to me that the obvious answer is to utilize the existing roadways and route traffic to them, rather than a very LONG, VERY expensive project over the canyon. This construction will have a severe impact on the wildlife and birds in the canyon for years to come. Traffic needing to head north on I-84 can be routed through Filer and Buhl and that river crossing at the Ken Curtis bridge is very short and can easily be expanded. Traffic needing to access I-84 south can be re-routed to the widened Hansen Bridge, thus drastically reducing the current flow. Lastly, the "In-and-Out Burger" approval near the visitor center will cause more congestion and crashes and HUGE delays... it should never have been approved. They should be pushed over to the Shopco location.	clear_comprehensive_understanding	Postcard		7/6/2025
96	Another bridge is such a good idea and greatly needed. I travel across the bridge twice a day every work day and down poline. Traffic is crazy and congested, especially semi traffic in the turn lane from poline to blue lakes headed north.	Looks well thought out.	One man's preference here, but a west bridge coming down 300 S in Jerome looks like a great option connecting I 84 to 93. Would help a lot of the semi traffic stay off Blue Lakes and current bridge.	This is a great project and should be done asap.	clear_comprehensive_understanding	Email_from_project_team		7/6/2025
97	You demonstrated the need for a third crossing	The evaluation criteria were spot on	I was surprised by the sheer number of alternatives considered.	The one real option seems to be a direct crossing north of highway 93 near Filer	good_understanding	Newspaper (print)		7/6/2025
98	When and where for the bridge? Also, please include a safe bike and pedestrian lane on the bridge and leading up to and away from the bridge.			Safe and assessable bike lane please.	no_understanding	Postcard		7/6/2025
99					good_understanding	Postcard		7/6/2025
100			I think that the only logical choice is to do a western crossing. The central crossing idea is only going to cause more congestion along Eastland and Poleline and not alleviate any of the truck traffic that comes into town via US93. I think of the two western crossings moving forward that W1 makes the most sense. It will bring more business to that side of Jerome and will direct more traffic away from areas that are already congested. Golf Course Road already has its own issues and adding traffic to that exit won't help. I DO NOT support a central crossing. The Western options are the only ones to consider. We need to try and get trucks off of Poleline Road and give travelers another option to avoid coming through town.		clear_comprehensive_understanding	Postcard		7/7/2025

# Snake River Crossing Public Meeting

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101	None	None	None	None	clear_comprehensive_understanding	socialmedia		7/7/2025
102	Would want to be sure that the option selected would diminish the traffic on Pole Line from Highway 93 to Blue Lakes BlvdNone	None			moderate_understanding	Postcard,socialmedia,Word_of_mouth		7/7/2025
103	The w-5 or w-6 crossing will keep a lot of congestion out of twin and eliminate a lot of accidents	What bridge are they looking to build?			good_understanding	Postcard,Word_of_mouth		7/7/2025
104			I prefer the 2 western alternatives.					7/7/2025
105	No comment.	No comment.	I appreciate the thorough review of alternatives, however I think anything between the Perrine and Hanson bridges is not going to help with the existing traffic issues. Option W1 makes the most sense to me. W3 makes the next most sense, however, I think in a few years that area would probably experience similar problems that Twin Falls currently experiences from truck traffic passing through and adding congestion. Most traffic heading toward Boise from Nevada area would prefer the W1 route. If they are heading east, then they'll either take Hanson or Perrine bridge.	W1 route is the best route due to reasons stated above.	clear_comprehensive_understanding	Word_of_mouth		7/7/2025
106	You have correctly identified why a third crossing over the canyon is needed: 1) Alleviate Congestion traveling north & south on the Perrine and on West Pole line Rd; 2) Provide redundancy - when the Perrine is shut down due to an accident traffic backs up for miles; 3) Support (promote) truck mobility - another crossing provides a direct route to/from I-84 for trucks traveling through Nevada to/from I-15 taking these big rigs off of West Pole Line Rd.	None	The common sense alternatives are Off-System Alternatives W1 or W3 as they are the only alternatives that will truly satisfy the needs for another Snake River Crossing. All other Off-System and On-System Alternatives are ill advised and are band-aids even if they may be less expensive. The W1 alternative is preferred if it continues north to the 300 West overpass at I84. Connecting W1 into SH25 on the west end of Jerome is not wise as it invites truck/automobile traffic to continue east through the City of Jerome to HWY 93/75. These vehicles will travel through downtown Jerome, a city popular city park, a residential area and a school zone. Additional traffic (especially trucks) equals more congestion, more noise, and an increase in MVAs and/or vehicle vs. pedestrian accidents. Additional traffic through a popular city park where parents bring their young children to play in a splash pad and on playground equipment. This is concerning to myself and other city leaders. Connecting the W1 alternative directly to a 300 West/I84 interchange is a more desirable plan. I recognize that ITD prefers 2 miles between interchanges whereas the 300 west/I84 interchange would be about 1.5 miles from the Jerome MP 165 interchange. In my visit with one of the consultants at the Herret Center, he said that 1 mile is the minimum distance and that the 300 West/I84 interchange would work fine. Longer off and on ramp lanes can be constructed to allow a safe flow of car and truck traffic. If ITD is unwilling to budge on extending the W1 alternative to a 300 West/I84 interchange then the W3 alternative would be the best plan. It keeps truck/vehicle traffic from driving through our downtown and takes them to the south end of town that is designed for travelers with convenience stores/fueling stations, eating establishments, motels and retail stores.		good_understanding	Email_from_project_team		7/7/2025
107					good_understanding	Word_of_mouth		7/8/2025
108	I don't have questions at this time.	Don't have questions about draft evaluation criteria.	I think you are too invested in minimal improvements in the existing roads. The W3 new bridge option is what we need. Get trucks on their own roads away from cars and residential areas.	I think you are too invested in minimal improvements in the existing roads. The W3 new bridge option is what we need. Get trucks on their own roads away from cars and residential areas.		Postcard		7/9/2025

# Snake River Crossing Public Meeting

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109	None		None. I guess I am interested in another possible location versus widening the Hansen bridge or trying to optimize blue lakes. I feel like finding a way to route trucks around Twin Falls versus through it would be better. I don't see the Hansen bridge reducing traffic for trucks that travel to Boise or west in general.	I would love to see a bridge from I 93 that goes up and connects near Jerome to I 84. I feel like that would divert trucks around Twin Falls instead of right through the city center.	moderate_understanding	Postcard		7/9/2025
110								7/9/2025
111			Path of least resistance is the best alternative. Straight Lines, not money.	Golf Course Road would be a disaster.	moderate_understanding	Postcard		7/9/2025
112					no_understanding	Postcard		7/9/2025
113	Really need a new crossing east of perrine bridge!		Looks like many options were considered and studied	Really would like to see one of the new west bridges built. This would help route traffic not needing to come into Twin bypass it and relieve the horrible congestion and issues around perrine bridge, blue lakes etc.	clear_comprehensive_understanding	Postcard		7/9/2025
114					moderate_understanding	socialmedia		7/9/2025
115		What is the time frame involved in the location and completion of this project?	How are you going to eliminate some of the traffic through Twin Falls?	Proposed location of new anticipated bridge ?		Postcard,TV_news paper_radio		7/10/2025
116	W3 with deck arched to match existing bridge	this is a no brainer, go with W3 deck arched to match existing bridge	this is a no brainer, go with W3 deck arched to match existing bridge	stop wasting our tax dollars and just start the project. This is a no brainer, go with W3 deck arched to match existing bridge		Postcard		7/10/2025
117				I moved to Twin Falls two weeks ago and have already recognized the dangers of traffic in this city. I am glad that officials are taking this seriously and hope the best for the future.	moderate_understanding	Postcard,Word_of _mouth		7/10/2025
118	A new bridge crossing is absolutely necessary and the only adequate alternative.	Lots of talk, time to begin construction	The proper location is to extend US 93 north to Jerome	A new bridge crossing extending US93 to Jerome should become the truck route.	good_understanding	TV_newspaper_ra dio,other	Suffering unacceptable traffic congestion on Poleline/Blue Lakes arteries.	7/10/2025
119	the need is valid. jerome residents must drive to the perrine bridge to go south to nevada adding many extra miles.	if jerome crossing (w1,2,3) is choosen, two bridge designs stand out to me.	not sure.	this new bridge crossing will be a welcomed relief from many commuters and residents.	clear_comprehensive_understanding	Postcard		7/10/2025

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120	It would be best to put a new bridge west of the city using Hwy 93. To put a bridge at the Eastland and Pole Line area would make that area more congested than it already is.				moderate_understanding	Postcard,socialmedia,Newspaper (online)		7/10/2025
121					clear_comprehensive_understanding	socialmedia		7/10/2025
122				I really like the west options for the new crossing, I think having a direct 93 route for trucks so they can avoid the city is a huge plus. Also spreading it to the west vs the central plans allows for more growth and not setting ourselves up for new congestion in the Eastland area	moderate_understanding	Word_of_mouth		7/10/2025
123	The need is self evident every afternoon when the present bridge is backed up and if there is an accident on the bridge it is a mess	We need to accelerate the time line on this project if the Perrine bridge is damaged the economy of the Magic Valley will be severely impacted.	The only alternative I support is taking US93 coming out of Nevada and bringing across the Snake Rive to the north and then continuing to I 84 to the north.	I cannot express how important this project is to the State and our overall economy.	clear_comprehensive_understanding	socialmedia,TV_newspaper_radio		7/10/2025
124	I believe the need is definitely there as I travel multiple times a week to almost daily from Twin to Jerome. The crossing in my opinion needs to be west of the city of twin falls as financially and logically it is the best place for it.		The W section is the only ones I think should be considered that are west of the city of twin falls and the bridge is the only best solution there is.	Just please don't do the stupid thing and place the bridge at eastland to connect as that doesn't solve the congestion issues. I very rarely will name my position but as a law enforcement officer that is the worst location a bridge could be at for traffic. West of the city of twin falls would be the most logical and financially sound location and does not create more issues and would actually make travel much easier for tourists and the citizens.	clear_comprehensive_understanding	Postcard,socialmedia,Newspaper (online),ITD_website,Email_from_project_team,Word_of_mouth		7/11/2025
125					no_understanding	Postcard,TV_newspaper_radio		7/11/2025
126				Any of these considerations would seem less effective if four lane roads are not available to get to the bridge crossing. The Ken Curtis bridge even if widen has miles of two lane farm roads to get to it and to the I 84. The most direct line to the 84 would seem the most desirable for shifting traffic flow.	moderate_understanding	Postcard		7/11/2025
127	Is it all state and federal funding for the project? Has the possibility of a toll bridge been discussed?		Most routes outlined used existing roadways to lead traffic to canyon crossing? Is it out of the question to purchase lands in direct routes that would be shorter and lead to more appropriate crossing-points at the river?	Very happy to see that the alternatives considered for anywhere east of the Perrine Bridge are also marked as recommended NOT to go forward. Considering the traffic-flows and where current and future growth (both commercial and residential) is expected to happen, locating a new bridge west of the Perrine Bridge is the only logical decision.	good_understanding	Postcard		7/11/2025
128					no_understanding	Postcard		7/12/2025
129	We need another bridge	I do not agree with widening the other bridges as a solution	I think the routes that are shortest to the interstate would be a better alternative unless the speed limit was higher.		good_understanding	Postcard,Word_of_mouth		7/12/2025
130	I am in agreement with 3rd bridge and widening Hansen Bridge for more Truck Traffic out of Twin Falls.	What is the least evasive route to cross to get the 3rd bridge in.	Just lots to consider but looks like you are trying diligently to figure that all out. Straight shot seems the most feasible.	Twin Falls really messed up when building the town around the canyon. A lot more thought should have happen before built.	good_understanding	Postcard		7/13/2025

