



SH-50 & US-30 CORRIDOR PROJECT

Corridor Working Group Meeting #2

Oct. 8, 2026 | Kimberly, ID

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Welcome!

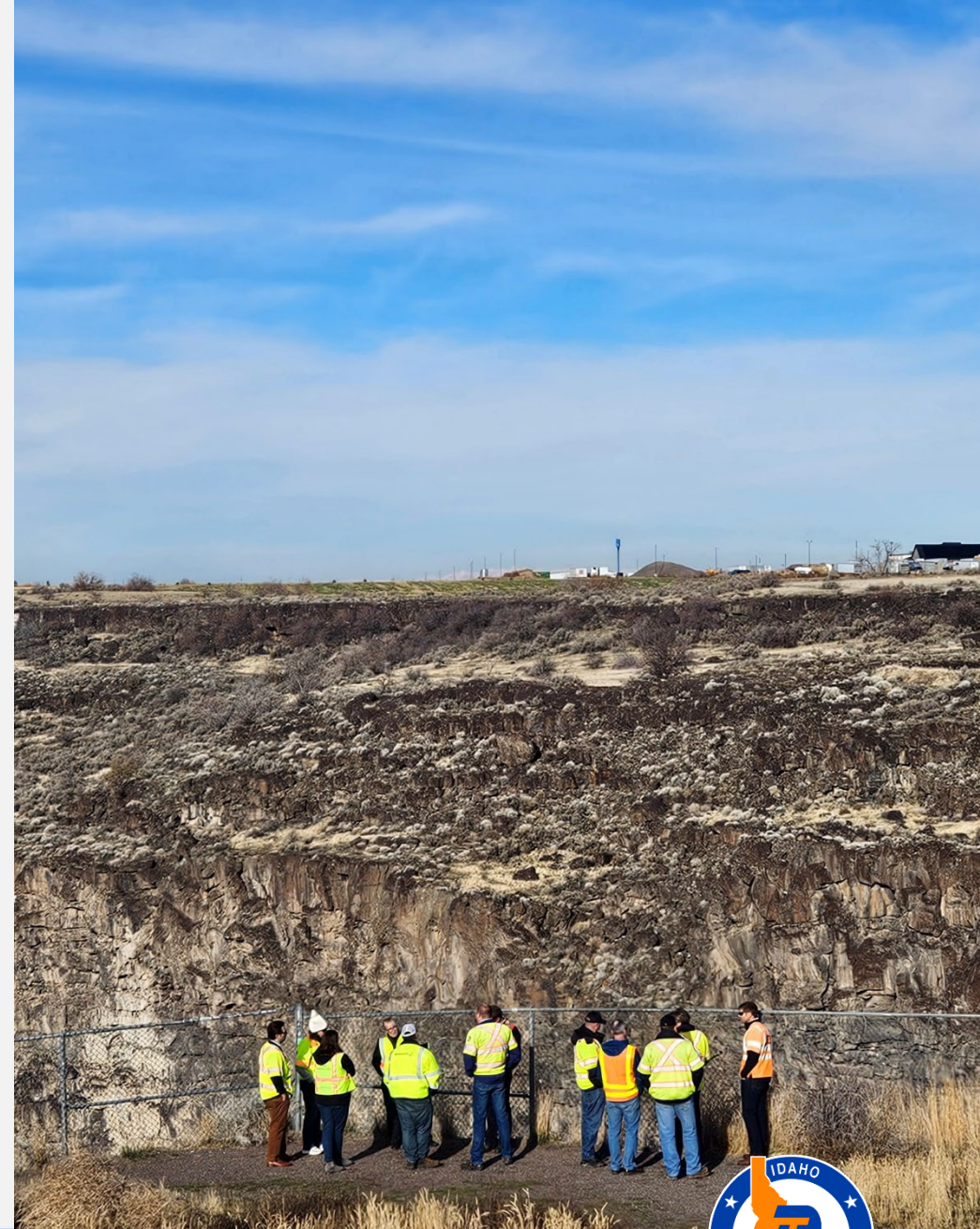
Darren LaMay,
ITD Project Manager

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Introductions

- ITD project team
- Corridor working group participants



Today's Agenda

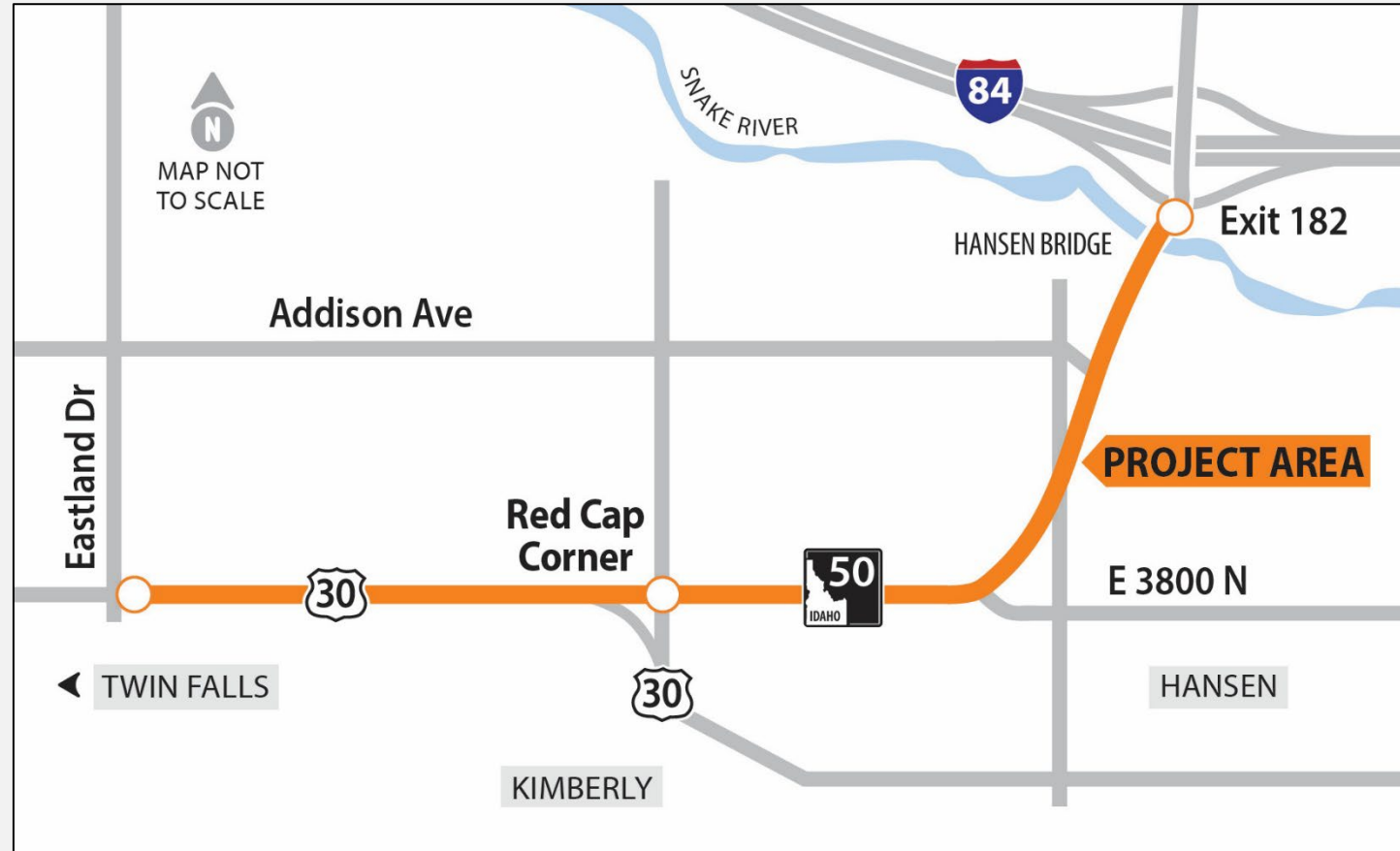
- **Share an update** on the SH-50 & US-30 Corridor Project
- **Review what we learned** from Working Group Meeting #1
- **Confirm the evaluation criteria** we will use to evaluate alternatives
- **Gather your input** about the range of alternatives we are considering for the highways and the Hansen Bridge.

A Little Housekeeping...

- Restroom locations
- Emergency exits
- Comment sheets
- Questions

Project Overview

- ITD is developing plans to improve approximately **nine miles of SH-50 and US-30** between Twin Falls and I-84. The project area includes the Hansen Bridge.
- The project will identify opportunities to **make travel safer and more efficient** for residents, businesses, agricultural traffic and freight as the Magic Valley continues to grow.



Why This Project?



The Magic Valley is growing.



There are safety concerns about the corridor.



The Hansen Bridge was built in the 1960s and needs to serve future capacity and modal needs.



There are multiple visions of what this corridor could be, but not a unified vision that brings them all together.

Community Working Group

The purpose of this group is to:



Discuss project
information
with technical
experts.



Ensure community
perspectives and
concerns **are
represented**
during this
process.



Help ITD
communicate
with the **wider
community.**

Other Major Projects in District 4

Blue Lakes Blvd & Pole Line Road

Study: Fall 2025 – 2027

Upcoming: Meeting March 2027



Snake River Crossing Study

Reviewing FHWA Comments

NOI later 2026 or early 2027



SH-50, Rock Creek Intersection

Design: Through 2027



Coordinating the Projects

- District 4 is using a phased approach. Projects cannot all be advanced simultaneously.
- ITD is identifying what improvements can be made now to ensure better traffic flow in and out of Twin Falls while long-term projects continue.
- Rock Creek Road is positioned as a mid-term project due to its safety benefits.
- The Snake River Crossing Study is a longer-term project.



SH-50/US-30 Project Schedule

Winter 2026



Initial Analysis
Data Collection
Stakeholder
Interviews

Summer 2026



Existing
Conditions
1st CWG
Meeting

Fall 2026



Corridor Vision
Concept
Alternatives
2nd CWG

Winter 2026



Refine
Alternatives
Alternatives
Workshop

Early 2027



Public Meeting
Concept
Report
Study
Complete

Future Years: Individual projects will be scheduled as funds become available.

