



I-15/US-20 Connector  
**Planning and Environmental Linkages (PEL) Study Report**

## **Appendix O. Agency Coordination**





I-15/US 20 Safety and Mobility Study:  
**Planning and Environmental Linkages (PEL) Study Report**

# ENVIRONMENTAL RESOURCES COMMITTEE



YOUR *Safety* ••• YOUR *Mobility* ••• YOUR *Economic Opportunity*

Appendix N.  
Agency Coordination

December 21, 2017

Agency Name

Organization

Address

City, State Zip

**Subject: I-15/U.S. 20 Planning and Environmental Linkages Study Environmental Advisory Committee**

Dear Agency:

This letter is to request **INSERT AGENCY NAME HERE**'s participation in the Environmental Advisory Committee for the Idaho Transportation Department's (ITD) Planning and Environmental Linkages (PEL) Study of approximately 6 miles of the I-15/U.S.20 corridor in Idaho Falls (see online map here) <http://iplan.maps.arcgis.com/apps/MapSeries/index.html?appid=c8dac0c590d2474bb545793110de0e43>

ITD is doing this study to determine how mobility and safety can be improved along this corridor to best serve all users including travelers from Idaho Falls, Bonneville County and other freight, tourist and through traffic.

**What is a PEL?**

A PEL is a federally defined planning process with regulations addressing practices and authorities in 23 CFR 450.212 and 450.318. It is a study that engages resource agencies early in the planning process to identify environmental, community, and economic goals early in the planning process, to protect important resources, and streamline future project development activities. A PEL study prepares planning efforts for integration into future NEPA processes and can help minimize duplication of effort, identify the most cost effective solutions, provide environmental stewardship, and reduce delays in project implementation.

**Study Information**

The I-15/U.S. 20 corridor has been the focus of several past studies by ITD and Bonneville Metropolitan Planning Organization (BMPO). Their member agencies have identified that the I-15 interchanges at Exits 118 and 119 on I-15, as well as U.S.20 interchanges at Lindsay Blvd, Riverside Drive, and Science Center Drive are, becoming a bottleneck and safety concern on the state system. All of these studies have identified addressing Exit 119 at I-15/U.S. 20 interchange area as a top priority.

The BMPO and ITD sponsored a study in May of 2011, (Transportation Systems Alternatives study and Arterial Loop Assessment). These previous studies looked at needs likely to emerge over several years of growth and development. To address future congestion on main arterials in the developed parts of the metropolitan area, two sets of peripheral roadway belts were recommended. This planning effort will also include a look at outer High Capacity Roadway and determine the benefits or solutions they could provide as alternatives are developed.

In this corridor, outdated infrastructure is affecting safety, mobility, and economic opportunity in the city, county, and region. The amount of traffic traveling the U.S. 20 corridor from Idaho Falls to Montana has grown significantly, and the projections show that the area will be in gridlock within the next 10 years. The majority of the traffic traveling north on I-15 exits the highway at Exit 119 onto U.S. 20 to reach destinations from north Idaho Falls to Yellowstone and Grand Teton National Parks.



The project study area will include six interchanges along I-15 and U.S. 20 encompassing I-15 and Broadway (Exit 118) on the south and continuing through U.S. 20 at Lewisville (Exit 310) at the north. The primary study area is expected to include a zone extending approximately 500 feet on either side of the existing roadway centerline. A secondary study area will be evaluated for potentially new alignments, interchanges, local system modification, or other improvements.

The PEL Study is expected to take place over the next 18 months and will consider conditions in the project area and establish possible options to address identified issues. The timeframe for study will consider a horizon year of 2045 for traffic projections as well as other environmental planning considerations. To date, no funding for this project has been secured in the near term. However ITD is anticipating funding will be available for potential initial improvements as early as 2023.

### **Upcoming Process**

The ITD project team includes consulting support from HDR Engineering, Inc., and Horrocks Engineers. This team is already collecting traffic, safety, and mobility data, infrastructure conditions, and stakeholder input. The next step is to define the environmental resources of concern and the appropriate level of analysis and investigation to conduct as part of this PEL Study. This information will be used to develop a Purpose and Need statement, identify evaluation criteria, and develop and screen a range of alternatives to achieve that Purpose and Need.

