Categorical Exclusion Determination

PROJECT TRACKING

Key No.	Project Name	County	Route	WA#	MP	MP
23244	US 20, MP 291 TO IDAHO FALLS	Bonneville	US-20	P226830	291	301.4
24149	US 20, BONNEVILLE COUNTY LINE TO MP 291	Bonneville and Bingham	US-20	P256060	281	291

ITD: District 6 **LHTAC District:** Choose District **Local Sponsor:** **ACHD:** ☐

Project funding: ☒ **Federal** ☐ **State**

(c) – list Choose from dropdown menu

(d) – list (d)(13) Actions described in (c)(26), (c)(27), and (c)(28) may not be processed as CEs under (c) if they involve any actions listed in (e)1-6.

☐ **ITD Headquarters approval (PCE)** ☒ **FHWA approval (CE)**

PREPARERS

Consultant (when applicable)

Engineering Lead – Printed Name and Company:	Kirk Kauer, Horrocks
Environmental Lead – Printed Name and Company:	Carson Thompson, Horrocks

Agency

"I hereby affirm that the information I provide is true and correct to the best of my knowledge and belief."

Project Manager (Digital signature or stamp required)	**Reviewed** gbowman 08/24/2026 8:27:24 AM	
Environmental Planner (Digital signature or stamp required)	Chad Jensen Digitally signed by Chad Jensen DN: C=US, E=chad.jensen@itd.idaho.gov, CN=Chad Jensen Date: 2026.08.24 08:19:56-06'00'	

APPROVED (HQ ENV or FHWA)

Signature: EDWARD J. MILTNER Digitally signed by EDWARD J. MILTNER Date: 2026.08.31 12:29:26 -06'00'

Date

SUPPORTING DOCUMENTATION (saved to ProjectWise):

23244 FINAL TNR 09292025	23244_24149 IDFG & BLM Coor 07022025
23244_24149 BLM Coor 03042025	23244_24149 IDL Coor 06222026
23244_24149 BLM Coor 12102025	23244_24149 IDPR Coor 09152025
23244_24149 Census Reporter 10062025	23244_24149 Intermediate Design Plans 08192026
23244_24149 DOD Coor 09182025	23244_24149 IPAC 07142026
23244_24149 DOE Coor 03042025	23244_24149 LEP 10062025
23244_24149 FEMA FIRMette 09182025	23244_24149 Memo of Approach Modifications 08192026
23244_24149 FINAL 4(f) DeMin 06032026	23244_24149 POP 09182025
23244_24149 FINAL ARDR 05042026	23244_24149 SGCN List 07142026
23244_24149 FINAL Public SUP 09242025	23244_24149 Turnaround Fact Sheet 07132026
23244_24149 FINAL Public SUP 10162025	

Project Description

Purpose and Need

The purpose of this project is to address safety concerns on U.S. Highway 20 (US-20) from milepost (MP) 281.0 to MP 301.4. This section of US-20 is an area of safety concern due to a lack of passing opportunities and issues resulting from access to and from US-20. This portion of the US-20 corridor also has a high density of access points and intersections, with agricultural vehicles and heavy truck traffic contributing to safety concerns at these locations.

The project is needed because crash data indicates that the crashes are concentrated at intersections and access points within this portion of US-20. Additionally, due to the peak congestion of the two-lane configuration and limited passing opportunities, motorists make risky passing decisions, resulting in safety concerns. The existing fatal crash rate for this portion of the US-20 corridor is 3.23 fatal crashes per 100 million vehicle-miles travelled, which is 2.2 times higher than the statewide average for rural highways.

Project Description

Project Work Location: The study area was established based on the two original bid letting plan sets for US-20 from 1950, both of which describe ITD's existing right-of-way (ROW) and easements on federal lands as extending 200 feet from the US-20 centerline on both sides of the roadway. Survey data was collected to delineate the US-20 centerline, and then a 200-foot buffer was applied to both sides of the centerline to define the existing ROW and easement extents. All construction activities will be contained within the existing 400-foot-wide US-20 ROW and easements between MP 281.0 and MP 301.4 with the exception of contractor-determined areas necessary to support construction. For example, staging areas and material sources will be determined by the contractor and may be outside the existing ROW. These sites will be cleared when determined by the contractor. No acquisition of additional ROW or new easements will be required to facilitate project actions. The approximate latitude and longitude coordinates of the project's western terminus are 43.5532936°, -112.5567512°. The approximate coordinates of the project's eastern terminus are 43.504579°, -112.162366°.