Work to Date

- ✓ **Gathered data** about traffic operations, safety and other existing conditions.
- ✓ **Gathered stakeholder input** about both corridors and the corridor vision.
- ✓ **Developed concept alternatives** for both corridors and the Hansen Bridge.



What We Heard From You

Andrew Young, ITD

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Initial Stakeholder Outreach

- **Stakeholder interviews (Spring/Summer 2026):** The team interviewed more than 30 leaders of local jurisdictions and organizations about needed improvements.
- **Community Working Group Meeting #1 (June 2026):** ITD hosted Community Working Group #1 to gather input about the vision for the corridor and areas of concern.



What We Heard

- **Participants were universally concerned about safety along the corridor.**
- **Intersections were the most frequent areas of concern**, particularly intersections near facilities with large trucking operations (e.g., near 3300 E and 3400 E) and the 3800 E (Rock Creek Road) intersection.
- **Many believed the corridor and/or the Hansen Bridge should be widened** to accommodate additional travel lanes or turn lanes.
- **Many believed the speed limit should be lowered or** that speeding should be addressed.



Additional Input: Community Open House

ITD will hold a community open house (in person and online) in early 2027.

Community members will have the opportunity to give input on the range of alternatives for the Hansen Bridge and both corridors.

We will share an invitation once the date is confirmed.



Future Conditions

Brett Kohring, HDR

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What Questions Are We Trying to Answer?

- How will the corridor operate?
 - Where is capacity constrained?
 - Where should we look to add capacity?
 - How does the corridor change over time?
- Analysis Years
 - Short Term: 2032
 - Long Term: 2052

Operations: Level of Service (LOS)

Level of Service	What This Looks Like	Descriptions
A		Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. No Delays
B		Traffic flows freely, but drivers have slightly less freedom to maneuver. No Delays
C		Density becomes noticeable with ability to maneuver limited by other vehicles. Minimal Delays

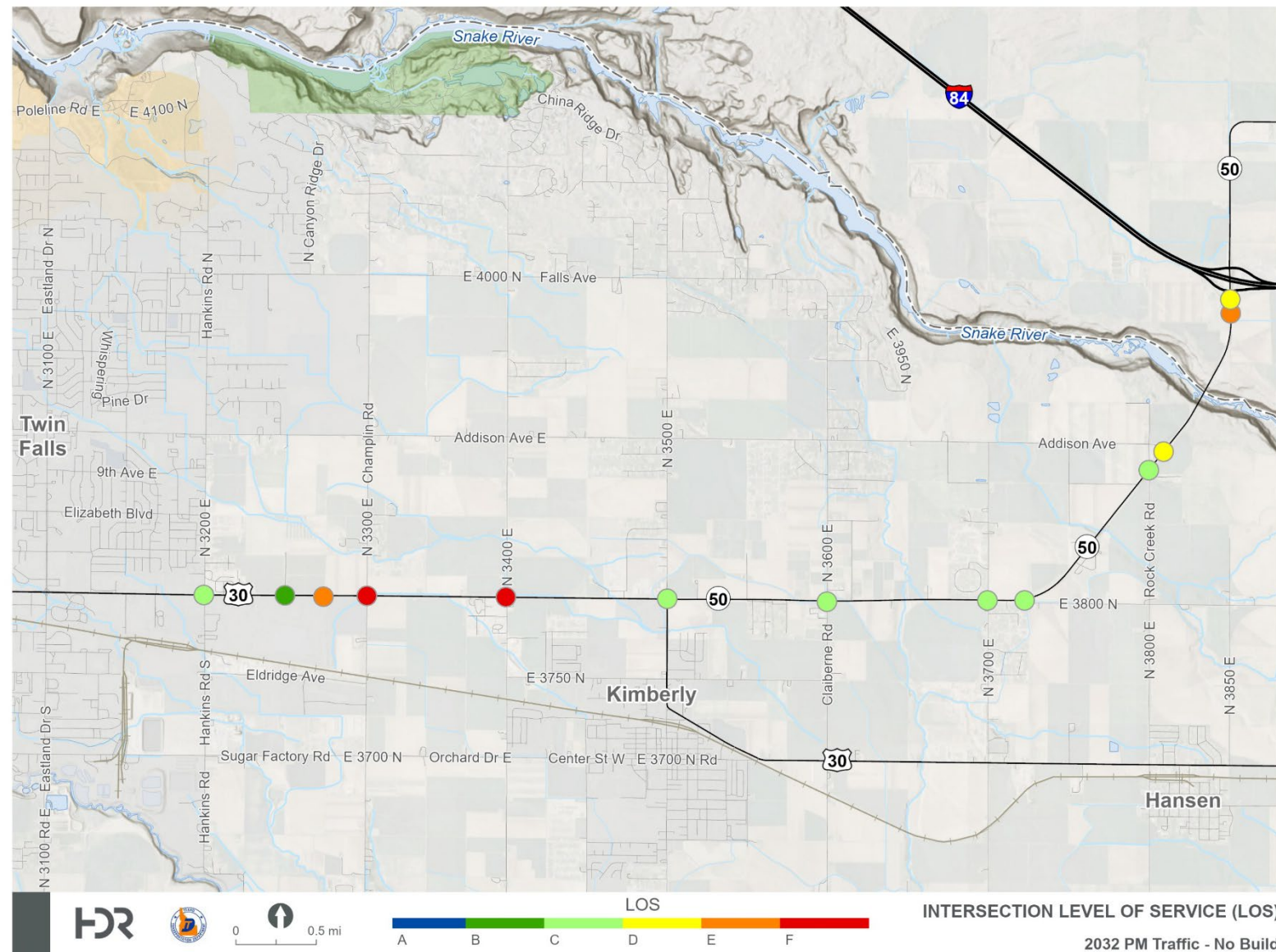
Level of Service	What This Looks Like	Descriptions
D		Speed and ability to maneuver is severely restricted by increasing density of vehicles. Minimal Delays
E		Unstable traffic flow. Speeds vary greatly and are unpredictable. Moderate Delays
F		Traffic flow is unstable, with brief periods of movement followed by forced stops. Significant Delays