# Snake River Crossing Public Meeting

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131	I think the w-3 proposal is the best solution			What are the cost estimates and how much land will have to be appropriated	moderate_understanding	Postcard		7/13/2025
132	As a user of all 3 current crossings from Hansen to Buhl, another crossing makes sense to reduce the traffic volume on the Perrine bridge and congestion that occurs on the south side.	The draft criteria for option selection and data presented are reasonable for the project.	Another alternative, that has not been shown to the public, is to connect to I-84 at the current 300 West Road/I-84 overpass and extend the project to 300 North Road. Interchange improvements would be made at 300 West and I-84 to allow traffic to flow on and off of I-84 at that location. By extending the project to 300 North, traffic from the Wendell area as well as the traffic to/from the Wood Rive Valley area could move more efficiently. This would help reduce traffic volumes on the Perrine bridge and the congestion on the north side of Twin Falls.		clear_comprehensive_understanding	Email_from_project_team		7/13/2025
133			Option W1 concerns me. It would add a extreme amount of traffic to 300W and West road which are already busy and dangerous with the amount of current truck traffic. Also the West Jerome exit is already congested with local traffic and the new Mr Gas station. To make it feasible the entire road system and freeway exchange would have to be updated. W2 would be less intrusive as it utilizes Bob Barton and the new East o ramp. Both W1 and W2 will come with big headaches of establishing wider right of ways from Farmers and residents. I would like to know what options are out there for landowners who this project will effect?	I would like to see easily available recourses for potentially effected landowners.	good_understanding	Word_of_mouth		7/13/2025
134	The need for improved traffic infrastructure is present.	What is the expected timeline?	Option W-2 seems to be logistically sound as this route would connect to Bob Barton Rd which is already set up to handle increased traffic. Option W-1 is concerning as West road and the Western most on ramp to I-84 is already congested with little space to rework the area and to not disrupt homes and fields for agriculture.		good_understanding	Postcard,Word_of_mouth		7/13/2025
135								7/13/2025
136	What is the timeframe for getting another bridge across the snake river?	I cross the Perrine bridge every day during the week and it is amazing at the amount of traffic crossing the bridge every day. It is time to get another bridge built so that should the Perrine bridge become compromised there is another easy access across the river.			no_understanding	Postcard		7/13/2025
137				I love the idea of a new bridge to help with traffic. I particularly like the W1 or W3 areas for a new bridge. I believe going to the west would better help the needs of Twin Falls. Adding a new bridge in the central area wouldn't help to alleviate congestion I believe. I also wouldn't like a bridge so close to the Perrine Bridge, where I feel it would take away the view and awe of our current bridge that so many people have come to know and associate with Twin Falls. Thank you for doing so much research into this!	good_understanding	Postcard		7/13/2025
138	I first heard of this need in 2019 at a committee meeting. They stated we would need another bridge in 10 years. There has to way to fast tract this as building is set to start one year prior to the need being there.		I think the main purpose need to include the congestion. We need the large trucks out of the middle of town. All the C option would not do this. Options further west really are the answer to move the trucks out of town. That is also where the shortest crossing is.	Like the Idea of the Hansen bridge and road to Red cap corner being 4 lanes.	moderate_understanding	Postcard,TV_news_paper_radio,other	Committee meeting	7/14/2025
139					good_understanding	Postcard		7/14/2025
140	we need another Snake River crossing		Ken Curtis bridge connection to I-84 is not even being evaluated. It would be a Western alternative if W1 is too expensive. However, I think W1 is the best proposal!!		limited_understanding	Postcard		7/14/2025

# Snake River Crossing Public Meeting

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141	Believe with growth alternative route west of Twin makes most sense.	It wont get cheaper	West route makes most sense, new east Jerome interchange would be best route, Cant imagine sending traffic to the west Jerome exit after spending so much time and money on East Jerome Exit.		moderate_understanding	Postcard		7/14/2025
142	None	None	Should study a location of a 3rd. Crossing sat the northern end of hyw 93 to tie in with the Jerome golf course road. 93	None		Postcard		7/14/2025
143			I am strongly opposed to the central bridge crossing options. I am very much in favor of the west bridge crossings.	I have lived in the Magic Valley for 20 years. I originally lived near Hankins Rd. If I was going to Salt Lake City, I crossed the Hansen Bridge. If I was going to Boise, I crossed the Perrine Bridge. I moved over near the hospital a few years ago, and nowadays it doesn't matter where I am going, I must use the Perrine Bridge. If you opt to go with one of the central options, I can't imagine why I would ever use that bridge. I think it would be a huge mistake, and we will eventually need a west bridge option anyway.		Word_of_mouth		7/15/2025
144	I think this needs to be decided on sooner rather than later. This has been put off long enough and congestion is getting worse.	None	None	I believe that the bridge needs to be at the turn junction off of 93 heading north outside of Filer. I believe you have a few options on the map W1 and W3 that were recommended. All of the congestion that comes over the current bridge heads west on pole line heading south on 93 towards Nevada. All of those big trucks going towards the interstate would do wonders for the current congestion if it was diverted West of town off of that turn on Poleline and Hwy 93.	good_understanding	socialmedia,News paper (online),Newspaper (print),TV_newspaper_radio		7/15/2025
145	None	None	I agree that anothe crossing is necessary for the current population and traffic, as well as for future growth. I do not think that another bridge, in the Central area is a smart idea. I think it is too close to the Perrinne Bridge and would only contribute to already bad congestion in the area south of the Snake River. I think that a Western crossing is by far the best option and think that the Central crossings should be eliminated.	Thank you for your time and effort in this process.	good_understanding	socialmedia,TV_newspaper_radio		7/16/2025
146			I am highly in favor of the bridge being built west of Twin Falls by extending the hwy 93 road directly north over the canyon connecting with the west Jerome interchange. The alternative of going off Pole Line road east of Perrine Bridge would NOT help the traffic in Twin Falls.elp		moderate_understanding	socialmedia,TV_newspaper_radio		7/16/2025
147	No questions. Thank you for the opportunity to comment and to do so online.	None.	None.			Postcard,Newspaper (online),Email_from_project_team		7/16/2025
148	It was laid out very clearly. Nicely articulated.	Very thorough criteria.	I'm impressed with the number of alternatives analyzed.	Seems like a very thorough process. The pre-planning is impressive. After going through this presentation, I feel confident that our local governments are going through the right process and this will result in the best possible option for our community.	good_understanding	Postcard		7/17/2025
149	You have put a lot of time and effort to get this far. Keep going, a 3rd bridge is needed.	Noe	More ranges of alternatives solutions then I thought it would have.	None	good_understanding	socialmedia,News paper (print),TV_newspaper_radio,ITD_website		7/18/2025
150				I have already submitted my comments, but forgot to share which 3rd bridge crossings I felt are the best. W-1 and W-3 are the best crossings for a 3rd bridge	good_understanding	socialmedia,News paper (print),TV_newspaper_radio,ITD_website		7/18/2025

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151				It would be cool to make another deck arch bridge (like the Perrine bridge) to keep that motif for the magic valley. It is iconic and historic. But I also understand that whatever ends up being feasible and cost affective is important as well. The west side ideas for a bridge seem most sound as most of the 1/2 the traffic going across the Perrine bridge is currently from the northwest and southwest. Route W3 would go through the most agriculture warehouses and to downtown Jerome. I think you would pull a good portion of traffic there since that is a heavy corridor for truckers and for many people that go from Twin Falls out to Jerome for work and vice versa. But then will that cause congestion problems for Jerome? Are they able to be on top of updating that area to handle more traffic? Or will it smooth out some of the interchange traffic from golf course road and hwy 93 to I 84?	good_understanding	Postcard		7/20/2025
152	93 Traffic needs to be moved around Twin Falls not trough the city how much of this is going into the decision?	Would it be cheaper to cross in the narrow part of canyon like the Hansen area?	Would it be better to do a in and out not a high bridge for cost?	Which way would impact the farming and dairy industry less?	clear_comprehensive_understanding	socialmedia,TV_newspaper_radio,Word_of_mouth		7/22/2025
153			1. Build the new bridge on the Jerome County 300 west road first. 2. Widen/repair the Hansen Bridge second. Reason: Working on the current ID93 bridge crossing and Blue Lakes /Pole Line intersection will be a traffic diversion nightmare for years. Just look at the Jerome South Lincoln overpass/6 lane increase.		good_understanding	Newspaper (print),TV_newspaper_radio		7/22/2025
154	The need for a second crossing is unquestionable, However, the amount of time that it takes to get anything done has become a major stumbling block. If the new crossing does not allow a second access to Twin Falls and at the same time provide sufficient bypass to get to hwy 93 it will be a huge failure and too late to fix. The western options that are on the recommended list are in my view the best options. The central options just funnel the traffic into an already congested city.			I live 1 mile south of the Ken Curtis bridge on HWY 46. I was involved in the 1990s with the planning of the hwy 46 improvements and other than the new grade on the North side, nothing has been done. With the new grade traffic has dramatically increased. The truck traffic is very heavy during the week. That truck traffic is often very slow going up the south side causing a backup of cars and other trucks. I often wait as long as 10 minutes to get out of my own driveway. Several cars try to pass at the first straight opportunity which is again in front of my home. At the very least a passing lane should be put in for southbound traffic going up the hill to allow the loaded slower trucks to get over and let quicker traffic pass, A portion of HWY frontage of my property was purchased for this purpose several years ago, It's time to get it done.	good_understanding	Postcard		7/23/2025
155					clear_comprehensive_understanding	TV_newspaper_radio		7/24/2025
156	Where will it go and who is paying for it?					socialmedia		7/24/2025
157	What are the chances that the W1 or W3 options are to be chosen, as opposed to the C6 option? I would favor the C6 option.	It seems ok - the way it was presented.	Same as above - 1st question.		moderate_understanding	Word_of_mouth		7/25/2025
158						socialmedia		7/25/2025
159	In looking at the alternatives for a new bridge that connects I84 to Twin Falls extending Hwy 79 south and crossing the Snake River Canyon into Twin Falls makes the most sense. This would provide the most direct route to Twin Falls and continued travel onto Hwy 93.				limited_understanding	TV_newspaper_radio		7/27/2025

