

US-20 Arco to Idaho Falls



FREQUENTLY ASKED QUESTIONS

1. How will the turnaround areas work?



With a four-lane divided highway, US-20 west of Idaho Falls will look and operate more like the route from Idaho Falls to Rexburg, minus interchange exits. In order to ensure safety of at-grade intersections, motorists will need to access a turnaround location in order to cross the highway or turn left. Deceleration lanes will be included at each turnaround location and will be approximately 700 feet long. This will allow traffic to safely slow down before getting into the turnaround area. Motorists will then stop at the stop line until it is safe to proceed forward or turn left. The turnaround areas will be big enough for farm vehicles and semi-trucks to safely wait in without impeding traffic.

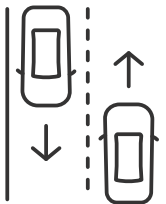
2. How were turnaround locations chosen?



ITD has coordinated with property owners, emergency responders and agencies, such as the City of Idaho Falls, Idaho National Laboratory, Bureau of Land Management, and Idaho Military throughout this project. Each proposed turnaround location was selected based on safety data, traffic counts, and other factors:

- Large turning movements found in the traffic study (particularly at 105th W, 135th W, the INL Materials and Fuels Complex entrance at Taylor Blvd, and the INL Reactor Site entrance at Fillmore Blvd)
- Agricultural access (such as at 155th W and MP 285.2)
- Future development plans (such as at MP 299.7 and 288)
- Preferred two to three mile spacing between turnaround locations (between 65th W and MP 291) for safety

3. How will the turnaround areas affect the median?



The first 10 miles of the project, between 65th W and Milepost 291, will have more turnaround areas to accommodate residents, businesses, and agricultural traffic. The grassy median between the westbound and eastbound lanes on US-20 will be larger in this section for the large turnaround areas.

The remaining 30 miles of the project, between Milepost 291 and the US-26 Junction, will have smaller grassy medians between the westbound and eastbound lanes except where the remaining turnaround areas are located. Because this area will have a smaller grassy median, the eastbound lanes can be rebuilt on top of the existing US-20 footprint, rather than built to the south like in the first 10 miles.

Larger median example.



Smaller median example.