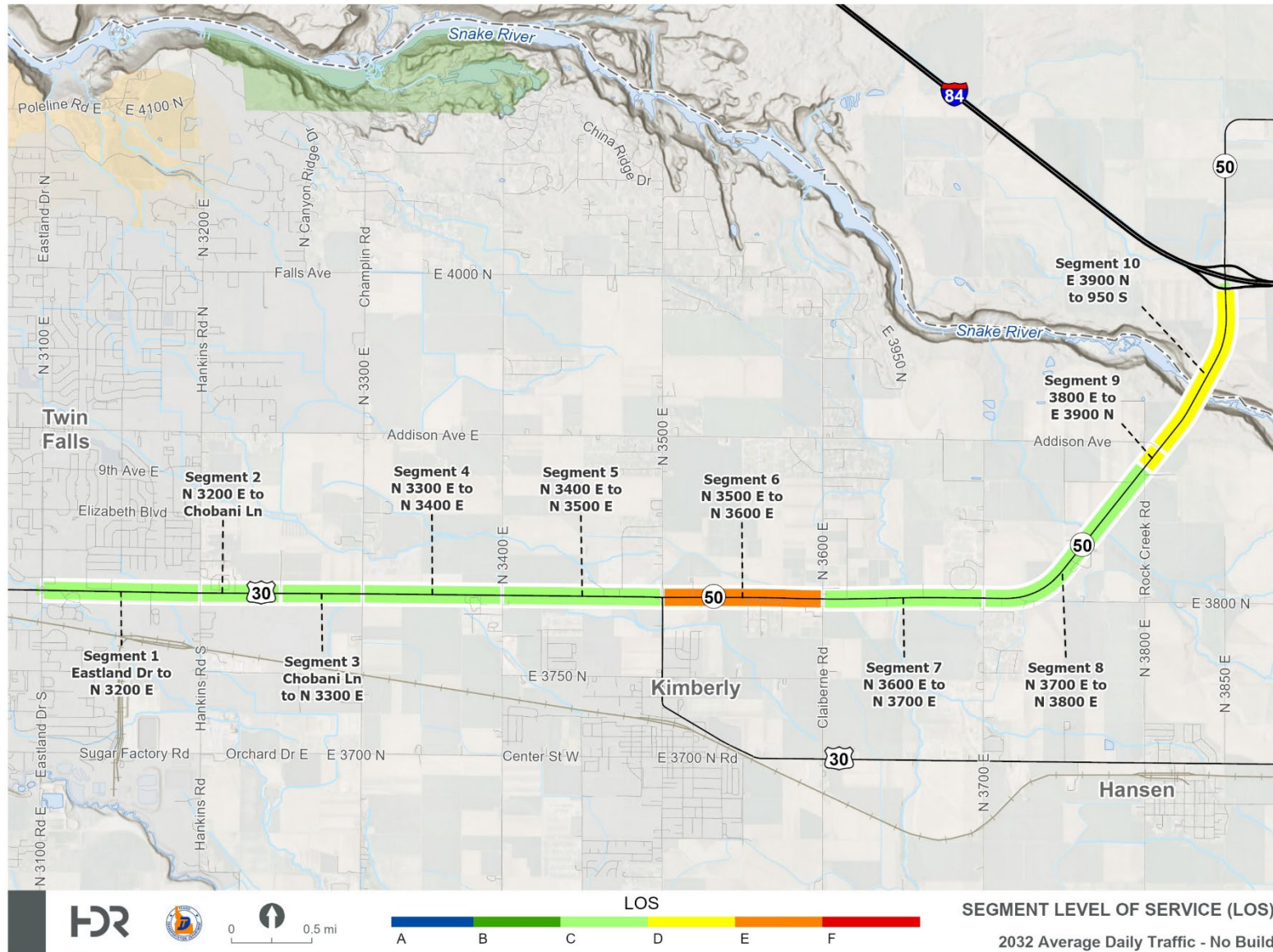


Target LOS

2032 Intersection LOS

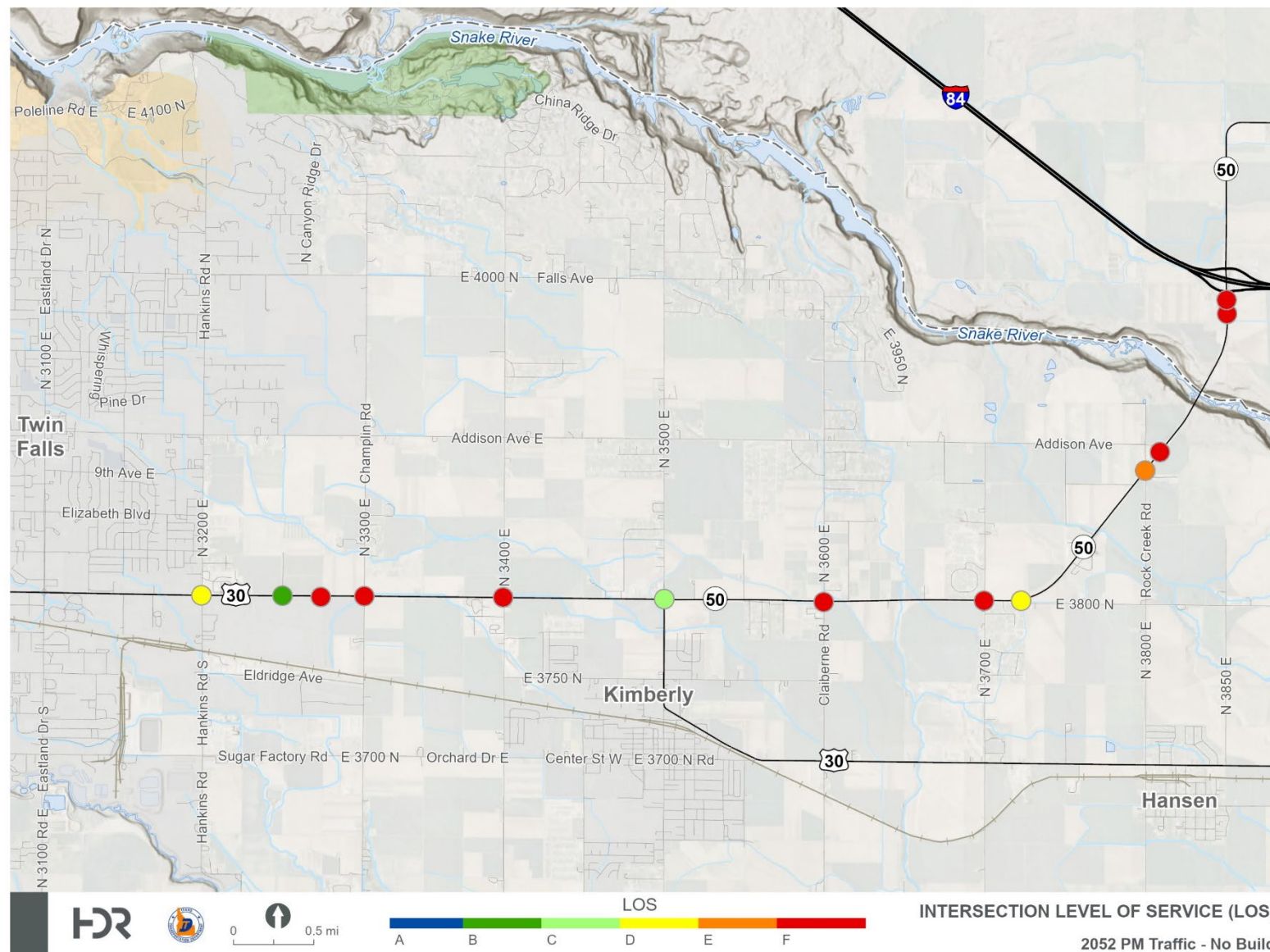
- Intersections exceeding LOS thresholds:
 - Int 3: US-30 & Chobani Truck Access
 - LOS E
 - Int 4: US-30 & N 3300 E
 - LOS F
 - Int 5: US-30 & N 3400 E
 - LOS F
 - Side streets lack gaps to enter traffic at these three locations
- Remaining intersections are LOS D or higher





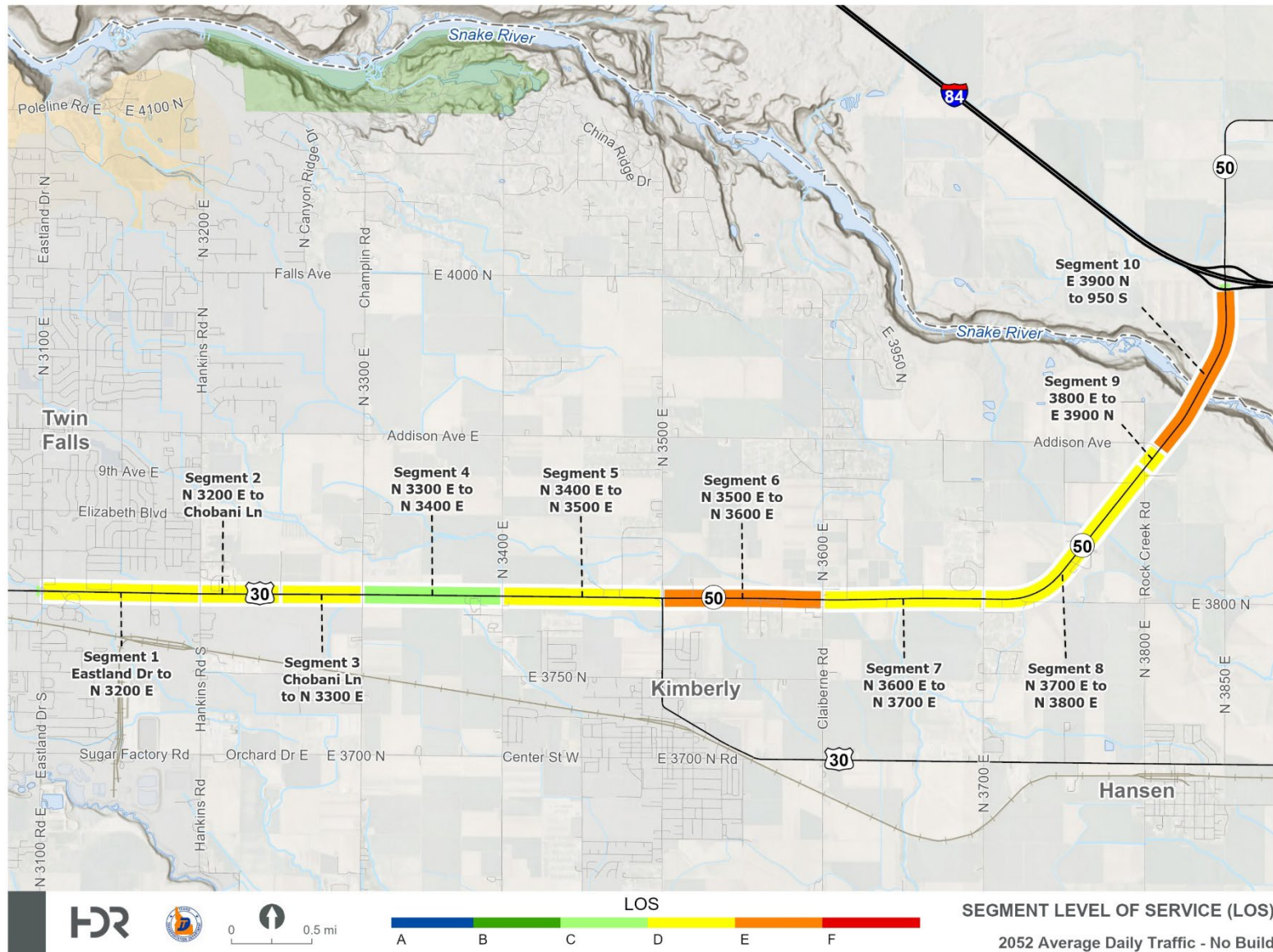
2032 Segment LOS

- Segment East of Red Cap Corner may experience capacity constraints
 - Transitions from 5-lane section to 2 lane section
- Bridge has adequate capacity



2052 Intersection LOS

- Intersections exceeding LOS thresholds:
 - LOS F
 - Int 3: US-30 & Chobani Truck Access
 - Int 4: US-30 & N 3300 E
 - Int 5: US-30 & N 3400 E
 - Int 7: SH-50 & N 3600 E
 - Int 8: SH-50 & N 3700 E
 - Int 11: SH-50 & N 3900 N
 - Int 12: SH-50 & Truck Stop Driveway
 - Int 13: SH-50 & E 1010 S
 - LOS E
 - Int 10: SH-50 & N 3800 E
 - Side streets lack gaps to enter traffic at these locations
- Remaining intersections are LOS D or higher



2052 Segment LOS

- Segment East of Red Cap Corner exceeds LOS D threshold
 - Transitions from 5-lane section to 2 lane section
- Segment with Hansen Bridge exceeds LOS D threshold.
- Other segments are at an acceptable LOS

Evaluation Criteria

Camille Alexander, HDR

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Evaluation Criteria:

- Community Character
- Safety
- Access/Connectivity
- Increased Capacity/Decreased Congestion
- Construction Cost
- Active Transportation



Evaluation Criteria: Community Character

- Level of interagency coordination
- Stakeholder and public input incorporated
- Benefit to residents, businesses, and visitors
- Impact on existing and future land use / development
- Visual impact



Evaluation Criteria: Safety



- Conflict reduction between vehicles, freight, and pedestrians
- Incorporation of safety countermeasures
- Safe / enhanced crossings for pedestrians