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160	None	Long term traffic flow patterns should take precedence within reason over cost. The straightest more direct, route to I84 would be the best long-term option for traffic flow and users.	C5 and C6 seem the least impactful to existing ownership. Less properties, homes to deal with. Also keeps support in Twin Falls for traveler purchases. For the W options, W1 - is most direct route with only 1 90 degree turn. Already a truck stop at that exit with ample parking for overnight. W3 option is hard to understand. 2 x 90 degree turns, why would the option be to go up 300S and not Bob Barton that is already widened? The traffic from Jerome to Twin Falls is already backed up. Yes there is a new interchange, but this area and golf course road is already heavily traveled by locals, commuters, students, farmers. Recommend eliminating W3 and looking into C5, C6, W1	Thank you for keeping us informed.		Word_of_mouth		7/31/2025
161	I believe there is a need for a new bridge.	Criteria is what is the best way to get truck traffic around Twin Falls. Without making people think that they will lose commerce. Guess what if people want to stop they will. But give everyone else an opportunity to go around. Byways are built for a reason. Not everyone wants to stop.	The problem i have is with W3. You want to bring the traffic up to the 300 South road. Which makes me wonder why. There is already a Bob Barton expansion that was already done. As well as there is now a new roundabout going in on the interstate that will tie in directly to Bob Barton.	Utilizing areas of impact that are already in place makes the most sense. W1 has a straight shot from 93 for truck traffic. It ties into the interstate where there is already a truck stop established. It is away from the southern edge of Jerome where traffic is already heavy from local traffic to and from Twin Falls. Golf Course/ South Lincoln is already getting an upgraded roundabout that you have no idea how the traffic is going to flow because it is whole new concept that has not been proven to work in that exact location. Jerome will pick up just as much business. Also there is a direct flow through town to the hwy to the east. The southern part of Jerome is heavily traveled by residents, school buses, local trucking companies with commodities, as well as lots of farm implements. You will turn the southern part of Jerome into the same problem you have at the northern part of twin. Bottleneck traffic. The goal is better flow. The only plan that does that is the W1 plan.	moderate_understanding	socialmedia		7/31/2025
162	I agree we need a third crossing.	I think there is a greater increase of accidents when using the west routes. There is a lot of agriculture and dairy traffic already in that area that will be impacted and the increase in traffic will lead to more accidents.	I think the options are fair.	I feel the best option for the least amount of impact on the rural areas would be one of the central options. of the two west options the West SH-25 is the better option. It is a straight shot to I-84. The West South Jerome option I question why you are not routing traffic on 200 South this road has already gone through widening and safety improvements. It can also handle the freight traffic increase. There would have to be major upgrades to the 300 South Road to handle the traffic. I do not feel the West South Jerome option is a good choice.	moderate_understanding	Postcard,TV_news paper_radio,Word_of_mouth		7/31/2025
163	Redundancy should not be part of the purpose and need given there are two other crossings that carry equal commercial traffic. Also, I did not see anything about how a new crossing would improve safety at the intersections.	You need to weight the factors and feasibility should be the strongest. Spending \$1 billion on a new bridge while still having to maintain two other bridges in the same area (plus the entire state) is not feasible when ITD's annual budget wouldn't even cover it.is not feasible	This seems more like a want than a need.	I will send a separate email since I have exceeded your character limit.		TV_newspaper_radio		7/31/2025
164				what impact will a new crossing have on ag farmland along US 93 corridor? What is likely change in zoning? Property values? Will it put pressure on farmland to convert to housing?	clear_comprehensive_understanding	socialmedia,News paper (online),TV_newspaper_radio,Word_of_mouth		7/31/2025
165				I understand it could be bad for Twin Falls economic development, but being a lifelong resident of the magic valley and I have experienced enough traffic issues to believe that the bridge across near Eastland doesn't feel like it would solve the fundamental issue. I believe it should go to the west to direct truck traffic completely around Twin Falls and directly connect 93 to the freeway and 93 to the north.	moderate_understanding	Word_of_mouth		7/31/2025
166	Where is the crossing going to be built, and where are the junctions going to connect?	Where can I find the drafts of the crossing?				Postcard		8/1/2025
167	This is needed. There is too many big rigs driving down Blue Lakes and Pole Line.		The bridge that seems the most impactful, in a positive way would be the crossing to the west of Twin Falls. This would alleviate the trucks coming through town. Also the need to lengthen the turning lanes on Pole Line, specifically the west bound turning lane on from Pole Line to Washington and the east bound turning lane onto Fillmore.		good_understanding	Word_of_mouth		8/1/2025

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168	Cost/increased taxes?	None.	Needs to be advanced faster	None	good_understanding	Postcard		8/2/2025
169	This is very important to have another crossing available. Glad this is moving forward.		Would like a solution that removes the truck traffic from the city and allows for a route clear of the city that can divert these trucks.		moderate_understanding	Word_of_mouth		8/2/2025
170	New crossing is needed. Great report with several solutions.	Draft seems through and we'll planned.	Wonderful considerations	I would prefer C6. Takes all West bound traffic off Perrine Bridge and gives pretty quick access to I 84.	good_understanding	Postcard,socialmedia,ITD_website		8/3/2025
171	A new bridge is needed to clear out some of the Pole Line/Blue Lakes/H93 intersection congestion. The backup in all directions is getting worse every year. Which affects other intersections as well. Of course, some of that could be helped for a few years by reconfiguring turn lanes. The Hansen Bridge nor the crossing by Buhl have the capacity to handle the traffic effectively now when the Perrine Bridge is closed, which mean as we continue to grow, they'll only be worse alternatives.	I agree a shorter bridge on the west side of town makes the most cost-effective sense. However, W1 and W3 also look to add longer roadway length to maintain. Whereas W2 seems to have less roadway length while keeping the exiting congestion NW of Jermone itself.	The C alternative crossings don't make a lot of sense. They still allow the congestion at Pole Line/Blue Lakes/H93 area. The E alternatives don 't make sense as the traffic numbers didn't seem to support it. As it seems more traffic goes toward Boise that comes up through Nevada as most would take I-80 out of Northern Navada if going to Utah.	The Decked Arch Bridge with our winds here, seems the most stable. I know the Hansen bridge feels a little scarier in high winds.		TV_newspaper_radio		8/3/2025
172	MVMPO. Are these people paid and how many years are they going to be paid before the bridge is built? Why does it take so long for these decisions to be made. As a vehicle driver and traveler to Twin Falls several times a week . The traffic and traffic control is totally out of control. To many of us this is an emergency situation.	Why are you still considering placing a bridge in an already traffic congested area like South Lincoln in Jerome? The traffic at the entrance of I 84 and Golf Course road is already an overload to that area.	Anything west of Jerome makes sense. The Ken Curtis Bridge. very problematic for large vehicles traveling up and down the steep grade on both sides of the River.		moderate_understanding	Word_of_mouth		8/5/2025
173					limited_understanding	Postcard		8/6/2025
174				The ONLY place to do this is the HWY93 option. PLEASE PLEASE don't go thru town.		socialmedia		8/14/2025
175	There is clearly a need for an additional bridge to redirect and reduce traffic currently transiting Twin Falls.		This is actually a no brained! One of the western options is far and away superior to any other option under consideration. The central options do nothing at all to alleviate traffic congestion. If anything. traffic just doubles on Poleline Road and Eastland Ave. That is absurd. Put a bridge to the west of town to facilitate traffic flow to/from Filer and Buhl, and transiting traffic going south on 93. I'm sure that business owners are going to push hard to preserve traffic along Poleline and Blue Lakes but that is not a benefit to the residents of the city and surrounding communities that are already inconvenienced by poor. traffic flow and will be completely stymied by the expected traffic associated with population growth. Just build west!		good_understanding	TV_newspaper_radio,ITD_website,E mail_from_project_team		8/14/2025
176	Another crossing is desperately needed, but widening the Perine Bridge would not help the congestion on Pole Line.	Please have a road from Jerome across the Snake River and straight to Pole Line at Filer.	Please have a road from Jerome across the Snake River and straight to Pole Line at Filer.	Please have a road from Jerome across the Snake River and straight to Pole Line at Filer. I live in Shoshone and everytime I go to Twin I have to cross the Perine Brigde. The traffice is terrible. And getting out of Twin is even worse,	good_understanding	Newspaper (online)		8/14/2025
177	Another crossing is desperately needed, but widening the Perine Bridge would not help the congestion on Pole Line.	lease have a road from Jerome across the Snake River and straight to Pole Line at Filer.	Please have a road from Jerome across the Snake River and straight to Pole Line at Filer.	Please have a road from Jerome across the Snake River and straight to Pole Line at Filer. I live in Shoshone and everytime I go to Twin I have to cross the Perine Brigde. The traffice is terrible. And getting out of Twin is even worse,	good_understanding	Newspaper (online)		8/14/2025

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178				On the W1 option - why not just go straight North on 300 West until it reaches I-84?- There is already a bridge there.	good_understanding	ITD_website		8/14/2025
179	I think one of the main concerns regarding the Newbridge would be to greatly reduce huge truck traffic over the Perrine bridge.		The only alternative that makes sense to me is to continue highway 93 north over the snake river west of Twin Falls.			Newspaper (print)		8/14/2025
180	I can appreciate how you are going thru a public process in order to make folks feel like they have a voice. What I guess I dont understand is the way you all are not "honest" and upfront with the folks. Like 1. Build the hospital to the west of town, new roadways, and housing. Oh wait highway 93 needs redone and its beautiful. Roadway is built straight toward the canyon and then veers right toward twin on poleline. My gracious, how dumb it would be to " not" put the new bridge straight off 93 and create more twin falls expansion to the west. Quit waisting time and get the damn thing built!!	See above	See above	See above	good_understanding	TV_newspaper_radio,Word_of_mouth		8/14/2025
181								8/14/2025
182					limited_understanding	TV_newspaper_radio		8/15/2025
183	Why haven't You guys put in the new bridge that has been only talked about for at least 20 years????	none as of now.	I only see 1 place for the bridge and that is straight from hwy. 93 straight to the freeway at Jerome.	n/a	limited_understanding	TV_newspaper_radio		8/15/2025
184	I do think that there is a need for another crossing over the snake river.		The C options closer to the Perrine bridge don't seem like they would alleviate traffic into Twin. It seems like there may still be bottle neck issues at the pole line/blue lakes/falls intersections. The W options seem to create a bypass of Twin which would be helpful for vehicles looking to avoid Twin traffic on their way to 93 and surrounding areas. These seem like better options to me. I would like to see a style of bridge that is least likely to interfere with the landscape and horizon.	How much would a project like this cost?	good_understanding	Postcard		8/15/2025
185				For the design of the bridge, focus on longevity and ease of repair. No need to design a bridge that looks great, but need constant repairs.	moderate_understanding	socialmedia		8/15/2025
186	Question about cost to an individual person i.e. how much will property traces go up and for how long to pay for the project					socialmedia		8/16/2025
187					limited_understanding	socialmedia		8/16/2025