The PEL offers an important opportunity for agencies to provide input early in the project development in order to better identify issues and streamline potential future NEPA scoping and reviews. However, agency participation is voluntary and no final decision from the agency will be required.

**We invite you to participate in our Environmental Advisory Committee for this PEL Study. The first meeting for this group will be the PEL Environmental Scoping Meeting on January 16<sup>th</sup>, 2018 from 1:00-3:30 in Idaho Falls (video conferencing will be set up). If someone from your agency can participate, please respond to ITD Project Manager Karen Hiatt or HDR Project Manager Tracy Ellwein, by January 4, 2018.** You may contact Karen or Tracy at either the phone numbers or email addresses provided below and we will provide additional project information and meeting logistics to that point of contact in the near future.

Thank you and we look forward to engaging your agency on this important project.

Sincerely yours,

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# Meeting Minutes

Project: I-15/US-20 Safety and Mobility Study, KN20065

Subject: Environmental Agency Scoping Meeting

Date: Tuesday, January 16, 2018

Location: ITD District 6, Rigby ID

Attendees: See attached list.

## Meeting Purpose

To review the project study area and the environmental data collection expectations with the Idaho Transportation Department (ITD) environmental resource experts and other federal, state and local resource agencies. For each resource category, the group was asked to provide input of any know resources or concerns as well as recommended data sources, processes and levels of detail. The group invited to the meeting will be referred to at the Environmental Resources Committee (ERC) and there will be touch points with the ERC throughout the Planning and Environmental Linkages Study (PEL).

## General Comments

The National Environmental Policy Act (NEPA) process uses a term, preferred alternative or selected alternative. In the PEL process, which studies and screens alternatives, we will use terms such as recommended alternatives, not recommended alternatives or eliminated alternatives.

The level or depth of analysis for environmental technical research of the alternatives is up to ERC. We want to understand the location and nature of the resources that are likely to substantively change the alternatives we are considering. However, we also want to be as efficient as we can and not collect an unnecessary amount of data or conduct an unnecessary level of analysis for resources that will be required to be redone during future studies or NEPA processes. For example, we would not want to do field wetland delineation at this point as it would almost certainly need to be redone closer to a construction start date. The team could use the NWI maps to get a general idea of wetland impacts.

The alternative assessment data (screening criteria) for the first pass of the alternative is typically qualitative. Terms such as low, medium and high are used for the different resources. The second pass can provide detail to include high level but still quantitative assessment.

The group reviewed the Powerpoint presentation (attached) and the notes below align with the slides where discussion occurred.

## Right of Way (ROW)

PEL could use low, medium, high for level of ROW impact in the first round of alternatives screening. For the second pass of the screening criteria, we could quantify the number of expected full acquisitions and identify property type (e.g. business, residential using aerial or zoning maps), but would not quantify square footage of ROW impact.

If it is not already in the ROW assessment, we will need a separate discussion that documents an alternative's ability to maintain access to businesses, or the locations for closures or combined access points.

## Stormwater/Water Quality

Idaho Falls is under a Municipal Separate Storm Sewer System (MS-4) permit. This permit could provide useful data and information on restrictions in the area. There are some historic discharge points to document.

### Utilities

Most utilities are not likely to drive the alternatives. We would want an understanding of major facilities and any expansion plans. We will consider whatever we can learn about Idaho National Laboratory's (INL) installations and their involvement because of they have lots of utilities into the research facility. Early stakeholder coordination has included INL.

### Energy

Some PEL's look at energy consumption but we do not expect that will be a concern for this project.

Idaho Falls Power has a dam just north of this project so we will investigate to understand their FERC permit and its reach on the river.

In relation to the community's net energy consumption (private auto vs. transit) there was a question about the goals of the Bonneville Metropolitan Planning Organization (BMPO) Long Range Plans, which Lance indicated do show some expanded bus transit but no accommodations for rail.