Evaluation Criteria: Access/Connectivity

- Improved opportunities for local communities to cross US-30 and SH-50
- East-west connectivity for local communities
- Maintain or enhance regional connectivity
- Access to freight activity centers
- Access to businesses along the corridor
- Minimize out-of-direction travel
- Accommodates micro-transit and other transit services



Evaluation Criteria: Increase Capacity / Decrease Congestion



- Provide adequate roadway capacity
- Provide reliable travel times for vehicles and freight
- Increase intersection throughput
- Reduce peak hour delay



Evaluation Criteria: Construction Cost

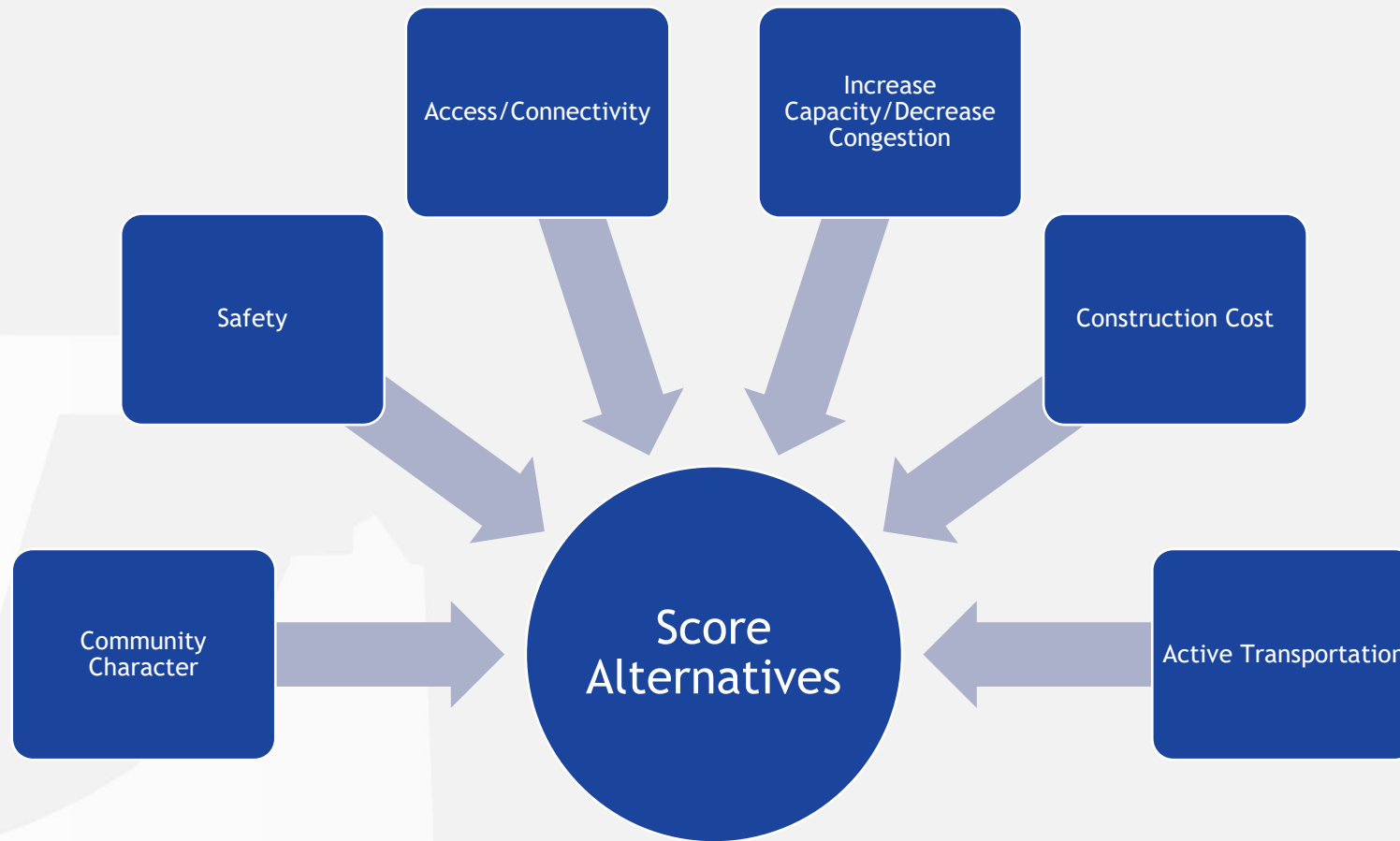
- Initial construction cost
- Constructability / complexity

Evaluation Criteria: Active Transportation

- Maintains or increases facilities for pedestrians
- Provides safe crossings for pedestrians
- Accessibility



How do we compare alternatives?



Corridor Evaluation Criteria

Alternatives	Community Character	Safety	Access / Connectivity	Increase Capacity / Decrease Congestion	Construction Cost	Active Transportation
Criteria	<ul style="list-style-type: none"> Level of interagency coordination Stakeholder and public input incorporated Benefit to residents, businesses, and visitors Impact on existing and future land use / development Visual impact 	<ul style="list-style-type: none"> Conflict reduction between vehicles, freight, and pedestrians Incorporation of safety countermeasures Safe / enhanced crossings for pedestrians 	<ul style="list-style-type: none"> Improved opportunities for local communities to cross US-30 and SH-50 East-west connectivity for local communities Maintain or enhance regional connectivity Access to freight activity centers Access to businesses along the corridor Minimize out-of-direction travel Accommodates micro-transit and other transit services 	<ul style="list-style-type: none"> Provide adequate roadway capacity Provide reliable travel times for vehicles and freight Increase intersection throughput Reduce peak hour delay 	<ul style="list-style-type: none"> Initial construction cost Constructability / complexity 	<ul style="list-style-type: none"> Maintains or increases facilities for pedestrians Provides safe crossings for pedestrians Accessibility

Hansen Bridge Criteria

				Bridge Specific Evaluation Criteria				
Category	Active Transportation	Safety	Construction Costs	Constructability	Design Considerations	Environmental Impacts	Aesthetics	Oversize Loads (Agriculture)
Criteria	<ul style="list-style-type: none"> Accommodates future sidewalk Provides space for bicyclists Accessibility 	<ul style="list-style-type: none"> Incorporation of safety countermeasures Adequate space for emergency response vehicles 	<ul style="list-style-type: none"> Initial construction cost 	<ul style="list-style-type: none"> Construction access Disruption to existing traffic / maintenance of traffic Impacts to existing utilities Additional ROW Cofferdams 	<ul style="list-style-type: none"> Foundation types Number of lanes Flexibility for future widening Bridge lifespan Ease of inspection Elements that reduce maintenance costs Maintenance considerations (e.g., tie-downs, bearings, deck joints, painting of steel, deck replacement, cable replacement) 	<ul style="list-style-type: none"> Impacts to Snake River Canyon during construction Permitting ROW impacts Construction vibrations Geotechnical risks 	<ul style="list-style-type: none"> Contextual design and alignment with area character Visual impact Historical significance 	<ul style="list-style-type: none"> Disruption to freight traffic during construction Maximum load accommodated

Working Groups

Discuss in your groups:

Which evaluation criteria are most important to you? Did we miss anything?