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188				I think the cable stayed or through arch bridge designs could look great! If you're looking to do something completely different from the Perrine Bridge, consider the cable stayed. If you're looking to do something similar to the Perrine, consider the through arch. Thanks!	limited_understanding	other	BoiseDev	8/17/2025
189	We need another bridge across the canyon for sure .	The bridge needs to be on the west side of Twin and tied in to the roundabout by Filer and cross canyon and go to the new roundabout at the Jerome exit. traffic on poleline is backed up from blue lakes to the hospital with all kinds of semi trucks and campers and trucks and cars .		Traffic on poleline backs up from bluelakes to park view and even Grandview with semis and campers,and trucks,and cars, turn lanes aren't long enough for more than one semi. Those of us who live anywhere around the hospital have to drive north college and or falls Ave to get to bluelakes to get across the canyon.	good_understanding	Postcard,socialmedia		8/18/2025
190	Definitely need another crossing.			To relieve congestion from the Twin Falls area, it appears obvious a bridge south of Jerome would be the best choice.	limited_understanding	Email_from_project_team		8/18/2025
191	Is there anything that can be done to expedite the process? This project must go through under one of the options, waiting longer will cause more land and material expenses. How can we as the magic valley communities better expedite the process?	None at this time	I really like the option listed as W4. I it would connect more of the western magic valley to buhl twin or filer in a faster more efficient manor. I believe it would be the most direct route to address the truck traffic heading from I84 to hwy93. There is the hansen bridge for traffic coming from the east. While mini casia areas can use hyw 30 to get to twinfalls efficiently. For these reasons i strongly encourage coming south of 93 and connecting into 300w in jerome straight to the interstate.	Please keep reaching out and spreading the word so we can get as much community support as possible. Also continued communication from IDT will help alleviate rumors and confusion so please keep up all the work on that aspect		socialmedia,News paper (online),TV_newspaper_radio,ITD_website,Word_of_mouth		8/18/2025
192				I think that W1 is the best option, routing some traffic outside of Twin Falls will alleviate traffic the best. It will also promote growth to the west of town Choose a good-looking bridge, like an arch or cable. Perrine is a fantastic bride and brings in people just to see it.		TV_newspaper_radio		8/18/2025
193			Any of the C routes seem like a bad idea! There is already too much congestion in the north end of town and golf course road area, only made worse with these routes, and will get worse with time and population growth.		good_understanding	Postcard		8/19/2025
194	There a definite need and will only get worse as the population grows. The area around costco is dangerous in my opinion. Too many large semi trucks that don't need to be there. They are passing through and unnecessary conjection is caused to those trying to get to work and shop. It's also too loud!	I would only support options that completely remove traffic from blue lakes and poleline. I like all the options west of town.		We have too many semi trucks and travelers that have no intention on stopping coming through an already congested area for locals. Move the bridge to the west to line up with 84 and 93.	limited_understanding	socialmedia		8/19/2025
195				Too many semi tractor trailers on poleline & blue lakes blvd. It is dangerous.	good_understanding	TV_newspaper_radio		8/19/2025
196	The need for a new crossing is with out a doubt needed.		The only thing a crossing east of the Perine bridge is good for is a detour when the Perine bridge needs replacing. The choice of crossing straight north from where 93 and poline intersect and connecting to the 165 exit is ideal. I believe it is W2 design.		clear_comprehensive_understanding	other	I work for ITD. Helped do a survey over 20 years ago.	8/19/2025
197	To me this has been a project that has been in great need for some time. It's time that we've had another nearby bridge to alleviate the traffic on the Perrine bridge. Additionally we need alternative routes to avoid bottlenecks during needed maintenance on the Perrine bridge.		It looked like a large portion of the traffic is going from Boise to Nevada. Are there connection options that cut from the bridge near Buhl to the highway bypassing Twin Falls altogether? Could that be built or expanded in conjunction with a central bridge location? Twin Falls has few straight North-South thoroughfares capable of handling the traffic that the new bridge will bring, Eastland does, Washington could if it didn't narrow at 2nd St and jog awkwardly near Shoshone Street. If the connection is made on the West side of town, how are roads going to be adjusted to allow the free flow of traffic? How does this correlate with the anticipated Twin Falls growth, it seems to me with the limited data at my disposal that Twin Falls is growing rapidly east and west and that the greatest need is likely near Washington Street or Grandview. Would a more costly bridge with a larger gap to span in a prime location be a better investment than a cheaper bridge further west toward Filer. It seems a lot of the longer span options were abandoned without factoring in the additional value of connecting to large existing thoroughfares.	Base jumping has become an integral part of our community image, would the new bridge be built in a way that accommodates them as well?	good_understanding	socialmedia		8/19/2025

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198	I think serious thoughts needs to put into traffic flow across Twin Falls and possible improvements to roads leading up to the bridge.	None	I think a suspension bridge would be the most iconic design and could be a symbol of the region much like the Golden Gate Bridge is for San Francisco area. I think the most direct location would be just north of the pole line us 93 interchange west of twin falls for a bridge.	I think a long term plan to build a circle highway around twin falls south and east connecting with the Hansen bridge could be part of the new bridge planning.		TV_newspaper_radio		8/19/2025
199				The future bridge needs to be located across the Snake River at the northerly continuation of SR93 south of Pole Line Rd to Golf Course Rd. This location will eliminate a lot of the trucking traffic going into Twin Falls that is not their designated stop to do business.	good_understanding	Postcard,socialmedia,TV_newspaper_radio		8/19/2025
200	The new bridge needs to be away from the city of Twin Falls. To remove the truck traffic				moderate_understanding	Postcard		8/19/2025
201	The need is obvious Idaho is just about 10 years late		The W3, W4 or W5 options are the best options for moving traffic from I84 to hwy 93. Trucks need a quick easy route with as little traffic as possible. The more direct route is best. Getting traffic out of town should be a top priority. Safer for the general public and better for the trucking community. Heavy truck traffic and city commuters are really not compatible on Pole Line Road. Dangerous for the citizens and a dangerous situation for the truckers. You can't stop 110,000 lbs as quickly as a 4000 pound SUV. The physics is pretty obvious and the bad driving of the public is a recipe for disaster. Remember that the reason for highways and interstate highways is to move traffic from point A to point B as quickly and efficiently as possible ___ not force traffic into towns to try to make money. If people want to go to a business they will figure out how to get there regardless.	Give the trucking industry a better alternative than crossing the bridge and turning on to Pole Line Road. The truckers don't want to be there and the public doesn't want them there either but right now they don't have a choice. Give them the most direct route to travel from I 84 to Hwy 93. Straight North on Hwy 93 across the canyon and to an interchange with I 84 in Jerome. Clover Leaf interchange with nothing to impede traffic flows. No stop lights or stupid speed traps. Set the speed limit at 65 mph and let the traffic flow clear down to Jackpot. The amount of trucks traveling from Wells Nevada to get to I84 would shock most people. It was very busy 30 years ago and it has only increased by about 3 times.	good_understanding	Newspaper (online)		8/20/2025
202	I believe there is a greater need to have a bridge access from Jerome. People on the northwest side must go out of the way to access the bridge in Buhl or the Perrine Bridge.				moderate_understanding	other	News feed on my phone	8/20/2025
203	Comment: A third bridge is badly needed. Without, congestion will only get worse.	No questions	Nothing	Nothing	good_understanding	Email_from_project_team		8/20/2025
204	It is time to get this process moving forward. Traffic on Blue Lakes and Pole Line is a real problem. Trying to trun into Costco heading west on Pole Line is a real hazard.	None	To me it makes sense to route traffic straight north on US93 and connect to I84 in Jerome.	I like the west alternatives. Bringing more traffic onto Eastland will just cause more congestion in Twin Falls	moderate_understanding	socialmedia		8/20/2025
205	What will a proposed new bridge crossing do to decrease commercial traffic through Twin Falls?	What are the estimated costs in 2025 dollars for each proposed crossing.						8/20/2025
206	Another crossing is desperatelly needed, but widening the Perine Bridge would not help the congestion on Pole Line.	Please have a road from Jerome across the Snake River and straight to Pole Line at Filer.	Please have a road from Jerome across the Snake River and straight to Pole Line at Filer.	Please have a road from Jerome across the Snake River and straight to Pole Line at Filer. I live in Shoshone and everytime I go to Twin I have to cross the Perine Brigde. The traffice is terrible. And getting out of Twin is even worse. I wish you had started this so many years ago.	good_understanding	Newspaper (online)		8/21/2025
207	I think u should utilize the Hansen bridge u have 2 avenues into twin falls make Addison 4 lanes bridge 4 lanes no brainer to me common sense why us there any out there???	why do all that when u have a bridge @ Hansen with easy access off	u are spending too much money and complicating ur traffic please use some common sense Clear Lake grade could be improved on Buhl side another alternative These alternate routes can keep congestion down on Petrine bridge area.	We already have a bridge don't need another		Word_of_mouth		8/21/2025