### Section 106

The group had lots of discussion on a reasonable date to which the PEL should research for cultural resources. The group identified the earliest anticipated construction year was 2023. Based on that, what is the reasonable year to assess properties as historically eligible? ITD's advice was to go back 45 years from the date of construction – which allows up to 5 years for completion of construction before hitting the 50 year timeframe in the Section 106 guidance. So in this case, it would be 1978 (or anything older) in the survey for the 1<sup>st</sup> construction project.

The group also discussed the potential for project phasing, which would extend potential construction beyond 2028. However, since that is an unforeseeable part of the project at this point, the group agreed to use 1978 for now.

Even if a property is over 50 years old, that doesn't necessarily make it historic unless it also meets certain Section 106 criteria.

Records research with SHPO would provide information for properties of interest. Are there neighborhoods that have never been surveyed? That is very likely and we will need to get construction dates of buildings/neighborhoods. This could be the first place to start for a high level scan.

During the PEL we will not formally record the properties but just note they are there. ITD and SHPO agreed the project team should make note of the information collected and for any properties that have a reasonable chance of being deemed eligible, avoid them through application of the screening criteria. We will not formally request concurrence on eligibility or effects until we have an actual project.

### Section 4(f)

A records search with SHPO will help identify potentially historic properties that may qualify for Section 4(f) protection. A non-historic 4(f) resource is any publically-owned park or recreation land, wildlife or waterfowl refuge. Ideally, a project alternative would avoid these resources. Eventually, we will want to determine whether an impact to a Section 4(f) property will require an individual 4(f) evaluation or if it could be a de minimis finding.

### Section 6(f)

The Idaho State Department of Parks and Recreation has a coordinator for the land and water conservation fund (Section 6(f)). Kathy Muhr is the representative and would know of potential sites in the project area. Keep in mind this act goes back to the 1960's, so the records are not always readily available and may require time for research.

Section 6 (f) resources are often recreational facilities and can include large things like parks and trails but also smaller elements like a tennis court, shade shelter, etc. It is simply based on what the 6(f) funding was used for, and we will want to try to drill into that level of detail to determine what, exactly, is in need of 6(f) protection (i.e., a shade shelter, or the entire property).

### Archaeology

SHPO has many reports but they are not sure if any cover this project area. We will research. Tribal coordination will be done by ITD. This will include the Shoshone Bannock. ITD HQ will need a short project description and a map to send to the THPO and the tribal chairman. (Sho-Ban doesn't have a THPO.)

Once ITD has made initial contact, we will add tribes to the list to be invited to the public meetings. It will be important to keep track of when they get contacted/outreach. ITD HQ to start the tribal consultation. Brent with FHWA also urged inclusion of the tribal council, not just staff-level personnel.

### Wildlife/Fisheries

There is only one threatened species listed as potentially located in the project area, the yellow-billed Cuckoo. These birds typically prefer un-developed areas of 8+ acres and rely on the large groves of cottonwoods. Their known habitat is north of the study area so this area is more of a pass through. Idaho Department of Fish and Game noted that this stretch of the river is a good fishery. It is best to stay out of the main river channel and be aware of swallows and bats nesting on the bridges.

### Noxious Weeds

We will inquire to see if there is any mapping at ITD, the City or County. The County indicated that they have a department for noxious weeds - Jeffery Pettingill. We will also talk with Kathy Ford at ITD HQ.

### Floodplain

There is a floodway around the 81<sup>st</sup> north structure (Little Creek to Snake River). Steve Sear is the floodplain administrator for the County.

Idaho Falls Power has cross-sectioned the river. We have the HEC-RAS model from Mr. Cooper from Idaho Falls Power. The City is giving us the 1997 flood map, which was considered a major flood (possibly 100 year).

### Wetlands

Homeland security has a risk map to look at. *(Corrie looked and could not find this map)*

The Snake River and nearby tributaries are currently unassessed for pollutants in the 2014 IDEQ Integrated Plan. IDEQ stated that the 2016 Integrated Plan is being drafted, and a status change on the Snake River is possible.

Removing piers and other structural flow impediments can be used as mitigation.

Following group discussion, it was determined that this reach of the Snake River is not navigable under Coast Guard jurisdiction, but is under State of Idaho jurisdiction.