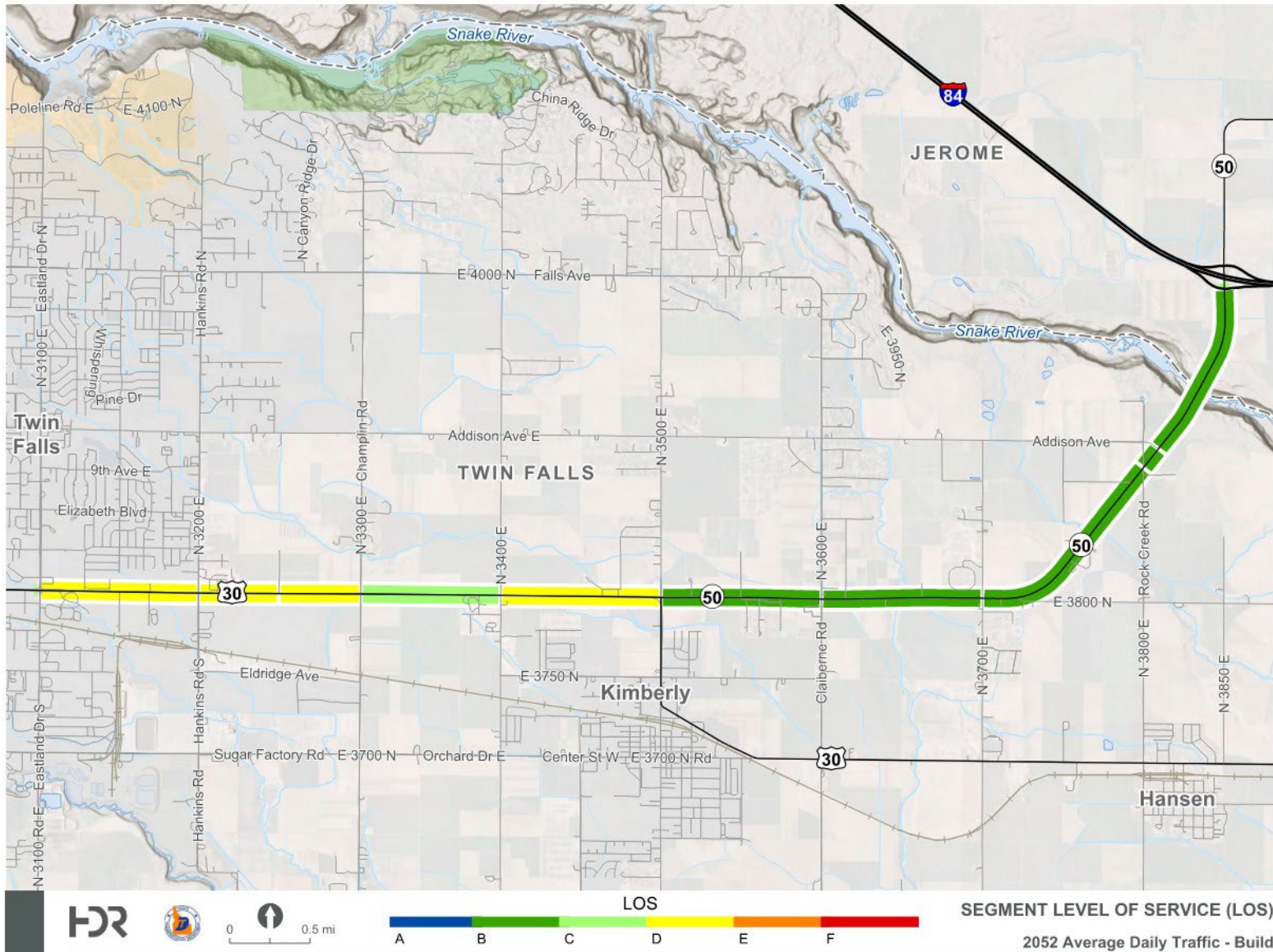
Range of Alternatives

Brett Kohring, HDR



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Widening to Five Lanes

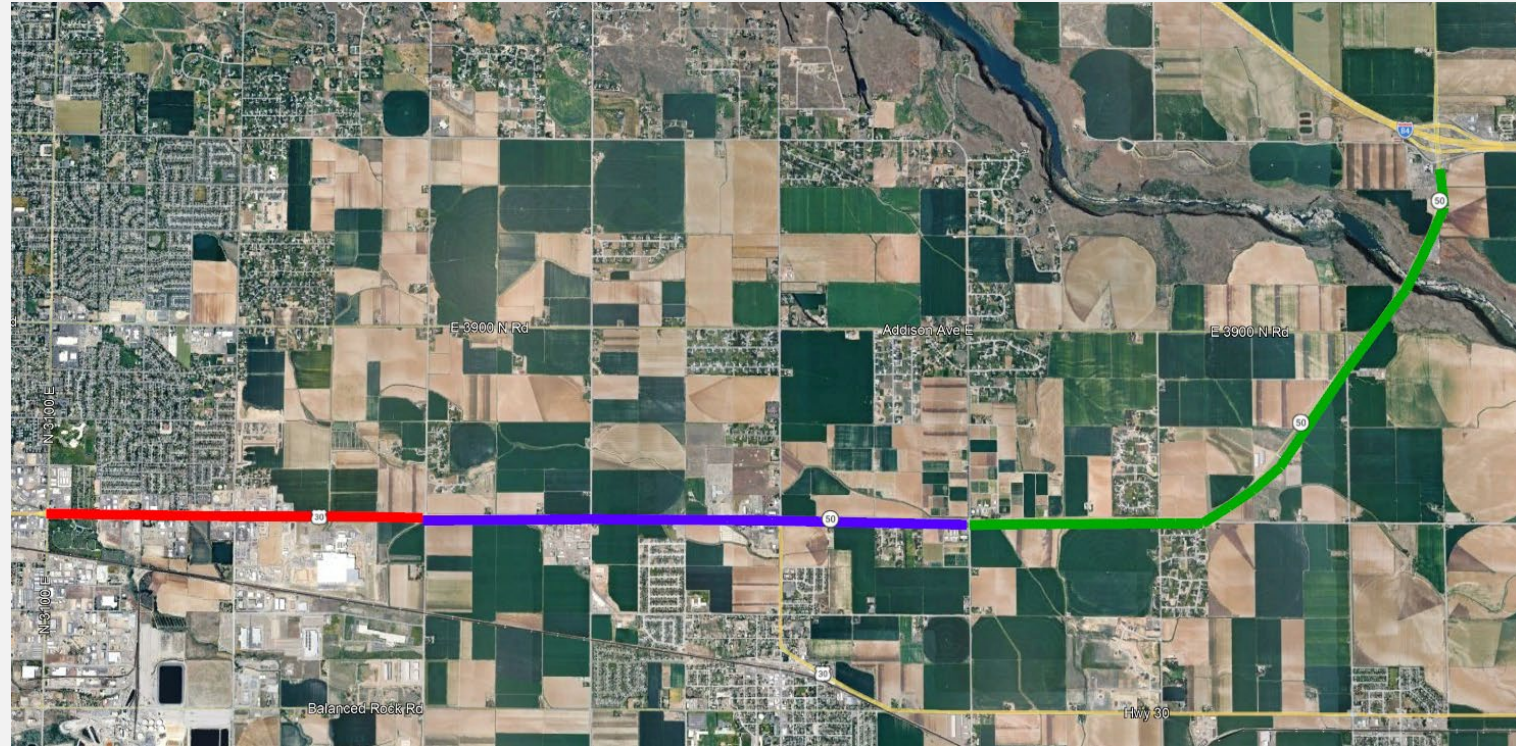
- Widen to five lanes along corridor
- Improves LOS east of N 3500 E
- While widening improves operations, the type of cross section influences safety, access, and long-term corridor performance.

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Cross Sections

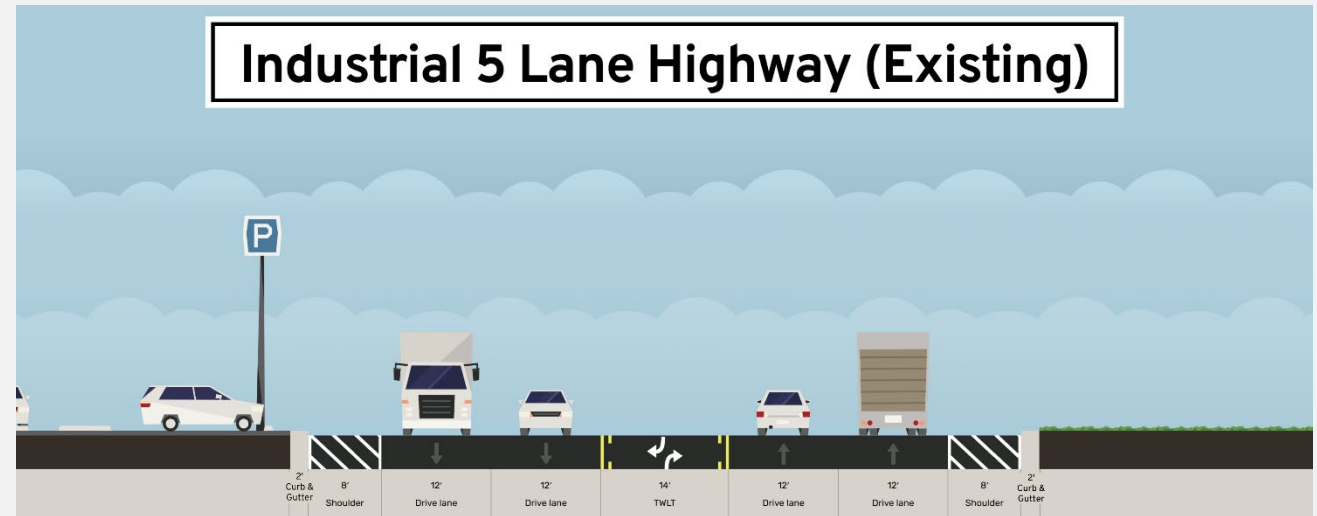
- Corridor is divided into three segments:
 - Red: Urban/Industrial
 - Blue: Commercial Gateway
 - Green: Rural
- Why these three areas?
 - The future land use of each area is different
 - Alternatives respond to existing conditions which may be unique to each segment
 - Some overlap may exist between solutions



Source: Google Earth Imagery

Urban/Industrial Cross Sections

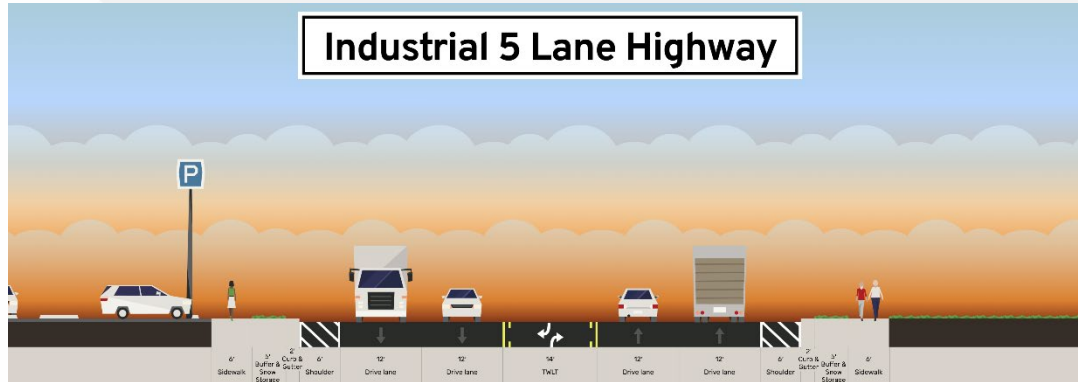
- Existing Features:
 - No. of Lanes: 5
 - Sidewalk: not continuous
 - Land-use: Commercial and Industrial
- Common Crash types:
 - Rear End, Angle Turning, Sideswipe
- Future:
 - Land use: Commercial and Industrial
 - Capacity: LOS D
- Alternative Options
 - Add sidewalk or pathways on both sides of roadway
 - Control access with raised median and/or driveway consolidation