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208	ITD needs to put this out to contractors as a design build project and then assess what contractor can build what type of bridge for the best value.				clear_comprehensive_understanding	TV_newspaper_radio		8/21/2025
209	A third snake river crossing is desperately needed. Y	None.	Going for a crossing from highway 93 seems like the best option. It is equa-distant from Buhl and Twin Falls.	Pole line road may have to be made two lanes in each direction to handle more traffic.	moderate_understanding	socialmedia,TV_newspaper_radio		8/21/2025
210	I have only lived in the area for 6.5 years, and the traffic seems to have doubled or tripled in that timeframe. Planned possible new crossings labeled "C" will just add to the congestion that is already there. The most logical solution would be the "W1" crossing. As far as the bridge style goes, the one that is the least expensive to maintain is the one that would receive my vote.		I have only lived in the area for 6.5 years, and the traffic seems to have doubled or tripled in that timeframe. Planned possible new crossings labeled "C" will just add to the congestion that is already there. The most logical solution would be the "W1" crossing. As far as the bridge style goes, the one that is the least expensive to maintain is the one that would receive my vote.	I have only lived in the area for 6.5 years, and the traffic seems to have doubled or tripled in that timeframe. Planned possible new crossings labeled "C" will just add to the congestion that is already there. The most logical solution would be the "W1" crossing. As far as the bridge style goes, the one that is the least expensive to maintain is the one that would receive my vote.	clear_comprehensive_understanding	Postcard		8/21/2025
211			As a Filer resident my family are all in need of a crossing from Hwy 93 to 84 in Jerome for years now. This has been talked about for decades now and it is time to do this project. Thank you		good_understanding	Postcard,TV_newspaper_radio,ITD_website		8/22/2025
212	No comment. THERE IS A NEED	None	There are multiple options, but basically narrows down to one major option. North of US -93 to the Jerome Interchange. North of Eastland isn't really an option as this is already too crowded and too close to the existing bridge. Trucks going North/ South will still go through the city Ken Curtis Bridge is too far from the city	It was very confusing when I went in. Too loud of a gym. Couldn't hear well	limited_understanding	TV_newspaper_radio,ITD_website		8/22/2025
213	Why is it taking so long to get it started?	What will the impact be on some of these county roads, and the residents that live on the roads, that are being considered?	Why do you have to disturb the people who moved to the country to get away from all the traffic?	I hope and pray you choose the road that will impact the least amount of people in any of the areas. It seems like our comments and concerns fall on deaf ears when it concerns our beautiful state of Idaho and why we live here in the first place.	moderate_understanding	Email_from_project_team,other	word of mouth	8/22/2025
214			W1 & W3 seem most prudent with the data collected. The others just create more issues in northern twin metro area		moderate_understanding	TV_newspaper_radio		8/22/2025
215			The first purpose listed is to enhance local and regional mobility. To that end, it seems like W1 satisfies that purpose the best with W3 being the 2nd best option. Option C5 and C6 still require traffic to go through Twin Falls. Pole Line, Eastland, and Blue Lakes struggle to handle the current traffic let alone the projected 2050 traffic. Of those 2 options, C6 seems to be a better option to direct traffic to the freeway rather than onto Highway 93.	The information states that 24% of the traffic in 2050 will be truck traffic. Are driverless trucks being considered as part of this process? Other states are trialing autonomous trucks, and these will most certainly be on Idaho roads by 2050.	good_understanding	other	E-mail from freight advisory committee.	8/22/2025
216	"Recommend advancing" means what? Go ahead and build? Or continue research? Or what exactly?	The simple population growth doesn't look like a good estimate to lean on. There's no assurance the population will grow based on recent years movements. Moves post-COVID were exceptional, not normal. If the economy experiences future problems, we could see an exodus from the area also. The routing of commercial trucking is a far more important consideration. I hope the various factors are being weighed appropriately, and not all things equal. It was not clear how things were being weighed from the presentation.	The C5-C6 routing traffic along Eastland looks like a bad idea to me. You had been research widening and changing that road to accommodate the traffic, which I didn't see in the materials.			Postcard,socialmedia		8/22/2025
217			The western alternatives make more sense than do the alternatives that originate near Eastland Drive. There are too many neighborhoods and businesses that would be affected. Also, sensitive historic and Native American sites are found on the north side of the canyon that should be preserved; i.e., Northside Alternate of the Oregon Trail, the Shoshone Falls to Blue Lakes Road, segments of the Shoshone - Shoshone Falls Road, Native American hunting blinds, and nearby rock art.	I like the idea of expanding SH-30 and the Ken Curtis Bridge. Taking advantage and making improvements on routes and infrastructure that are already in place seems more logical than constructing whole new routes and crossings.	moderate_understanding	socialmedia,LewisstonTribune,TV_newspaper_radio		8/22/2025

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218	If you create a new river crossing near Filer, will you be requiring farmers/homeowners to give up their land and or home?		I like the multi solution approach as it will likely be more successful with several solutions.		limited_understanding	Postcard		8/22/2025
219	None	None	Pole line road near the Perrine bridge appears to me to be beyond capacity during business hours. The C5 and C6 proposals do not alleviate pole line road traffic. Traffic, especially freight trucks, not destined to Twin Falls should be removed from pole line road using either of the two "W#" green proposals.	The building of the second crossing should have been started 10 years ago. It's miserable using the Perrine bridge now and will be extremely frustrating to cross in the years to come.	good_understanding	Postcard		8/23/2025
220	We needed it at the very least a few years ago.	Only 2 of them make any sense.	Straight north on 93 is the 2 that I think would work good for the whole of magic valley for the future.	n/a	moderate_understanding	TV_newspaper_radio		8/23/2025
221	I live off Eastland. The repairs presently being done on this road are necessary. There is already an enormous amount of traffic, including the large trucks from the various factories south of town. Its a huge safety risk on a daily basis for the residential areas. In addition, putting a bridge crossing off Easland or anywhere close, would not deter the parade of semis coming off 93 through Poleline all day everyday. Please consider anything to the west of town that would connect the 93 traffic.							8/24/2025
222			I believe that the central plans will not elevate congestion in the east Twin Falls region but only create more problems ie, traffic, noise pollution to the area which at Eastland is primarily homes, take away the beauty and trails, detract from Shoshone falls and pillar falls. The west side seems more appropriate to having a new bridge built. The truck traffic would not need to enter the city and congestion Pole Line and Bluelakes which are already at over capacity. Could the collaborative team also look at punching the W1 alternative straight out to 84 rather than going into the Jerome exits? But if not, the W1 alternative that comes into the west side of Jerome would be more desirable. I do wonder about the increase in truck traffic going through Main Street in Jerome as trucks will be headed towards 93 north if the W1 choice is chosen.		clear_comprehensive_understanding	Postcard		8/24/2025
223					moderate_understanding	Newspaper (online)		8/24/2025
224					limited_understanding	ITD_website		8/24/2025
225				It's a good thing to on forward with,	limited_understanding	Postcard,Word_of_mouth,other	Radio	8/24/2025
226	I believe a new bridge in one of the western proposed sites would be the best option for reducing congestion if traffic in the Perrine bridge area				moderate_understanding	TV_newspaper_radio,ITD_website,Word_of_mouth		8/25/2025
227	I myself think this is a huge need and needs to get done ASAP. Twin Falls is so congested around the blue lake bridge crossing. My family and myself stay clear of that area the best that we can and use the Buhl grade or Hanson bridge that are out of our way but much safer with out all the traffic.				good_understanding	TV_newspaper_radio,Word_of_mouth		8/25/2025

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228			I'd like to see it were hwy 93 changes from East West to North South. Right there by 2400E and 4100N. I think this would be beneficial to a lot of people and let truckers traveling on 93 hit I84 easier. This would alleviate large vehicle congestion in town.		moderate_understanding	TV_newspaper_radio		8/25/2025
229	The Magic Valley absolutely needs another bridge to help alleviate the truck traffic, and pass through traffic, for Twin Falls.		I feel that the Western bridge options could potentially be the best. Travelers can still stop at any of the Interstate Oasis' along the Interstate before turning at either Jerome intersection to get to 93/Pole Line. If travelers still feel the need to come to Twin Falls after using the Western bridge, then it will be an easy turn for them. Otherwise having the semi traffic out of our busy Pole Line/Blue Lakes Blvd intersection/roads will be extremely helpful, for us and probably them as well.		clear_comprehensive_understanding	socialmedia,Newspaper(online),TV_newspaper_radio		8/25/2025
230	I agree that congestion and traffic flow through Twin Falls is a big issue. But as someone who lives on the northside, all I see is the downside for options w1 and w3 that would destroy a lot of great farmland and uproot hundreds of people, some of whom that land has been in their family for almost 100 years and means a lot more to them than just real estate or a place where we live. I see widening of the Hansen Bridge as a great option for heavy truck traffic that should not be going down Blue Lakes Blvd.	I hope you put the most consideration of the effects of eminent domain on people. Crossing a nature trail in one thing, but forcing someone off of their land or out of their homes is another. Even though you're compensating with money, good luck finding another location in southwest Jerome county once this project is done. I do not want to be forced into a subdivision or into a more far flung part of the county.	I hate options W1 and W3 that chews up good farmland and forces people from their land and homes. Or ruins their quality of life if a new highway ends up next to their house. Options C5 and C6 are much better on the northside where if is just BLM land. Even on the southside, they affect far fewer homes. Expanding the Hansen Bridge would help re-route a lot of truck traffic away from Blue Lakes and effect no homes where it crosses the canyon. They should ban 18 wheelers from Blue Lakes Blvd unless they are making a delivery to an address on that road. That would help as well.	Please prioritize the human cost that comes with eminent domain. That should be considered very carefully and avoided in almost all cases. Be upfront and honest about how wide of a path you would be taking through these routes. Based on what I have seen on other highway projects, its a pretty wide area that is affected. I would be happy to talk some more or to serve on a committee involved in this project.	clear_comprehensive_understanding	Postcard,socialmedia		8/25/2025
231	Well done and helpfully presented. This project is needed.	Thus far, this has been quite well thought through. I have no questions and I wish to see this project moved forward.	The traffic in the Magic Valley will always benefit from another bridge. I grew up in Twin Falls, travelled back and forth from ISU and lived away from Idaho for forty-five years. I now live in Buhl. Growth has exploded and there is no stopping it. Build the bridge now. The costs are not going to decline and the traffic will only increase.	I remember watching I-84 come to life. This project should not be stretched out so far. Pocatello to Boise seemed to take forever and the traffic was light compared to what we are dealing with today.	clear_comprehensive_understanding	Email_from_project_team		8/27/2025
232	What is the proposed area for access to the bridge on the Twin Falls side?				limited_understanding	Postcard		8/27/2025
233				Put the bridge on the US 93 alignment. Any other place only compounds Twin Falls traffic.	clear_comprehensive_understanding	socialmedia,Newspaper(online),TV_newspaper_radio		8/28/2025
234				I think the most important thing is to keep a large number of huge trucks off of the pine Bridge and the blue Lakes pool line intersection. To me the one that makes the most sense is to have I 93 come north west of Twin Falls over the bridge to meet with I 84.	moderate_understanding	socialmedia		8/28/2025
235	What happens to home owner in potential path of new highway in the western options?	none	The central options will not help blue lakes and pole line congestion.	HURRY! :)	moderate_understanding	Postcard,socialmedia,Email_from_project_team		8/28/2025
236	we most definitely need a 3rd bridge crossing sooner than later. the short term alternatives are critical until the new bridge is build.	I think it's a good start, but it needs to move a lot faster than the timeline outlined.	It s a great plan but it needs to get moving.	The infrastructure for our community such a 3rd bridge is critical.		Email_from_project_team		8/28/2025
237	The selected locations make no sense and have no direct connection to where drivers are trying to get to. Like all government projects, this too will be a complete waste of time and resources and not accomplish anything that it is set out to do.	Why would you not put the new bridge directly north of the Highway 30 turn from N to E near 4100 North interchange? Why is it going to take another decade for you to drag your feet and study this project again? How bad do you think the traffic has to get in Twin Falls for ITD and the City to do ANYTHING??	They are all terrible and do not gain any relief from the traffic in the City.	ITD and the City are a perfect example of the disappointing nature of our government. Inefficiency and negligence are your core values.	good_understanding	socialmedia		8/28/2025