### Geologic Resources

The only anticipated resource is the Eastern Snake River Plain aquifer. ITD has an MOU with EPA to protect this aquifer for drinking water. It requires EPA review for any federally funded project that may impact the aquifer. EPA representative for this process is Susan Eastman. They have a 30-day review period.

### Hazardous Materials

Based on preliminary findings, there are no major hazardous materials concerns and this resource appears to be manageable. It was recommended that a windshield survey be conducted to identify properties that may not appear in the databases, including businesses like dry cleaners and other light industrial sites which can be concerning. We will only do a Phase 1 assessment when we get to a buildable project.

Freeman Park used to be a landfill.

Brent from FHWA suggested using a ranking for hazardous materials for the PEL, such as:

- No known or suspected hazardous materials issues
- Property not listed in a database, but observations made of potential hazardous materials
- Property is listed in a database, but no violations or contamination are known
- Property is listed in a database, and violations or contamination are documented

### Noise

For the PEL, we recommend some local measurements and identification of sensitive noise receptors, by looking at land uses. We can do some extrapolation but no analysis or modeling.

Michele Fikel, ITD HQ, requested to be involved in the preliminary noise evaluation.

#### Air Quality

Document that no quantitative study is needed with a short discussion in the PEL.

There are existing long term monitoring stations used by DEQ which may be good data sources. Moving them would be problematic so we will need to locate these on the resource maps.

#### Public Involvement

Troy said there are a number of community events in the area that a project cut sheet on display would be helpful.

#### Socioeconomic and EJ

Brent indicated that census block data is not enough; public outreach is needed to determine EJ issues. Chris Canfield said we can get neighborhood demographics from the City's GIS. Russ Rivera with ITD can get the contacts from these areas that represent these different populations. (We have since received 2 contacts and sent them the CWG invite)

Be aware of ADA compliance and letting the public know the project will improve ADA

#### Visual

We will consider sensitive areas and check with Idaho Falls to determine if there are any areas with required design reviews. We want to know if they want to see special lighting, decorative rail, etc.? Development of design guidance could be a good public outreach activity in the future.

We asked if the FHWA VIA (Visual assessment) was necessary. FHWA indicated that it may be needed for new crossings or for impacted views from historic properties, but only once a project has been identified, not in the PEL stage.

#### Land Use

BMPO updates their model in 2019.

We will need to know the Airports RPZ (runway protection zone) and Master Plan. We have done initial outreach with the Airport.

Be aware of cranes during construction near the airport and be aware of the Visual Runway and include in the contract documents.

BASH – bird strike hazards. Having a proposed detention pond nearby could lead to birds being too close to airport.

We should confirm that there is coordination with the FAA for any new road or facility within 2 miles of the airport. FAA has to approve all local master plan updates. Ask the airport to include the FAA and get them in the loop.

#### Farmlands/Recreational

No comments

#### Cumulative Impacts

Group suggested checking reports such as the airport master plan and BMPO comprehensive plan to help identify potential projects that could lead to cumulative impacts.

#### Indirect/direct consequences

What about indirect and un-intended consequences? Be mindful.

#### ERC coordination

Environmental Baseline Report – in draft form now and it provides a baseline of knowns. This will help with the development of the screening criteria.

Who did we miss to include in this meeting?

James Joiner is the local USACOE rep. We will reach out to him with Nicolle's upcoming departure.

Additional coordination with the ERC is expected to occur at the following milestones.

- Scoping
  - January 2018
- Review Environmental Scan Report
  - Spring 2018
- Review screening of initial alternatives
  - Fall 2018
- Review screening of recommended alternatives
  - Winter 2019
- Review Technical Reports and PEL Study document
  - Spring 2019

Name		Project Role	Email	Phone
ENVIRONMENTAL RESOURCES COMMITTEE				
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# Meeting Notes