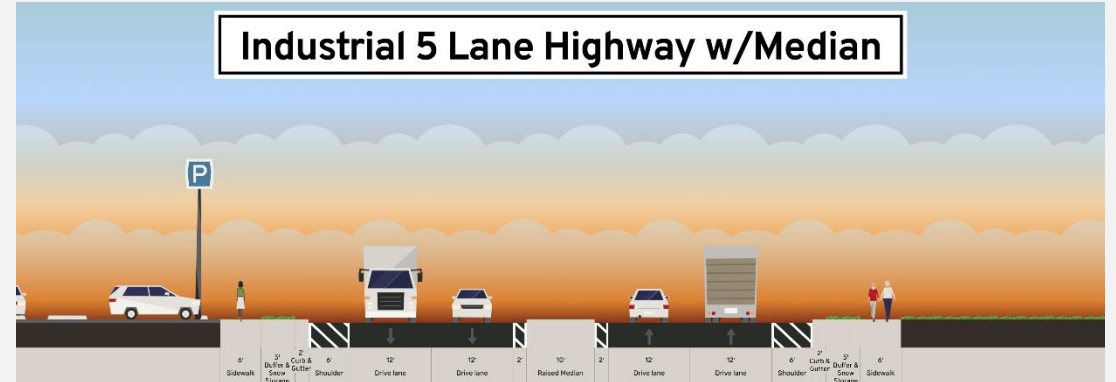
Potential Industrial Cross Sections

Eastland Drive to 3300 E

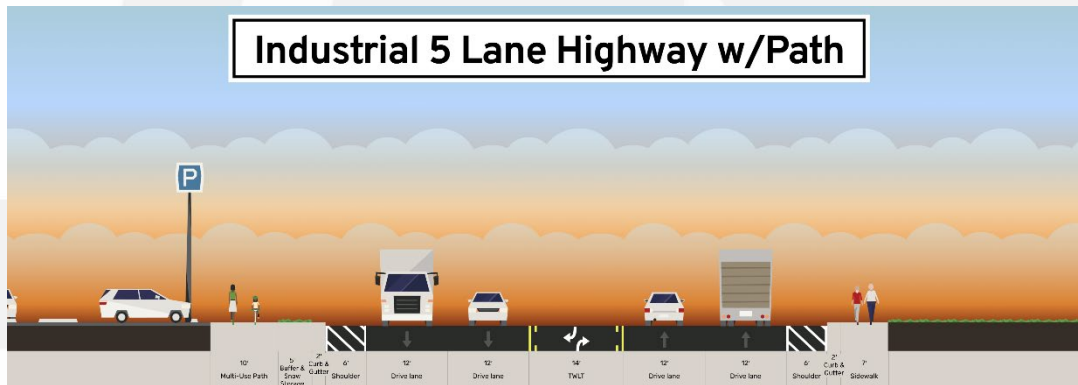
Layout 1



Layout 2



Layout 3

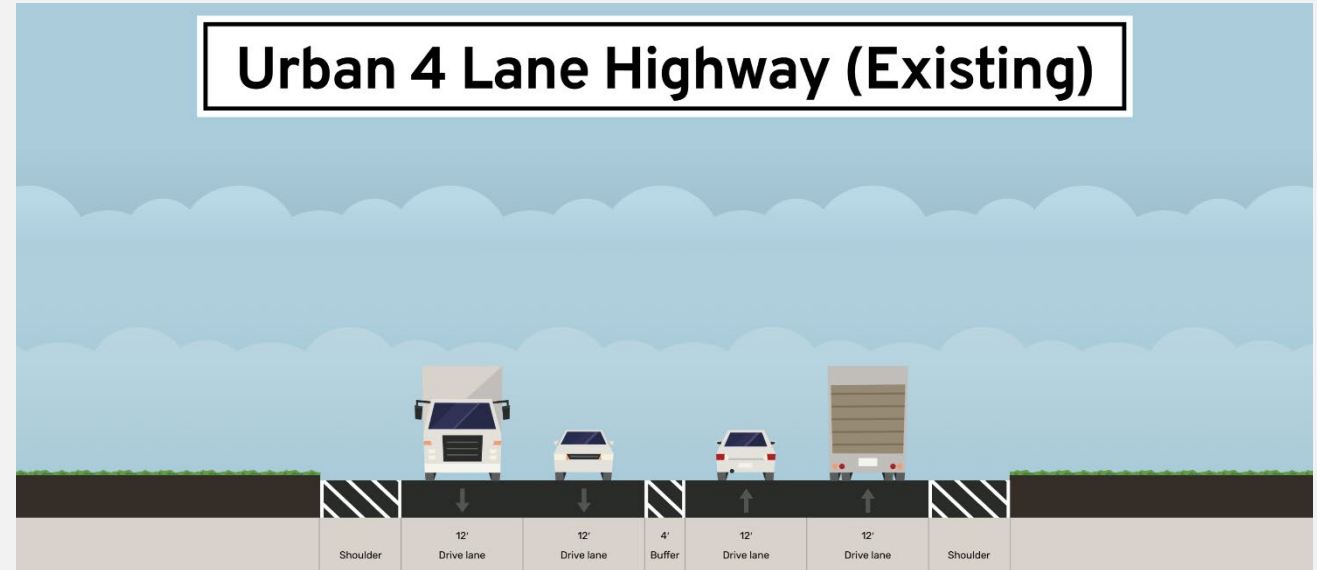


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Urban Cross Sections

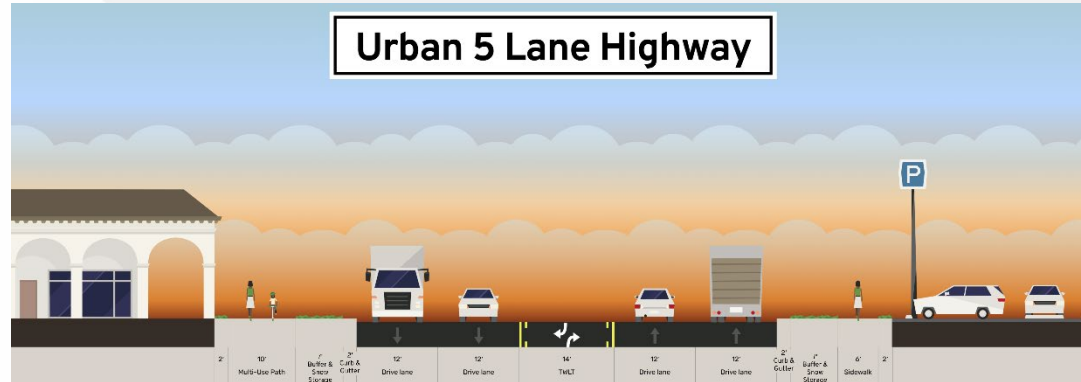
- Existing Features:
 - No. of Lanes: Varies 2 to 5
 - Sidewalk: Not continuous
 - Land-use: Rural with some commercial
- Common Crash types:
 - Rear End, Angle Turning, Sideswipe
- Future:
 - Land use: Commercial Gateway
 - Capacity: LOS D, LOS E east of 3600
- Alternative Options
 - Widen to add capacity east of 3600
 - Add sidewalk or pathways on both sides of roadway
 - Control access with a raised median and/or driveway consolidation



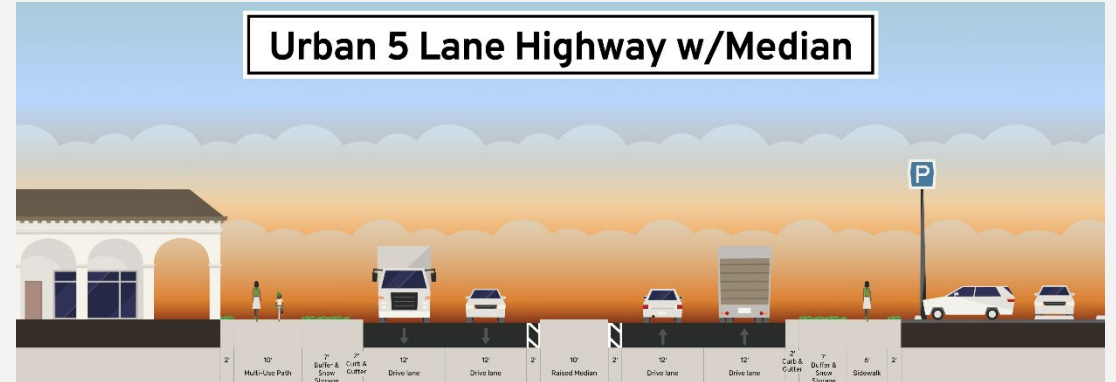
Potential Urban Cross Sections

3300 E to 3600 E

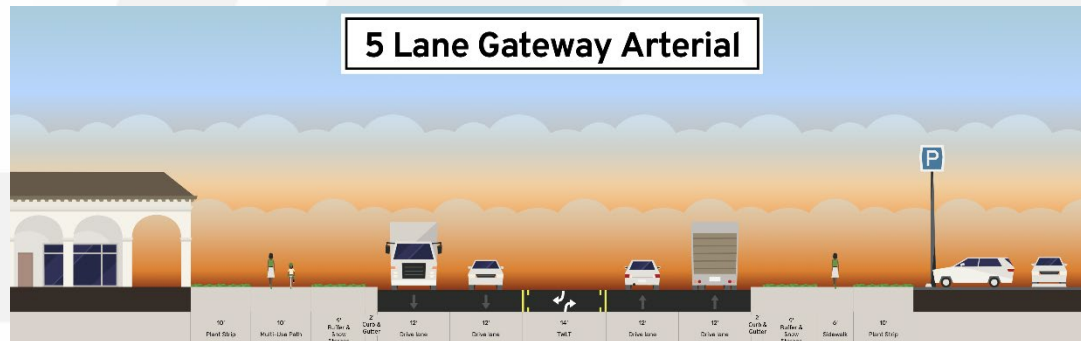
Layout 1



Layout 2



Layout 3



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Rural Cross Sections

- Existing Features:
 - No. of Lanes: 2
 - Sidewalk: N/A
 - Land-use: Rural
- Common Crash types:
 - Four fatalities: veh-ped, sideswipe, two head on collisions
- Future:
 - Land use: Rural
 - Capacity: LOS D (LOS E at bridge)
- Alternative Options
 - Widen to add capacity
 - Divided highway w/ or w/o median
 - Rumble strips
 - Add pathways or sidewalks