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238	The selected locations make no sense and have no direct connection to where drivers are trying to get to. Like all government projects, this too will be a complete waste of time and resources and not accomplish anything that it is set out to do.	Why would you not put the new bridge directly north of the Highway 30 turn from N to E near 4100 North interchange? Why is it going to take another decade for you to drag your feet and study this project again? How bad do you think the traffic has to get in Twin Falls for ITD and the City to do ANYTHING??	They are all terrible and do not gain any traffic relief from the traffic in the City. You would think that after a decade of already studying this mess, you would know that.	ITD and the City are a perfect example of the disappointing nature of our government. Inefficiency and negligence are your core values.	good_understanding	Newspaper (online)		8/28/2025
239				When will someone be forthcoming about the cost of the bridge and infrastructure leading to the bridge? The community has NO IDEA how expensive this project could be. Maybe if they knew the estimated cost of the bridge, the right of way buy outs and cost to build the roads and interchanges needed to access said bridge, it would change public opinion regarding another crossing. Also, where is the money coming from? How will it be funded? Taxpayers have a right to know if you're actively involving them in the planning stages. Transparency is necessary in a project this massive. Public perception is that a 3rd crossing is imminent because those in charge want to give a political answer to save face rather than being upfront. This project will cost hundreds of millions of dollars. The public has a right to know that VERY important piece of the puzzle before they can even consider any other factors.	good_understanding	socialmedia		8/29/2025
240			W-1 seems the most logical alternative, it would divert truck traffic away from both TF and Jerome business centers and would be a straighter route for truck traffic traveling North-South. The E alternatives don't seem like they would help the TF traffic issues, other than just on Blue Lakes.		moderate_understanding	Postcard		8/29/2025
241	I truly believe that selecting the W3 alternative will reduce traffic going through the Pole Line -- Blue Lakes intersection. Especially long haul truck traffic. This would reduce some of the requirements for improvements at Pole Line -- Blue Lakes intersection.		While the "C" options addresses traffic volume going through the Blue Lakes -- Pole Line intersection with respect to automobile traffic, I believe that it will not reduce the improvement requirements of the intersection. Furthermore, I would expect that there would be a need to improve Eastland (3100E) and some east-west corridor to connect to US Hwy 93.	As a resident of eastern Twin Falls County, I typically cross the Snake River at the Hansen Bridge. This is because of the frustration I experience at Blue Lakes and Pole Line. To go to places west of Blue Lakes, I will typically go on Kimberly Road (Hwy 30 / 3800N) or Orchard (3700 N). I always try to avoid crossing Blue Lakes from Addison north. One of the items that has low attention is the need for a south of Twin Falls truck route between Hwy 93 east Twin Falls area (aka Hwy 30/50) .	good_understanding	TV_newspaper_radio		8/29/2025
242	As a resident of Jerome county, it has been apparent in the last 15 or so years that traffic throughout Twin Falls has only gotten worse as shipping has increased through our region more and more. With the inclusion of the new Amazon warehouse at Crossroads, we now have all the Amazon freight and delivery vehicles adding to the menagerie that is the intersection of Blue Lakes and Pole Line.	The criteria is adequate for the project at hand.	Out of the advancing 5 options, W3 is the best choice. The on-system alt. is too far out of the way, and with reduced speeds (i.e., 65 to 55mph), the likelihood of trucks changing their route to ID46 is still very low. C5 and C6 do not address the freight traffic that is already congesting the Blue Lakes and Pole Line intersection (as that traffic will still be going over the Perrine Bridge); while the local traffic would have another route out of TF, these are not providing great alternatives for local traffic to get to and from west of Blue Lakes - hence, the traffic and Blue Lakes and Pole Line wouldn't be improved, as traffic would now seek to turn left (approaching from the east, turning left to go south on Blue Lakes) to get to any of the businesses on Blue Lakes and north of Falls Ave. W1 and W3 are the best options for truly providing a truck route for the freight that is trying to pass through Twin Falls. I originally considered W1 to be the best option, since 24% of the freight traffic moves north on I84, but this proposal would require the bridge crossing the interstate at the West exit to get completely redone, as I'm sure the original design of the bridge wasn't spec'd to hold that much traffic. With the massive reworking of the south Jerome exit, while the local traffic getting in and out of Jerome would be impaired by the onslaught of freight traffic, this new bridge has (hopefully) been spec'd to handle a large amount of freight - as the Magic Valley continues to expand in the next 25+ years. Personally, it would make the most sense in my mind to continue W1 to the interstate, using diamond interchanges to connect to the interstate, to West Rd in Jerome, and to US93E in Twin Falls, utilizing a frontage road to connect the rest of the Jerome county roads as needed, thus reducing the impact to local traffic - but I also understand budgetary restraints and environmental impacts with such a large segregation of east/west of (currently) 300W in Jerome.	Myself, I'd like the option to see the Snake River Canyon from the new bridge, so a design that doesn't totally impact the view would be much appreciated. Another decked arch bridge would compete with the Perrine bridge, which is very unique for this area and one of the few attractions of the area - to add to the ambience rather than detract, I'd go with the through-arch bridge. (Somewhere in that 900-page study report, you had the option for a walkway on the bridge as well, if I'm not mistaken - that would be excellent, and would provide visitors to the Magic Valley another vantage point of the canyon. In time, maybe even a future park for more public spaces -- similar to the current area around the visitor's center -- assuming the two counties come to the same consensus.)	clear_comprehensive_understanding	Postcard,Moscow DailyNews,ITD_website		8/29/2025

# Snake River Crossing Public Meeting

Online Survey Comments: June 20 – Sept. 4, 2025

243	The purpose and need assessments are spot on. An extension of 93 due north beyond Poleline and then connecting to the new Jerome 84 Interchange is by far the best solution to the City of Twin Falls traffic issues for the current eastbound Poleline Road to Blue Lakes crossing of the Perrine Bridge to get to 84. The vast majority of the tracker/trailer vehicles on Poleline that then travel through the Blue Lakes/Poleline intersection never conduct business in Twin Falls. They simply pass through to another destination. And further, the Poleline Road resulting heavy traffic also affects emergency vehicles in providing life saving services to and from St. Luke's Hospital.				clear_comprehensive_understanding	TV_newspaper_radio		8/29/2025
244	2 bridges would be better than one. One in each of the proposed areas.				good_understanding	socialmedia		8/29/2025
245	How many meetings and processes are there before this project gets started?	Why does it take a draft evaluation? How many times is the magic valley area going to throw money at drafts and engineers that goes nowhere?	In my opinion, the best consideration is to extend highway 93 across the snake river for all truck access to a north- south route. That would eliminate a lot of stress on the existing Perrine bridge.	Why is it being drug out there is way too much congestion on the Perrine bridge and pole line roan.	limited_understanding	Postcard		8/30/2025
246	The need is acute. Hwy 93 thru traffic needs to bypass Poleline rd.& Blue Lakes intersection.				limited_understanding	socialmedia		8/30/2025
247	What is the assessed impact on vehicle traffic volume across the Perrine bridge if the Hwy93/INT84 area in Jerome County was developed for consumer, commercial and housing?				moderate_understanding	other	The Courier News	8/30/2025
248				No new crossing! A new crossing will only increase development pressure and soon yet another crossing will be studied! Improve the existing crossing if absolutely necessary but do not create a new crossing! Instead, find ways to reduce the amount of traffic.				8/31/2025
249					moderate_understanding	other	Your Local Idaho website	9/1/2025
250	Need another crossing		think W 1 or W 3 are the best		moderate_understanding	Newspaper (print)		9/1/2025
251	Can the bridge be located in such a manner that it connects from hwy 93(on the south of the canyon) and then directly north to the I-84, while bypassing the core of twf and north town commerce. Hopefully, this would alleviate the traffic bottlenecks and quantity of trucks interfering with automobiles and businesses in the north Blue Lakes Blvd area.	The current traffic situation is a "time bomb" in progress, with accidents crippling the flow of traffic in and out of TWF, on a daily basis. The safety (fire, ambulance, police) of all citizens is in jeopardy because of the Perrine bridge's vulnerability to be always at risk of being closed due to traffic issues.	How soon can we get a decision and start to actually build another bridge across the Snake River Canyon?	This decision needs to be considered as a progressive action and structure for the benefit of the entire Magic Valley and not just a Twin Falls county or city decision.	good_understanding	Postcard		9/2/2025
252	I think it's a good idea because too many people are moving to twin and the bridge is already crowded as it is!	Nothing			moderate_understanding	socialmedia		9/2/2025

# Snake River Crossing Public Meeting

Online Survey Comments: June 20 – Sept. 4, 2025

253	There's not much to say, it's well known that it's needed.		Ken Curtis bridge and the Buhl grade seem problematic for an overall solution, and if developed, it takes away or severely limits access as it is developed. It does continue to provide crossing access as a different route is developed. A solution using W1 or W3 makes the most sense to provide regional access for truck transportation and other traffic, and also alleviate the congestion associated with Twin Falls and that growth.	A lot of work has gone into the Jerome IC at exit 168, would anything have to be changed there, after it's all done, to accommodate any solution that would incorporate this in a route? (W3)	limited_understanding	socialmedia		9/2/2025
254	Please build t bridge west of town. I hate having to drive thru Twin Falls every time I want to go some where south of town.	Speed it up.		55 years and still no bridge. What are you waiting for?		Postcard,socialmedia,Email_from_project_team		9/2/2025
255	Does it have to have a bridge across at the top? Can it be more like the crossing in Buhl ?	Utilizing the natural terrain of the canyon to shorten bridge length would make more since.	Any alternative other than 93 north would be foolish	I think flowing traffic through Twin Falls would defeat the purpose of even building another bridge.	limited_understanding	socialmedia,ITD_website		9/2/2025
256					limited_understanding	Postcard		9/3/2025
257					limited_understanding	Postcard		9/3/2025
258	The need for the project is already obvious to those of us who live in Twin Falls and travel on Pole Line Rd or Blue Lakes Blvd.	The criteria seems reasonable.	Alternatives W1 and W3 are the best alternatives and should be advanced. Continuing to consider alternatives C5 and C6 seems like a waste of time and money since both will increase traffic on Pole Line Rd., Eastland Dr., and Blue Lakes Blvd. Unless ITD is trying to do things "on the cheap, these alternatives should not be given further consideration.		good_understanding	Postcard,socialmedia,Newspaper (online)		9/3/2025
259				The West Side alternative appears to fail two of the Evaluation Criteria; Environmental and Community Impacts and Feasibility. In terms of "Impacts to natural resources", compared to the Central alternative, the West Side requires the use of much more land, especially existing farm land and would entail far more road building miles. By contrast, the Central path is much shorter, essentially no farm land, and uses vacant lava fields. The West Side would have a major impact on "cultural resources" with possible demolition of many historic barns and other structures, and be a significant change in the local land structure. The Central path would likely only require the removal of several structures on the south side of the Canyon. Finally, the West Side path would produce a major change to the "local communities". Many of us who live in this area moved/reside there due to the rural environment, mainly centered on agriculture. A bridge, and related road, traffic, noise and development would change the area immensely. Conversely, the Central path would have little of these impacts, since the south side is already in a city/developed area, and the north side is mainly vacant. In terms of feasibility, as quoted in the cost evaluation posted on the web site, the West Side is much more expensive, probably due to the far larger scope (I recall something on the order of \$100M more), and involved many more land owners. The Central alternative looks to be more in-line with preserving the the environment of south-central Idaho.	good_understanding	Postcard		9/3/2025
260	I worked in Jerome and live in Filer. Often there would be heavy traffic on returning home over the Perrine Bridge, causing delays, sometimes very long delays.		I think the W3 alternative would be the most direct route between Jerome and Filer and south highway 93.			Postcard		9/3/2025