Project: I-15/US-20 Connector

Subject: Alternatives Development Update & Steps Forward

Date: Tuesday, July 09, 2019

Agency Meeting 1:30-4:00

Location: ITD District 6 Office  
206 N Yellowstone Highway  
Rigby, ID

## Attendees:

Ryan Day, ITD D6

Karen Hiatt, ITD D6

Jason Minzghor, ITD D6

Tim Cramer, ITD D6

Michele Fikel, ITD HQ

Marc Munch, ITD HQ

Matt Kriegl, ITD HQ

Lisa Applebee, FHWA

Brent Inghram, FHWA

Tracy Ellwein, HDR

Jason Longsdorf, HDR

Corrie Hugaboom, HDR

Kelly Hoopes, Horrocks

Lance Bates, Bonneville County

Jason Cooper, Idaho Falls Power

Darrell West, BMPO

Shane Skaar, USACE

Chris Canfield, City of Idaho Falls

Chris Shaver, SHPO

Ashley Brown, SHPO

Evan Orr, USFWS

On phone:

Wendy Terlizzi, ITD HQ

Aimie Hill, ITD HQ

Melinda Lowe, ITD HQ





## 1. Introductions, agenda, and handout review

- Jason Minzghor, District 6 District Engineer, welcomed everyone and self-introductions were made.
- Tracy Ellwein gave a project update and purpose of this meeting. Part of this group met in January 2018 and since that time, the project team has gathered background information, developed a range of alternatives, performed public outreach activities and completed two levels of alternatives screening.
- The project team wanted to bring together today's attendees to go over the process (known as the Planning and Environmental Linkages, or PEL, study), provide an update on the alternative development and screening and ask for agency input. Near the conclusion of the PEL study, ITD will ask for agencies to acknowledge and give concurrence with the process that led to the identification of alternatives to be studied in the ensuing NEPA process. This is expected to begin in the Spring or Summer of 2020.

## 2. Field Review Observations

- Many attendees participated in a field trip to the project location this morning.
- Tim noted that the project does not appear to have a lot of natural resource issues, but rather, there is a potential for more social issues. Michele concurred, noting neighborhoods, parks, etc. She noted that the project team has done well identifying these locations/issues during the PEL.
- Jason Cooper at Idaho Falls Power stated that there may be some issues with existing and planned substation and powerlines at locations where alternatives include new river crossings. (Near the intersection of Alternative H US-20/I-15 interchange at the corner of River Rd and 49<sup>th</sup> N.) The project team agreed to add future powerline routing to our data as shown on the storymap.
- Ashley Brown at SHPO noted that the project is considering properties from 1976 and earlier as potentially eligible. The industrial area with agricultural processing may be considered historic (granaries on east side of I-15), in addition to some of the residential neighborhoods. Chris Shaver from SHPO noted that the agricultural fields in the H alignment could have untouched archaeological resources below the plow line. There could be an exploration effort required in that area if that alternative moves forward.
- Attendees felt the field visit was a valuable effort.

## 3. Planning Environmental Linkages (PEL) process – “What is a PEL”- video

- This information video was prepared for PIM3 and was shared with the group.

## 4. Project Overview

### Study Area

- Tracy provided an overview of the project study area for the range of alternatives – from Exit 113 to 119 on I-15 and as far out as Exit 310 on US-20, which also included looking at US-26 and SH-43.

### Project Purpose & Need (P&N)

- Jason Longsdorf presented the draft P&N, developed in 2018. As we involved the public, we identified additional project goals, which were also presented. A summary of public outreach and coordination conducted to date was given.



## Data collection – Story Map

- The GIS based storymap was opened to show the group. Tracy went over several of the tabs outlining data available including traffic, outreach points, bridge information, environmental, etc.

## Alternative Screening Criteria, Level 1 & Level 2

- Jason Longsdorf introduced the PEL Evaluation Questions (handout). The group is welcome and encouraged to provide input. Levels 1 and 2 are considered complete, but development of Level 3 questions is in progress and input is welcomed.
- Jason Longsdorf briefly went over Level 1 screening criteria and evaluation questions. Qualitative analysis – “better/good/neutral/fair/ worse”. A broad overview was provided in the presentation. The details and documentation can be found in the Level 1 Alternative Screening Summary Report, posted on the project website.
- Level 2 evaluation questions were slightly more detailed, applying a combination of qualitative and quantitative information. Readily available data was used to answer most of the environmental criteria questions (National Wetlands Inventory, NRCS Soils Mapping, etc.).