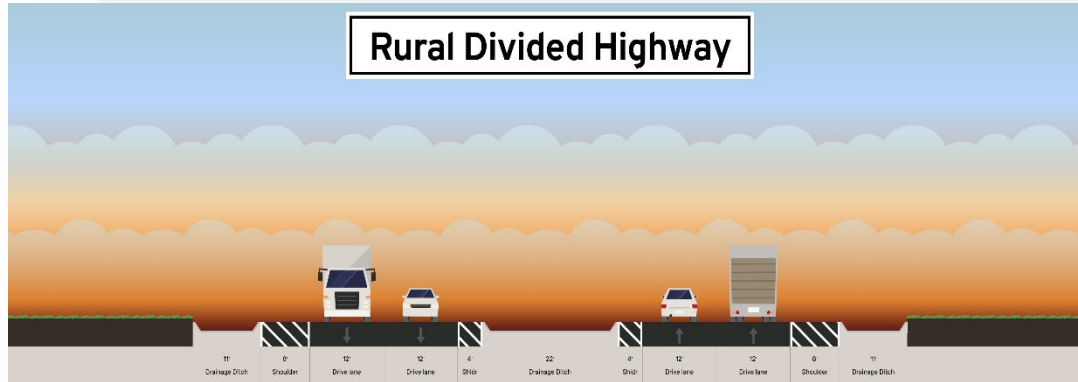
Rural 2 Lane Highway (Existing)



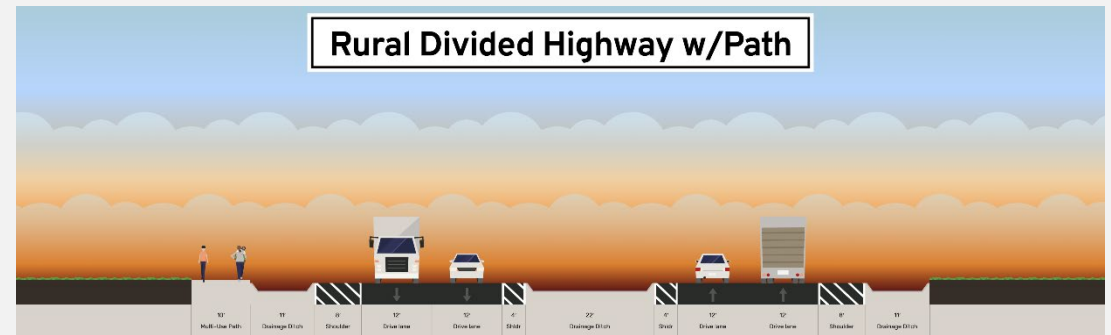
Potential Rural Cross Sections

3600 E to Kimberly Interchange

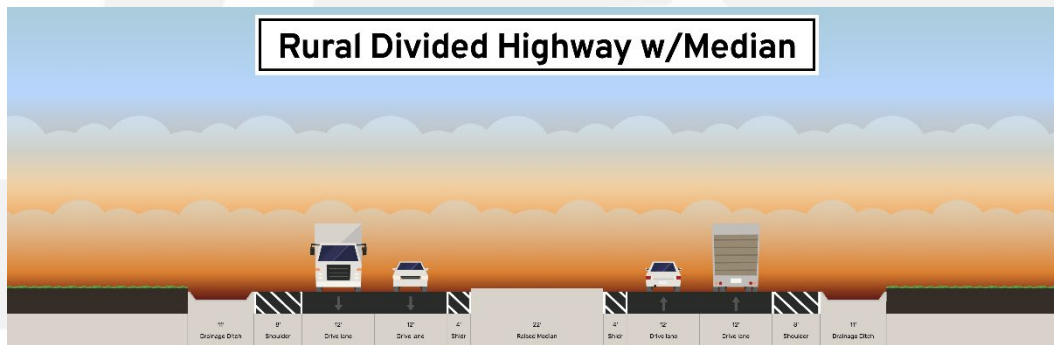
Layout 1



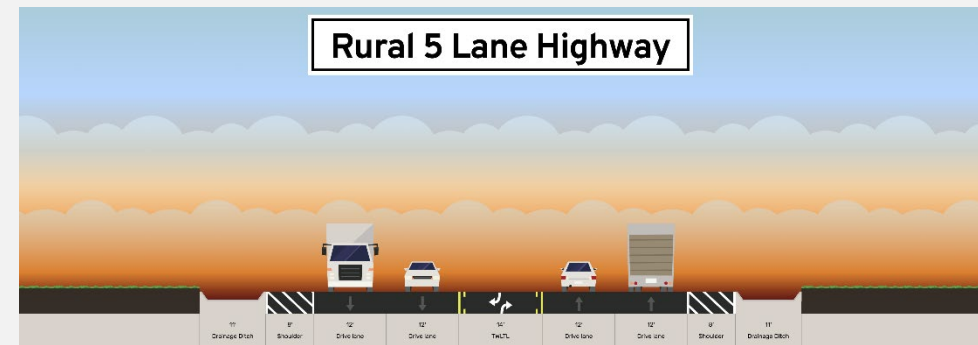
Layout 2



Layout 3



Layout 4



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Working Groups

What comments do you have about the possible highway cross-sections?

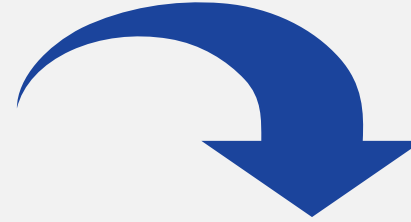
Intersection Alternatives



New signals at 3300
and 3400



Left and right turn
lanes



Improve right turn
slip lane geometry



Adjust speed limits



Incorporate Previous
Sh-50 Alternatives

Signals and Turn Lanes



Traffic Signals at 3300 and 3400

- Both intersections experience:
 - Turning movement related crashes
 - Long delays for left-turn and crossing movements
- Traffic signal warrants are met, making signalization a viable option
- Potential benefits include improved access, reduced delay and up to a 44% reduction in crashes (CMF 325)



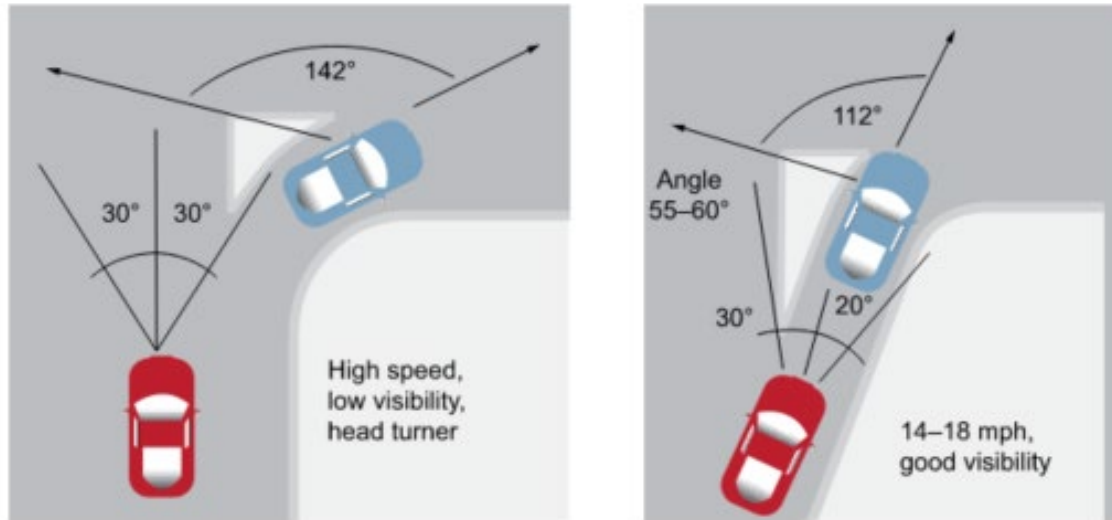
New Left and Right Turn Lanes

- Dedicated turn lanes allow turning vehicles to decelerate outside the through lane, reducing disruptions to traffic flow.
- Estimated crash reduction
 - 21% reduction with dedicated left-turn lanes (CMF 7852)
 - 30% reduction in rear-end crashes with dedicated right-turn lanes (CMF 5650)
 - Two-way left-turn lanes: up to 8% crash reduction (CMF 1285)
- Evaluating turn lane warrants and crash history for where these may be effective.



Improving Right Turn Slip Lanes

- Existing turn lane geometry promotes speed at the cost of visibility of oncoming traffic
- Changing the angle improves the ability to see oncoming traffic
- May decrease right turn lane crashes 44% (CMF 8496)



Source: FHWA PEDSAFE http://www.pedbikesafe.org/PEDSAFE/cm_images/ImpRig31.jpg

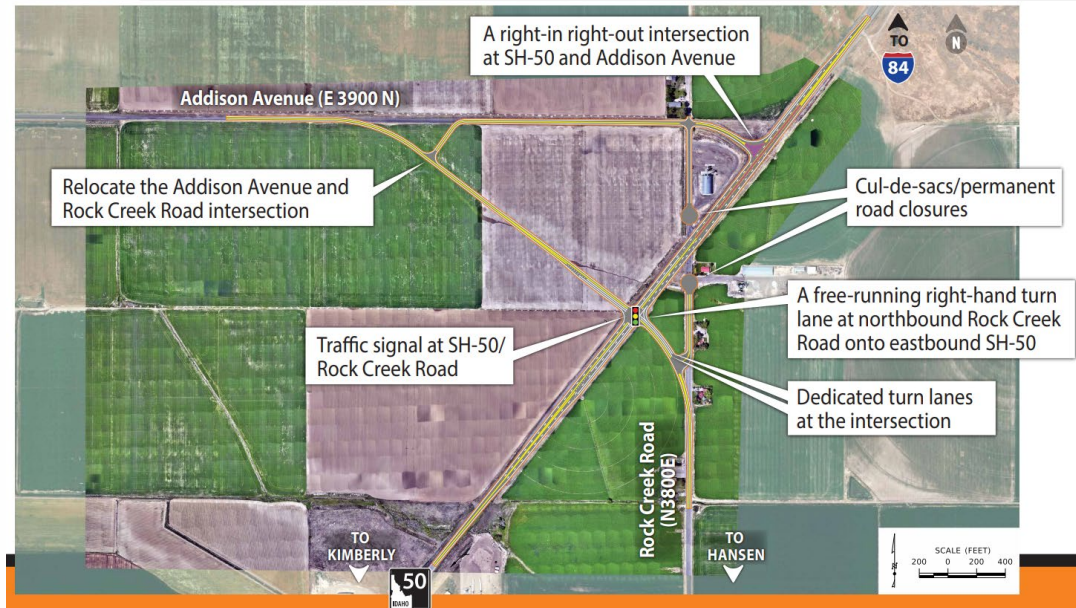
Figure 9-19. Channelized Right-Turn Lanes