- **Acreage of ground disturbance:** The total acreage of the study area is approximately 1,008 acres. It should be assumed that the entire ROW will be subject to surface-disturbing activities, including the removal of vegetation and basalt rock outcrops.

- **Removal, replacement, modification, installation of (list all items and quantities):**
  The following materials will be removed from the study area as a result of project actions:
  - Basalt rock (473,571 cubic yards)
  - Non-rock fill, including all existing roadway materials (118,701 cubic yards)
  - Pipes and culverts (3,657 linear feet)

  The following materials will be installed within the study area as a result of project actions:
  - Hot mix asphalt (HMA) (114,704 cubic yards)
  - Granular borrow (610,500 cubic yards)
  - Open grade base class 3 (249,622 cubic yards)
  - Pipes and culverts (23,277 linear feet replaced/extended)

- **Activities:**
  The project will reconstruct and widen the aging two-lane US-20 highway between MP 281.0 and 301.4. See 23244_24149 Intermediate Design Plans 08192026. Project activities include the following:
  - Construct four 12-foot travel lanes (two in each direction) with a median that ranges in width between 54 and 140 feet.
  - Add turning lanes and turnaround intersections. Turnaround facilities will be approximately 85 feet wide, span the highway median, and contain two separate left-turn lanes (one in each direction) in a waiting area to allow for safe turning. Deceleration

lanes will allow traffic to slow down and turn left into the turnaround facility. A total of six turnaround facilities will be constructed, each of which will be located at an existing US-20 access point. See 23244_24149 Turnaround Fact Sheet 07132026 and the signing and pavement marking details in 23244_24149 Intermediate Design Plans 08192026.

- Widen outside shoulders from 5 to 10 feet. Median shoulders will be 4 feet wide. All shoulders will be paved.
- Improve drainage facilities. The median will act as a drainage swale throughout the corridor. Drainage swales will also be placed outside the proposed cut-and-fill lines throughout the entire extent of the corridor. Earthen berms will be placed intermittently to dam stormwater or runoff and allow for infiltration. Existing culverts will be removed and new ones installed to better accommodate cross-alignment flow of irrigation and stormwater runoff. Additionally, one culvert currently located near MP 295.7 will be relocated approximately 1,000 feet to the east to improve drainage and address existing flooding issues in this location.
- Relocate or replace all existing signage that project activities will impact in accordance with current standards. Relocate all utilities located within cut or fill areas to the edge of the existing ROW. Existing utilities located outside of cut or fill areas will be protected and maintained.
- Consolidate non-permitted access points to and from US-20. All existing permitted access points to US-20 will be maintained in the proposed design. Several non-permitted, but clearly necessary access points (i.e., the only access to an existing home or agricultural field) will also be maintained. All other non-permitted access points will be removed. Because of the proposed median, all access to US-20 within the study area, aside from the six turnarounds described above, will be Right-In, Right-Out (RIRO) access. A total of 24 existing approaches north of US-20 and 19 existing approaches south of US-20 will be converted to RIRO approaches. A new, approximately 1,000-foot-long frontage road will be constructed within the existing Idaho Transportation Department (ITD) ROW east of N 105th W to provide access to two residential homes.
- Modify approaches. At locations where US-20 intersects public crossroads, the project will pave the crossroads to the existing ROW line to aid motorists turning on and off US-20. Approaches that access public sites, have higher traffic use, or that serve multiple parcels where grades approach 7-8% or steeper will also be paved to the existing ROW line. All other approaches will use the ITD standard drawing for approaches, and surfacing may be paved or gravel depending on the existing surfacing beyond the reconstruction limit. See 23244_24149 Memo of Approach Modifications 08192026.