## Alternatives Evaluation Summary for Level 1 & Level 2

- Level 1 Alternatives Development - Included four “on alignment” alternatives and ten “off alignment” alternatives. Of these, nine action alternatives were recommended to advance to Level 2 analysis (four on alignment and five off alignment).
- Level 2 Alternatives Development resulted in two alternatives being added for a total of eleven alternatives to be considered – one suggested by CWG and another one developed by the project team.
- Initial Level 3 Alternatives included three that were advanced from Level 2, one of which has two options (so four alternatives altogether, including the no build). Of the four, there are three distinct different alternative alignments. These four represent a range of alignments with different impacts and benefits, which are thus far thought to achieve the P&N. Those not advanced past Level 2, typically had combinations of impacts such as multiple river crossings, combo of 4(f)/Section 106/EJ, complicated construction challenges, diminishing returns on capturing through-travel.
- Jason Longsdorf introduced the draft development of the Level 3 screening criteria. The team is seeking agency input on this.

## 5. Discussion of the PEL Level 3 Alternatives

Kelly Hoopes presented illustrations and gave descriptions of the alternatives moving into Level 3 analysis.

### Alternative C

- On alignment. “Free flow interchange w/ Fremont/Science Ctr”
- Kelly provided a reminder that one of goals is to accommodate through-traffic and local traffic. Alternative C achieves this goal as it separates the through-traffic from local traffic. The US-20/Lindsay interchange would have to go away. Because of that, the additional crossing at Higham would provide for connectivity lost.
- Jason Longsdorf pointed out that the illustration shows single-point urban interchange (SPUI) types



for purposes of illustration, but this is not necessarily the geometry that would move forward. Karen Hiatt also pointed out that these drawings, while done in a Microstation product, and as such are slightly better than lines on a paper, they are still very much conceptual and alignments could move several feet one way or another.

- Kelly pointed out that some of the flyover ramps could end up approximately 50 feet above existing I-15 vertical alignment for grade separation.

## Alternative E (two options)

### Off alignment. "Anderson St Connector"

- Split interchange that functions a bit differently from Alternative C. It pushes Exit 119 to the north, while still separating through and local traffic. Alternative E provides additional potential for improved pedestrian crossings due to fewer conflicts.
- Jason Longsdorf pointed out that Alternative E survived Level 2 in part because it moves more away from school and residential area west of the I-15 corridor and more into the industrial area east of the corridor. Impacts to the school and park may still occur with this alternative. A new crossing would be south of Fremont Park and airport.

### Off alignment. "Anderson St Connector with north end modification"

- Difference is connectivity to town for local travelers. This one provides the ramps for Science Center, removes the northern improvements.

## Alternative H

- North of exit 119
- Keeps through traffic on I-15 through town further north and then moves it directly across to US-20. A sensitivity analysis was completed to see how far north we could move that connection across before people decided to avoid that and cut through town. From that came the 49th option in Alternative H. 81st was also looked at, but it was too far north and traffic models showed fewer motorists using it.
- The team is still working on access questions along that 49<sup>th</sup> connection with this alternative and whether there would be interchanges or at-grade crossings at 5<sup>th</sup> W and/or 5<sup>th</sup> E.
- A split diamond interchange to replace the existing I-15/US-20 interchanges at exit 118 and 119 would address the too-close-together interchanges in that area. The split diamond is an example and other options would be developed through analysis.

## 6. Group discussion after overview:

- Tim asked (for the benefit of the group) how agencies would know that the removed alternatives considered environmental impacts? Tracy referred to the Level 2 screening packet and background information that will be shared with the group that contains these details and documentation.

## 7. Activities going forward

- Begin the Level 3 analysis to further develop the alternatives.
- Continue Public Outreach and Agency Coordination
- Agency group to review P&N and Level 1 Analysis Report. *(information sent to group on 7/12)*

The group expressed a preference for a 30-day review window.