# Snake River Crossing Public Meeting

Online Survey Comments: June 20 – Sept. 4, 2025

261	I believe that there is a huge need for a third bridge over the Snake River Canyon. The traffic at the Perrine Bridge is becoming impossible.		There are many alternatives but I believe that the only ones that truly make sense are the ones coming from Jerome to 93. We need to not only reduce traffic at the bridge but also reduce traffic coming through Twin Falls	I believe that the best option is W1	good_understanding	TV_newspaper_radio		9/4/2025
262	I'm impressed - it's very thorough!	Very good	All are needed if funding is available.	W1 would be my first choice.	clear_comprehensive_understanding	socialmedia		9/4/2025
263					good_understanding	TV_newspaper_radio		9/4/2025
264			W1 crossing, I feel is the best option for helping the truck traffic go directly to Hwy 93.		good_understanding	TV_newspaper_radio		9/4/2025
265	How does the draft Purpose & Need balance regional growth and economic development goals with protecting the natural and recreational value of the Snake River Canyon? For example, how will ITD ensure that increased mobility doesn't come at the expense of tourism, wildlife, or environmental In the draft Purpose & Need, improving safety and reducing congestion are highlighted. Could you clarify how ITD plans to measure success in these areas — for example, what traffic volume thresholds, crash reduction targets, or travel time improvements would indicate the project is meeting its goals?	Can you explain how the draft evaluation criteria will weigh trade-offs between traffic efficiency, environmental impacts, and community effects? For example, if one location scores higher for reducing congestion but has greater environmental impacts, how will ITD prioritize those outcomes?	Regarding the range of alternatives, has ITD considered addressing congestion at the existing Perrine Bridge by moving traffic signals and turnoffs further away from the bridge entrances? Right now, signals so close to the bridge cause backups onto the span itself. Why has the city been reactive rather than proactive in planning road infrastructure to keep up with growth, and how is this project ensuring that the same issues aren't repeated with a new crossing?	When looking at the range of alternatives, how is ITD coordinating with the City of Twin Falls on land-use planning? Right now, most grocery stores, convenience stores, and fast-food restaurants are concentrated in one area, which creates unnecessary congestion near the existing crossing. Why hasn't there been more effort to encourage commercial development on the opposite side of the city to spread out traffic demand, and how will this project take those factors into account?	limited_understanding	TV_newspaper_radio,Word_of_mouth		9/4/2025
266	it seems to me that placing a bridge over the snake river in Filer would provide the most direct transportation route for interstate traffic to connect with 93. it would also reduce traffic through the city of twin falls which would not only reduce congestion, but also reduce wear and tear on our roads					LewistonTribune,TV_newspaper_radio,ITD_website		9/4/2025
267	Where are all the other studies that have been done for over 30 years?			Widen the Hansen bridge! Build a third crossing! You are about 20 years behind!	good_understanding	socialmedia		9/4/2025
268	Given that Eastland is cited as one of the areas with significant accidents and the fact that in Eastland Bridge would not spread traffic very far as Eastland is very close to the current pine Bridge and the fact that the project shows that a higher percent of users are on the west side both north and south it seems that the logical conclusion would be to do the Filer bridge that would extend Highway 93 straight across the canyon to Jerome. The area near the proposed Eastland bridge option is in the middle of neighborhoods. It would be heavily impacted. Well, I sympathize with the farmers who would be impacted in the Filer proposal. The number of individual individuals impacted would be far less.	See above comments.	See above comments.	See above comments.	clear_comprehensive_understanding	Postcard,socialmedia,TV_newspaper_radio		9/4/2025
269	As a citizen who lives in the neighborhood near a possible Eastland and Poleline crossing I am concerned about how that would affect my neighborhood. It also seems like this area of town already has close access to the crossing down Blue Lakes and a crossing near Filer makes the most sense.					Word_of_mouth		9/4/2025

## Snake River Crossing Public Meeting

Online Survey Comments: June 20 – Sept. 4, 2025

270	I would much rather see the bridge be out near Filer not on Eastland in Twin Falls. I also would like to see if be the dual suspension or dual cable.		Filet not Eastland location		good_understanding	Postcard		9/4/2025
271	Why are more sites being added and considered? Everyone thought this is to connect highway 93 with the interstate? Is there a plan to have eastland extended and the bridge to cross there?		Eastland as a considered site for the bridge does not help alleviate congestion or traffic patterns in town or around the existing bridge Keeping the bridge out in Filer alleviates south traffic trying to cross the canyon which in turn alleviates the congestion over the existing bridge		good_understanding	socialmedia,Word_of_mouth		9/4/2025
272			I strongly believe that any alternative that is dumping traffic onto Pole Line or Eastland is going to cause way too much congestion that is so close to where there is already congestion.			Postcard		9/4/2025
273			Everything in the C options are a cheap bandaid and will not help the TF west side traffic. Most reasonable option is W3, since Jerome is finishing up a revamped Exit 168, but W1 is also semi reasonable.	The depth of the information presented as well as the amount of time available to review is GREATLY appreciated.	good_understanding	Postcard,TV_news_paper_radio		9/4/2025
274	A new bridge sited at an extension of Eastland Drive would add to the severe congestion already existing in this area. I think it should be built in Filer.		As above		good_understanding	Newspaper (print)		9/4/2025
275			What will be done to mitigate the congestion that will likely occur at Pole Line and Eastland if the Central crossing alternative was chosen? I believe that congestion will be significant. What will be done to preserve Pillar Falls and accessibility to the area? What will be done to preserve the canyon rim trail.	I believe the central location option with a connection to the Pole Line and Eastland will cause significantly more problems with congestion, impact to Pillar Falls, and impact to the Canyon Rim Trail.	moderate_understanding	Postcard,Word_of_mouth		9/5/2025
276	Any crossing that moves traffic to Pole Line or Eastland would cause more congestion in residential areas. Many times of the day you can't hardly turn left onto Eastland as it is. Adding more traffic in that area will only make it worse.				good_understanding	socialmedia		9/5/2025

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: 3rd bridge  
Date: Monday, June 16, 2025 7:05:20 PM

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I am in favor of the 3rd  
Bridge over the canyon.  
The traffic flow is at  
A bottle neck when  
Trying to make a left  
Hand turn onto Blue  
Lakes from Pole Line.  
If Perrine bridge is blocked the drivers and  
Emergency vehicles would have to drive to  
Buhl or the Hanson bridge to get to the other  
Side of the canyon.  
I would be in favor of  
Adding a fuel tax to help  
Offset the cost  
Thank you  
[REDACTED]  
Twin Falls

Sent from my T-Mobile 5G Device

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: 200 West Jerome  
Date: Tuesday, June 17, 2025 10:53:06 PM

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Hi. Will the new snake river crossing land at 200 West Jerome? It's a perfect route to enter interstate 84, especially by the new Mr Gas store. If the new bridge crosses North of highway 93, it hits 200 West of Jerome. I think that's a good idea. Please let me know.

Regards, [REDACTED]

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: Bridge Crossing  
Date: Monday, June 16, 2025 8:24:00 PM

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The only option with the fewest disruptions is to build the new bridge north of the 93/30 junction east of Filer. It would connect to the freeway on the north side. It would funnel all the trucks and extra traffic that don't want or need to be in Twin Falls away from the city. That would take many many vehicles away from the Bluelakes and Poleline intersection and off of the Perrine Bridge.

Please do this quickly before the price goes up more.

[REDACTED]

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: FW: 3rd Crossing - New Bridge Public Meeting  
Date: Thursday, July 3, 2025 11:03:56 AM  
Attachments: [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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To whom it may concern,

Although I live in the area of eastland and Pole line , even if I didn't the bridge in this area is a crazy idea. It is shortsighted because the cost is the driving the rationale. Look below, there are other options. I believe the West location options are the best long term solutions.

Rational:

- Allow Jerome to become a bedroom community with improved access to the Twin Falls market
- Commercial trucks headed to Twin (ex Glanbia) would have an option so they don't use Blue Lakes Rd.
- Long haul commercial trucks headed to Las Vegas on 93 don't run on Pole Line and Blue Lakes
- Easier access for those coming from Boise(largest city in Idaho)

The eastern locations really don't alleviate anything and just move the congestion into the city . I would ask the team to think longer term and think about future growth for the city and surrounding community .

WEST IS BEST !

Regards

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Saturday, June 21, 2025 1:47 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** Re: 3rd Crossing - New Bridge Public Meeting

[REDACTED]

Agree 100% . Should be at 93 bend . That would give better access for residents in Jerome and make it more of a "bedroom" community and alleviate congestion on 75. It doesn't even need to be a bridge( although ideal ) it could be similar to the buhl grade .

Thanks for rallying the neighbourhood

Regards



Sent from my iPhone

On Jun 21, 2025, at 1:40 PM, [REDACTED] wrote:

**WARNING:** This message originated from outside the Glanbia network, please use caution when accessing content and responding. Do **NOT** open attachments or click on links unless you can verify the source of this email. Report any suspicious emails to **Global Service Desk** <http://servicedesk/>

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Hello Neighbors,

We Wanted to make you aware, in case you had not already seen this. There is a Public meeting on June 30th at the Herrett Center for the new bridge crossing. As you know there have been discussions about putting it just north of Eastland Drive and the Pole Line road curve.

IMO, this would be disastrous to our neighborhood, the Preserve, and the northern area of Twin Falls. It would do nothing to alleviate the congestion on the north side of town. In fact, it would make traffic worse between Eastland, Blue Lakes and Grandview and it would funnel all current and new vehicles to within 2 miles of Blue Lakes. The most logical place to put the bridge is where it has been talked about for 30 years now - straight north of highway 93. This would divert a majority of the semi-truck traffic away from the existing bridge.

Please give your input, take the survey mentioned in the literature, and stay involved through this process.

Thank you.

Have a great day.



From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: Get this done  
Date: Thursday, June 19, 2025 7:54:34 AM

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What the hell has taken so long. This bridge has been desperately needed for a decade. The lack of foresight from the state and twin falls city is astonishing. City and state planners are ignorant, of what is needed in this community.

Sent from my iPhone

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: New bridge  
Date: Monday, June 23, 2025 8:26:35 AM

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If it were to come north of Filer, where would it connect in Jerome county?

Sent from my iPad

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: Public comment on third crossing  
Date: Wednesday, July 30, 2025 8:55:31 PM

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Hi, it seems I maxed out your character limit on the survey so I'm sending my full comment here as well. Thanks.