- **Construction activities, detours, access, and staging/stockpiling areas:**
  All construction activities will occur entirely within the existing US-20 ROW and federal easement areas. Construction of the project will occur in four phases: (1) eastbound lanes from MP 291.0 to MP 301.4, (2) westbound lanes from MP 291 to MP 301.4, (3) eastbound lanes from MP 281.0 to MP 291.0, and (4) westbound lanes from MP 281.0 to MP 291.0. Traffic flow will be maintained on the existing alignment during construction of the eastbound lanes, which will be constructed south of the existing highway. Traffic will then be switched via crossovers onto the newly built eastbound lanes to facilitate the removal of the existing roadway and the construction of the remaining two traffic lanes without interrupting traffic. Once the westbound lanes are completed, traffic will then assume its final pattern, with eastbound traffic on the south lanes and westbound traffic on the north lanes. During each of these phases, construction will generally proceed from east to west.

  As described above, project construction will be phased to allow US-20 to remain open to traffic throughout the project's duration. Construction of the project will occur in phases to provide passing lanes and maintain traffic flow. No detours will occur during construction. Traffic control will be carefully planned to minimize impacts on local access, particularly for commuters and bus traffic to Idaho National Laboratory (INL). These operations will be coordinated and communicated in advance with INL, nearby businesses, and the public. Access to key INL facilities will be ensured at all times. Access

to other adjacent parcels will also be maintained throughout construction, with the exception of temporary (up to half-day) closures when earthwork is occurring directly in front of approaches or when approach improvements are under construction. The contractor will coordinate with property owners to facilitate emergency access when construction will impact access. Access to all cross-streets will be maintained throughout construction.

Typical heavy highway construction equipment will be used for the demolition of existing facilities and the reconstruction of the facility. Due to the failing condition of the roadway base, the project will require extensive subsurface work to remove the entire existing roadway base. Vegetation will be cleared, grubbed, and discarded as waste material at a site selected by the contractor. The top 6 inches of topsoil will then be removed and set aside for later use. The existing roadway material will be excavated and ground up for use as embankment for the new roadway configuration. All existing pipes and culverts will be removed. Excavation of native soil material and placement of fill will occur to match the design profile. In excavation areas where basalt bedrock is encountered, blasting will occur to break up the rock for excavation. The blasting depth will vary based on contractor methods and equipment, but is generally expected to be no more than 15 feet deep. New pipes, culverts, and roadway materials will be placed in accordance with the design specifications. The retained topsoil will then be spread over the disturbed surface and seeded. Staging areas are currently unknown but will be determined by the contractor once the construction contract is awarded. Once known, these sites will be assessed for environmental impacts.

- **Vegetation and tree removal:**
  It should be assumed that the entire area within the existing ROW will be subject to surface-disturbing activities, including the removal of vegetation and basalt rock outcrops. Based on this assumption, approximately 874 acres of vegetation will be removed, consisting predominantly of native and non-native grasses and shrubs. As construction is completed, disturbed areas will be reseeded with a native seed mix. A sediment control plan will be implemented during and after construction to minimize sediment loss until vegetation is reestablished.

- **Interaction with existing utilities and domestic wells:**
  All utilities currently located at the existing ROW or easement line will be maintained and protected in their current location. All utilities located within a cut-or-fill area will be relocated to the ROW line before construction. Within the study area, electricity is provided via overhead transmission lines operated by Rocky Mountain Power, Idaho Power Company, and Idaho Falls Power. Internet services are provided via underground fiber lines operated by Silverstar and the U.S Department of Energy, as well as a copper cable operated by Lumen. Additionally, Idaho Department of Water Resources data indicates three existing wells are located within the existing US-20 ROW and federal easement areas within the project limits. Before construction, the contractor will verify the location of these wells. Any wells present within cut-and-fill areas will be closed following coordination with the owner to establish a new well.

- **Additional activities:**
  The proposed US-20 mainline features 6:1 shoulder slopes as opposed to the existing 4:1 shoulder slopes. The flatter slopes will allow snowplows to traverse the shoulders, improving off-corridor snow storage and safety during the winter months and allow for easier recovery of errant vehicles that leave the roadway.