- Next step would be review of Level 2 Analysis Summary Report and provide input on Level 3 evaluation questions. The Level 2 Analysis Summary Report is expected to be ready by August 1.
- Next agency group meeting expected in September/October. An additional agency meeting would be held to discuss final PEL recommendations (prior to PEL publication – late winter/early spring 2020).
- Request for concurrence with PEL process and findings. Jason Longsdorf pointed out that a concurrence letter does not necessarily express overall approval, but can point out that we agree with the PEL process and that the agency has been included/participated in it. It can also include any concern or issue the agency wants to be considered in NEPA.
- Transition into a NEPA document. Likely to be summer/fall 2020, following completion of PEL process.

## 8. Agency Concerns and Questions

- Marc Munch wanted to be sure that tribal coordination was included in the process. Need to get them included. Brent agreed – this would be a key time to get them involved. (*initial letters to tribes were sent in Feb 2018*)
- Marc had an overall concern that Section 106 is a process. The project has to go through the process if there are impacts, and then it can go forward. However, Section 4(f) is different. Have to ensure that no “feasible or prudent” alternative exists that would avoid “use” of a Section 4(f) property. Marc thinks it likely that all remaining alternatives may have Section 4(f) use. He appreciates that ITD D6, with this PEL process, appears to have included all possible planning to minimize harm. Whoever writes the 4(f) document needs to include a summary of this PEL process to claim credit for attempting to minimize harm.
- Marc stated that the project team could go out right now and spend a lot of money determining existing conditions for each alternative. However, it is better to determine what level of effort is more efficient at this stage. ITD Cultural staff would be happy to work with the team to determine the answer to that question. Ashley added that an NRHP Bulletin says you need to look at significance before integrity. It was agreed that the group definitely needs a one-on-one cultural discussion before this summer’s field work to iron out what makes sense right now.
- Marc pointed out the E alternatives going through grain silos– that is a 4(f) use. That complex is eligible for NRHP. We would have to justify why there is no feasible and prudent alternative to going through that complex. It is possible something may not be prudent because the alternative would be significant EJ or wetland impacts, etc.
- Wendy feels that a group meeting like this moving forward is more important than one-on-one because it’s good all groups to hear what the others’ concerns are (i.e., for the Corps to hear why a 4(f) resource needs to be avoided, vice versa and others).
- Evan Orr asked what the timeline is for incorporating the Endangered Species Act (ESA) process. Could get confusing in NEPA process. Different terms have different definitions between ESA/NEPA. Evan expressed appreciation for the PEL process, as it gives USFWS an opportunity to express which alternative may be less impactful, even though the BE/BA document may not look any different. Tim pointed out that the wetland delineation process could include/incorporate a search for species (yellow-billed cuckoo and Ute-ladies’-tresses) in riparian areas. The input from USFWS at this stage can help generate options for minimization of impacts by adjusting alternatives.
- Kelly pointed out that the agencies should feel free to express what field work/data collection they feel would be beneficial/useful in the next few months that would help lead them to that concurrence letter. Similar input could also set us up for data collection for next summer.



## **9. Next Steps and Action Items**

- a. Schedule next Agency Coordination meeting
- b. Send P&N and Level 1 Analysis to group for review (*sent 7/12*)
- c. Send Level 3 Analysis Summary Report and Level 3 Evaluation Questions to group (*anticipate by 8/11*)

If the group has any questions, ideas, comments, please email Tracy, Kelly, and/or Ryan

# Agenda

Project: I-15/US-20 Connector

Subject: Alternatives Development Update & Steps Forward

Date: Tuesday, July 09, 2019

Field Visit 10:00 – 12:00

Agency Meeting 1:30-4:00

Location: Field Visit  
Temple View Elementary  
1500 Scorpius Dr., Idaho Falls, ID 83402

Agency Meeting  
ITD District 6 Office  
206 N Yellowstone Highway  
Rigby, ID

Attachments PEL Purpose and Need  
Level 3 Alternatives C, E and H – with notes for field visit viewing areas in blue.