- 1) Saying a goal is to find fundable solutions but proposing advancing new crossings that could total \$1 billion in construction is not feasible. Looking to federal grants to pay for this is not a valid proposal. Instead that money should be spent on construction for the two other independent projects or even replacing other critical bridges across the state, such as the Long Bridge on US-95 over Sandpoint - which is the ONLY crossing over that lake and on a route that serves international freight.
- 2) You already have redundancy with existing bridges (Perrine, Curtis and Hansen). These bridges carry equal freight traffic so I'm not sure why you're so focused on a new bridge. ITD doesn't have plans to replace these bridges, and the current Perrine Bridge is described as being in good condition.
- 3) With the existing Perrine Bridge being in good condition, it's much more cost effective to maintain what you already have. I support maintaining this structure, not building new debts we'll never be able to maintain or pay back.
- 4) Widening the Perrine Bridge won't address safety concerns which are the intersections on either side. Fund those other two projects for construction rather than this one for a pointless design that can only be built with federal grants (which the Trump administration has been cancelling all over the place).
- 5) All three bridges carry the same amount of commercial traffic. Maintain those and build better highway connections between them; that's way cheaper than a new bridge. Also your staff in a TV interview even said the Perrine is not even going to need widening in the design year in 2050 so why are we spending money here?
- 6) This entire project seems like a response to political pressure instead of demonstrated need that should be prioritized above other needs. For example, on US-95 alone you have bridges like Lawyer's Canyon and the Long Bridge which are the only crossings in the area; why would you spend \$1 billion building a new third (fourth?) crossing on a highway that's not linked to international destinations like those on US-95? I do not support this project. I do support efforts to look at existing bridges like Hansen and improving safety at Blue Lakes and Poleline.

From: [info.snakerivercrossing](mailto:info.snakerivercrossing)  
To: [REDACTED]  
Subject: Re: How to submit comments  
Date: Friday, July 18, 2025 4:42:14 PM

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On Thu, Jul 17, 2025 at 10:28 AM [REDACTED] wrote:

Gemma, Thank you for your reply. Please submit my below thoughts and comments r.e. the additional Snake River Crossing plans:

1. The obvious choice would be extending Hwy 93 north thru Jerome County to intersect with the existing I-84 corridor.
2. Purchasing the land to extend Hwy 93 north is surely costly; however, it seems it would be less expensive than attempting to widen the current Perrine Bridge or replacing the Hansen Bridge.
3. Traffic should be routed via the most direct, least populated areas. While the purchase of land to build the connectors will be expensive, land values in Jerome County historically have been less than land around Kimberly and Twin Falls.
4. Attempting to route the traffic over the Hansen Bridge would be an enormous disruption to the communities of Kimberly and Hansen. These are well-established small towns which service families, farmers and small businesses, with farm implements and bikers often using the local roads.
- 5) I sincerely hope Twin Falls's City Economic Developer, Shawn Barigar, does not attempt to negatively influence ITD's decision. Twin Falls must realize that the traffic load is beyond what Pole Line and Blue Lakes can successfully manage. Traffic needs to have a diversion choice that makes sense for the entire growing area.
- 6) This is going to be an enormous cost to ITD, but it needs to be done in the most efficient and appropriate manner because there will be no "do-overs". Let's do it right the first time!

Thank you,

[REDACTED]

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: Re: New Bridge  
Date: Thursday, July 3, 2025 6:51:25 PM

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**From:** [REDACTED]  
**Sent:** Wednesday, June 25, 2025 6:20 PM  
**To:** [REDACTED]  
**Subject:** New Bridge

**CAUTION:** This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Dear [REDACTED]

I strongly feel the new bridge across the Snake River Canyon should not cause increased truck traffic through towns. Due to several issues.

1. Increased traffic accidents resulting in injury or death due to cars trying to "get around" large trucks or trucks running red lights trying to "beat the light".
2. Increased road wear and tear due to heavy truck traffic, causing increasing repair costs.
3. Taxpayer dissatisfaction with road conditions in addition to driving through heavy traffic with several large trucks blocking vision, running lights, etc.

Thank you for allowing me to voice my opinion.

Sincerely,  
[REDACTED]

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: Snake River Crossing study commentary.  
Date: Saturday, June 28, 2025 8:41:17 PM

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Going over the planning documents available on the ITD site in advance of the open house on the matter. I would have to say that the West – South Jerome (W3) makes the most sense in the immediate term. However, I would suggest a slight hybridization with respect to future planning.

As the study notes, this will bring extra traffic to the South Jerome interchange which could either prompt a need for an immediate modification to the interchange that they haven't completed building just yet, or at least cause changes to need to be made earlier than was fully intended. However, there is a bit of third option which likely was somewhat overlooked there.

I would suspect that traffic taking the new route and heading east on that interchange has minimal over-all impact on the interchange. It is the traffic heading west from the south that presents the bigger impact for operations there.

The long-term planning alternative there is that the West – SH-25(W1) option be modified to reflect the South Jerome routing/right of way having primacy. From there the divergent route goes into a right-of-way acquisition/retention mode for the planning and zoning operations with respect to Jerome and Jerome County. Possibly up to and including a new (very long-term) interchange somewhere between N 200 W and N 300 W. As it looks like N 200 W is already built in, making right of way a bit more expensive. Plus the matter of proximity to the SH-25 interchange would make that perhaps a bit too close for interchange spacing.

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Moving a bit beyond the scope of the current planning and evaluation process:

Depending on just how far out the planning horizon is with respect to the West - South Jerome option is, it looks like you guys are suggesting something like the phased implementation of the SH-16 extension to I-84 is doing; considering the project notes about building the (non-bridge portion of the) route as a 3 lane highway with plans to expand it to 2 lanes both directions). That would likely be preferable to getting locked into already existing and built right of way south of Jerome, as it looks like W 300 S already has a lot of occupied frontage.

If the plan is to follow the "SH-16 model," it probably would be a good idea to start long term planning/right-of-way preservation to provide that West - South Jerome connector as straight of a shot as possible over I-84 and heading for US-93. This would create an opportunity for future projects to give freight traffic a means to remain on a more controlled access route from US-30 in Twin Falls County all the way through to US-93 at some point near Jerome without needing to drive through either of the cities, or even necessarily getting onto I-84 between Jerome and Twin Falls. It also sets Jerome up with something of a "belt-route"/bypass to the south of the main town, as well as on its western side. Putting them in a better position for traffic management/planning for a long time into the future.

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: Snake River Crossing  
Date: Saturday, July 19, 2025 1:50:55 PM  
Attachments: [Snake River Crossing.docx](#)

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## Snake River Crossing

There is a need for another crossing to alleviate traffic in Twin Falls. That is why I think extending 93 Northwest to the Snake River canyon, then build a bridge over to a road going North to Highway 25, then East to Interstate 84 or on East for those wanting to continue North on 93.

There is a long way from the Perrine Bridge to the Ken Curtis Bridge so it would be a good fix to put a bridge in between to move traffic away from Twin Falls. A lot of truck traffic as well as RVers use 93 to go South to Nevada.

Traffic going North from Nevada on 93 could turn right on Highway 74 to Kimberly Road then East on Highway 30 to Highway 50 at the Red Cap corner on to the Hansen Bridge and Interstate 84. That route even if the bridge is widened to four lanes doesn't alleviate the traffic problem in Twin Falls. It also has to cross Rock Creek so there would be another bridge to keep up.



From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: Third bridge  
Date: Tuesday, June 17, 2025 12:50:19 PM

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Great idea for a third bridge, Your comments on tree huggers , Hemp lovers or whatever else you mentioned like environmental issues sadly sounded pretty rude . But hey its Idaho right . We aren't rhe bad guys for caring about the environment. Good luck

From: [REDACTED]  
To: [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
Subject: You are focusing more on the south side of the canyon.  
Date: Thursday, September 4, 2025 11:41:36 AM

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To whom it may concern,

As I have gone to the meeting, read articles, paid attention to proposals I have noticed a pattern, Your complete lack of the north side of the canyon and the effects it will have on those community members. This project is very south side driven and accommodates them and them only. This project puts the north side of the canyon in a complete disadvantage in their communities in their lives and their general well-being. The amount of infrastructure strain you're proposing to put on the roadways and your lack of sympathy for those who live and have to pay taxes on these is completely obvious. Are you going to give us the money that it takes to upkeep on these, are you going to partner with us or are you going to have us take it completely on with no regret and no thought of what it can do to us. The roads that are already maintained by us The state has abused these roads more than any other that I seen in the area. With the interchange work that is being done and the amount of strain that you have put on the the north side of the canyon and the amount of lack no of compassion for businesses that you have tried to put out of business with your lack of planning and doing your due diligence. Your constituents here in the state. Our poor community has been the afterthought on all these projects. Our community leaders have passed this along to us as well. Let's focus on the big businesses that support those. But what about the locals? What about the local businesses? What about the people that live here and will continue to live here once you guys have packed up and left. I feel that you need to reach out to more of the people on the north side of the canyon and stop letting the South side money influence and just plain lack of community involvement in the name of your pet project and getting this done for people who do not care about those of us who have to deal with the everyday that comes with a project this size. If I had better answers I would have brought them to you. But what I have seen is a total disproportionate proposals that affect a community in a way that you'll never understand because you don't have to live in it. I suggest you stop patting yourselves on the back and start reaching out to more people. We are felt like we are not heard and that and doesn't matter what we say Please prove us wrong.

**From:**  
**To:** [info@snakerivercrossing.com](mailto:info@snakerivercrossing.com)  
**Subject:** FW: New Voicemail to Snake River (Ext. 11240) on Wed Jul 30, 2025 10:41  
Thursday, August 7, 2025 2:56:34 PM  
**Date:** [image001.png](#)  
**Attachments:** [msg\\_116d455e-5d8d-4eba-adde-b9520b926279.mp3](#)

**From:** Zoom <no-reply@zoom.us>  
**Sent:** Wednesday, July 30, 2025 9:42 AM  
**To:** Gemma Puddy <gemma.puddy@horrocks.com>  
**Subject:** New Voicemail from RICHARD ECKERT (208) 410-1761 to Snake River (Ext. 11240) on Wed Jul 30, 2025 10:41

This Message is from an external sender.

## You have a new forwarded voicemail notification

Time	Wed Jul 30, 2025 10:41
From	[REDACTED]
To	Snake River (Ext. 11240) (Auto Receptionist)
Forward To	Snake River - EN (Ext. 11226) (Call Queue)

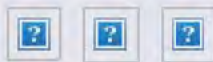
Duration

02:10

### Voicemail Transcription

"Yes, yes, I'm calling about the Snake River crossing. It's very pertinent that the project should go forward and take away a lot of the traffic on the streets in Twin Falls and the surrounding area. The other day, I said in my vehicle encountered a hundred trucks. all diesels, all either pulling a single or double or triple trailers at the intersection of blue Lakes and Poline road. And that's ridiculous that that this is happening. Yeah, we all know that there's Boise as far as money and progress goes. and then there's the rest of the State. Somebody and boys that needs to get out of their chair, get to work and go out and see what's happening, because obviously it's not happening. So I'd like to see that project go forward. And if it costs us a little money. Fine. but somebody's going to get killed if they haven't already, and then this is being recorded, and it's it's retrievable. So let's get off the dime. Let's do your job. Let's build a a bridge over the river. Let's let's start it as soon as possible. because it's very important to this area. not only for the citizens, but for the for the agricultural farmers and dairyman. Let's get it going. Thank you. Oh, my name is [REDACTED]. Last name is [REDACTED]. My phone number is [REDACTED], thank you. "

To listen to this message, you can open the attachment or use any [Zoom Applications](#) to have instant access to all your messages.



[+1.888.799.9666](tel:+18887999666)

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