Source: 2018 AASHTO *A Policy on Geometric Design of Highways and Streets*



Previous SH-50 Alternatives

3900 N Intersection



3800 N Intersection



Source: State Highway 50, From US 30 to I-84 Safety Corridor Plan

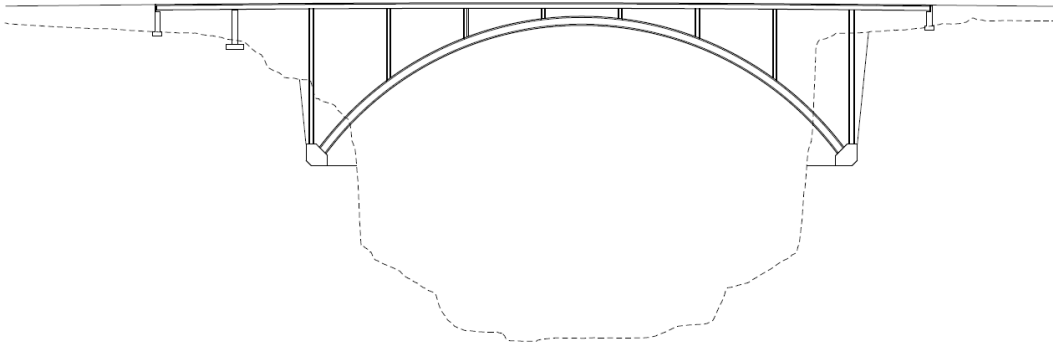
Working Groups

What comments do you have about the intersection alternatives?

Hansen Bridge Criteria

				Bridge Specific Evaluation Criteria				
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Criteria	<ul style="list-style-type: none"> Accommodates future sidewalk Provides space for bicyclists Accessibility 	<ul style="list-style-type: none"> Incorporation of safety countermeasures Adequate space for emergency response vehicles 	<ul style="list-style-type: none"> Initial construction cost 	<ul style="list-style-type: none"> Construction access Disruption to existing traffic / maintenance of traffic Impacts to existing utilities Additional ROW Cofferdams 	<ul style="list-style-type: none"> Foundation types Number of lanes Flexibility for future widening Bridge lifespan Ease of inspection Elements that reduce maintenance costs Maintenance considerations (e.g., tie-downs, bearings, deck joints, painting of steel, deck replacement, cable replacement) 	<ul style="list-style-type: none"> Impacts to Snake River Canyon during construction Permitting ROW impacts Construction vibrations Geotechnical risks 	<ul style="list-style-type: none"> Contextual design and alignment with area character Visual impact Historical significance 	<ul style="list-style-type: none"> Disruption to freight traffic during construction Maximum load accommodated

Concrete Arch



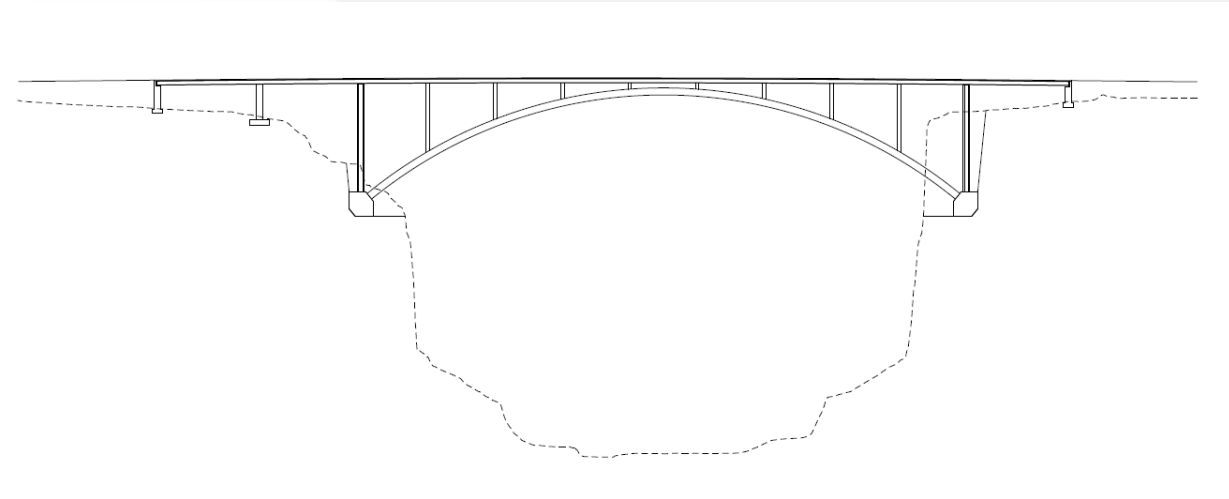


CONCRETE ARCH ALTERNATIVE

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Steel Arch



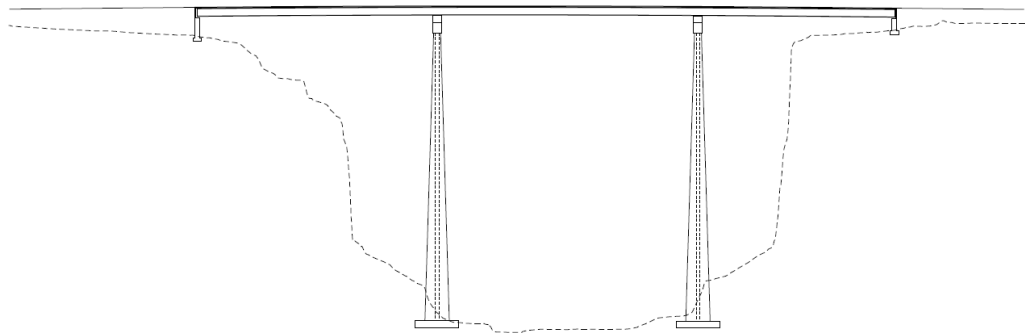


STEEL ARCH ALTERNATIVE

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Steel Girder



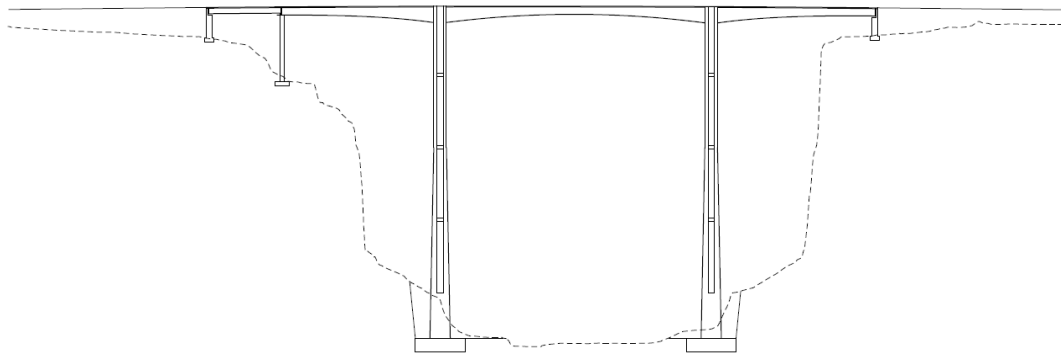


STEEL GIRDER ALTERNATIVE

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Concrete Segmental

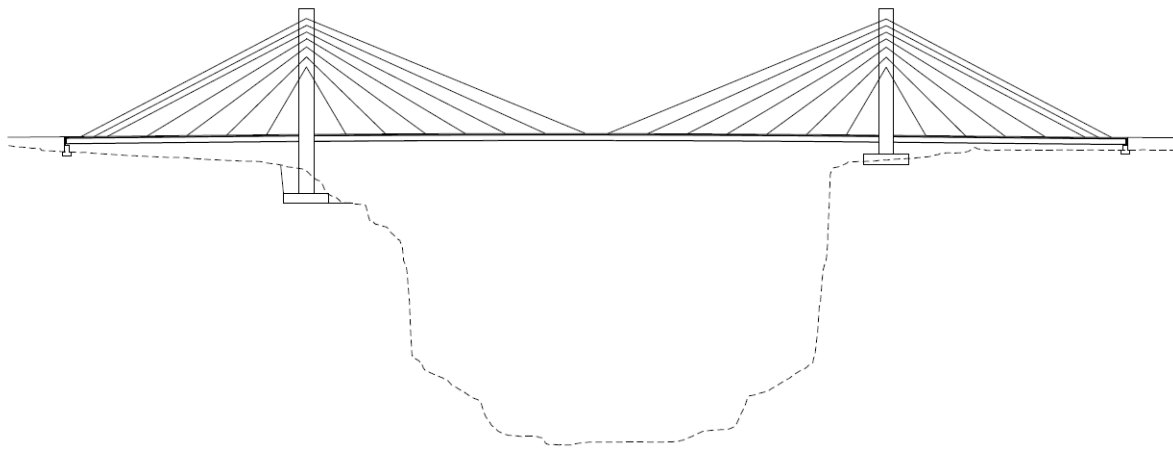




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Cable Stay



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CABLE STAY ALTERNATIVE

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What comments do you have about the Hansen Bridge alternatives?

Next Steps

- ❑ **Review your input**
- ❑ **Identify ITD's preferred alternatives** based on everything we have learned.
- ❑ **Host a public meeting** to present work to date and ITD's preferred alternative.
- ❑ **Develop a Concept Report** documenting study outcomes, future projects, and costs.



Questions?



Thank You!

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