



*U.S. 20 in eastern Idaho (District 6).*

## U.S. 20

East-west U.S. 20 – the longest road in the country – runs through southern Idaho between Oregon and Montana. The 184-mile stretch in District 6 begins at the Blaine-Butte County line and crosses the Snake River Plain and Caribou-Targhee National Forest to the Continental Divide at Targhee Pass (7,072 feet), entering Montana just west of Yellowstone National Park. The district manages the stretch in five corridors (sections of highway).

### **Blaine County to Arco**

The 26-mile corridor (milepost 222 to 248) starts at the Blaine-Butte County line and runs northeast with U.S. 26 and U.S. 93 to Arco, where U.S. 93 turns north, and the combined U.S. 20/26 route continues toward Idaho Falls.

Average daily traffic on the two-lane segment is approximately 1,100 vehicles, increasing to 2,000 vehicles in Arco. Fatal crashes average one every five years, with the last two fatal crashes near the

bottom of Tom Cat Hill (milepost 223), seven miles west of Craters of the Moon National Monument. ITD expects traffic volume on the 65 mph highway to remain constant. The route is in good condition.

### **Arco to Idaho 33**

The 8-mile U.S. 20 segment (milepost 248 to 256) of this corridor starts at the junction of U.S. 20/26 and U.S. 93 in Arco and runs east-southeast to its junction with Idaho 33 east of Butte City.

Average daily traffic on the two-lane segment is approximately 2,000 vehicles. Fatal crashes average one per year, with incidence areas on a large bend (milepost 251) south of Arco and a long hill (milepost 253-254) east of Butte City.

ITD expects traffic volume on the 55-to-65 mph highway to remain constant. The route is in good condition.

### **Idaho 33 to Idaho Falls**

This 48-mile stretch (milepost 256 to 304) starts at the junction of U.S. 20/26 and Idaho 33 east of Butte City and runs east-southeast to Interstate 15 running north through Idaho Falls.

Average daily traffic east of the junction of U.S. 20/26 and Idaho 33 is approximately 2,000 vehicles, increasing to 2,200 vehicles west of Idaho Falls. The two-lane highway is in good condition.

Fatal crashes on the 65 mph route, which has three bridges, average approximately one per year. There are no particular incidence areas.

ITD expects traffic volume on the corridor to remain steady.

The stretch of highway has three road weather information stations that collect pavement data for public use (click “Cameras” at

<http://lb.511.idaho.gov/idlb/cameras/routeselect.jsf;jsessionid=70D4821415F131B6D95A0329622B8F1F?view=state&text=m&textOnly=false>).

### **Idaho Falls to Ashton Hill Bridge**

The 59-mile stretch (milepost 304 to 363) starts just west of Idaho Falls and runs east through town and north-northeast to Rexburg and on to the Ashton Hill Bridge. District 6 manages the corridor in seven segments.

*Segment 1 (East).* Interstate 15 to Ucon interchange, exit 315.

*Segment 2.* Ucon interchange to north Rigby interchange, exit 322.

*Segment 3.* North Rigby interchange to south Rexburg interchange, exit 332.

*Segment 4.* South Rexburg interchange to Driggs-Jackson interchange, exit 339.

*Segment 5.* Driggs-Jackson interchange to St. Anthony interchange, exit 346.

*Segment 6.* St. Anthony interchange to end of divided highway, milepost 353.

*Segment 7.* End of divided highway to Ashton Hill Bridge, milepost 363.

The U.S. 20 corridor has 86 bridges, 15 of which are interchanges (overpasses). Average daily traffic on I-15/U.S. 20 in Idaho Falls is 21,500 vehicles, increasing to 30,000 vehicles at John's Hole Bridge on U.S. 20, while decreasing to 19,300 vehicles at Lorenzo and 3,300 vehicles at the Ashton Hill Bridge. The mostly four-lane divided highway is in good condition.

Winter storms occasionally close the 65 mph route, especially north of Ashton. Fatal crashes average two per year, with incidence areas on a stretch between Rigby and Thornton (milepost 324-328), at 2000 East (milepost 340) in Madison County, and north of the divided highway (milepost 354) in Fremont County.

ITD expects traffic volume to slowly increase, continuing its upward trend.

The corridor has two road weather information stations to collect pavement data for public use (click "Cameras" at <http://lb.511.idaho.gov/idlb/cameras/routeselect.jsf;jsessionid=70D4821415F131B6D95A0329622B8F1F?view=state&text=m&textOnly=false>).

Interchanges are John's Hole (Exit 307), Lewisville (Exit 310), St. Leon (Exit 311), Hitt (Exit 313), Ucon (Exit 315), County Line (Exit 318), South Rigby (Exit 320), North Rigby (Exit 322), Menan-Lorenzo (Exit 325), South Rexburg (Exit 332), Rexburg (Exit 333), North Rexburg (Exit 337), Sugar City-Salem (Exit 338), Driggs-Jackson (Exit 339), and St. Anthony (Exit 346).

### **Ashton Hill Bridge to Montana State Line**

This 43-mile corridor (milepost 363 to 406) starts at the Ashton Hill Bridge and runs to the Montana line. District 6 manages the stretch in three segments.

*Segment 1.* Ashton Hill Bridge (milepost 363) to milepost 382 near Last Chance.

*Segment 2.* Milepost 382 to junction of U.S. 20 and Idaho 87, milepost 402.

*Segment 3.* Junction of U.S. 20 and Idaho 87 to Montana line, milepost 406.

Winter storms occasionally close the 65 mph route, which includes five bridges. Fatal crashes average one per year.

ITD expects traffic volume to increase slowly, continuing its upward trend.

In good condition, the corridor has two road weather information stations that collect pavement data for public use (click "Cameras" at <http://lb.511.idaho.gov/idlb/cameras/routeselect.jsf;jsessionid=70D4821415F131B6D95A0329622B8F1F?view=state&text=m&textOnly=false>).