Attendees:	Ryan Day - ITD	Kelly Hoopes - Horrocks
	Karen Hiatt - ITD	Lance Bates - Bonneville Co.
	Marc Munch - ITD	Jason Cooper - Idaho Falls Power
	Michele Fikel - ITD	Darrell West - BMPO
	Tim Cramer - ITD	Shane Skaar - USACE
	Tim Kramer - ITD	Greg Weitzel - City of Idaho Falls
	Drew Meppen - ITD	Chris Canfield - City of Idaho Falls
	Wendy Terlizzi - ITD	Chris Shaver - SHPO
	Jason Minzghor - ITD	Ashley Brown - SHPO
	Matt Kriegl - ITD	Evan Ohr - FWS
	Lisa Applebee - FHWA	Aaron Golart - IDWR
	Brent Ingrham - FHWA	Jacob Gray – IDFG
	Tracy Ellwein – HDR	Troy Saffle - DEQ
	Corrie Hugaboom – HDR	Jason Longsdorf – HDR

- 1) Introductions/Agenda review
- 2) Field Review Observations
- 3) Planning Environmental Linkages (PEL) process – “What is a PEL”- video
- 4) Project Overview
  - a) Study Area
  - b) Project Purpose & Need
  - c) Data collection – Story Map
  - d) Alternatives Evaluation Summary for Level 1 & Level 2
- 5) Discussion of the PEL Level 3 Alternatives
  - a) Alternative C
  - b) Alternative E
    - i) E with modified northern terminus
  - c) Alternative H
- 6) Activities going forward
  - a) Wrap up the PEL
  - b) Public Outreach & Agency Coordination
  - c) Transition into a NEPA document
- 7) Agency Concerns and Questions
- 8) Next Steps and Action Items
  - a) Schedule next Agency Coordination (Group or in-person)
  - b) Other

## **Attachments:**

### **Project Purpose**

The purpose of the PEL study is to identify and analyze improvements to address safety, congestion, mobility and travel time reliability for efficient movement of people, goods and services on I-15 and US-20 in or near Bonneville County and Idaho Falls.

### **Project Needs (details the problem, today and in the future)**

The PEL will study multi-modal connections and capacity improvements to I-15 and US-20 as well as potential new roadway linkages in order to:

1. Address unsafe travel conditions on I-15 and US-20
  - a. Traffic backs up at exit ramps
  - b. Substandard lane change / merge space between exits
  - c. Interchanges are spaced too closely together
2. Reduce congestion at the I-15/US-20 interchange, particularly for traffic exiting US-20 towards southbound I-15 at the onramp, and for northbound traffic on I-15 exiting at US-20 eastbound exchange, which both operate at a current LOS D
  - a. High volumes of freight traffic
  - b. High volumes of peak hour local commuter traffic
  - c. Limited crossings of railroad and river funnel traffic to the I-15/US-20 corridor
3. Provide pedestrian and bicycle mobility within the I-15 and US-20 corridors
  - a. Built and natural barriers limit safe connectivity to adjacent facilities and the river and adjacent multiuse trails
  - b. According to the 2008 BMPO Bicycle and Pedestrian plan the corridor's "existing facilities are either inadequate, deficient, or associated with various problems."
4. Address future travel demand forecasts
  - a. Current infrastructure will not accommodate travel demands of increasing local growth and regional tourism
  - b. Current infrastructure is projected to operate at Level of Service E or F at the interchange of I-15/US-20 by the year 2045, which will not appropriately provide for future growth as identified in adopted local (City, County, and MPO) land use and comprehensive plans.

### **Additional Goals**

1. Provide transportation facilities that improve access to local schools, recreation facilities and commercial areas that support local land use plans while also reducing the negative impacts of the existing infrastructure on those community resources.
2. In addition to improvements to pedestrian and bicycle facilities in the corridor, seek to provide additional connections to the surrounding multi-modal network.



3. Provide improvements that serve all types of travelers including local commuters, freight, and regional tourism.
4. Consider new infrastructures impacts to local roads through coordination with Idaho Falls and Bonneville County.
5. In addition to identification and mitigation of any direct environmental impacts of the proposed improvements, seek to provide additional opportunities for the project to enhance local environmental resources.

# Alternative C



## Features & Benefits

- Reduces weaving concerns between I-15, Exits 118 and 119 by providing direct ramp connections from I-15 south of Exit 118 to US-20
- Adds a new river crossing to the north at Higham Street for local street connectivity
- Provides opportunities to develop pedestrian and bicycle connections between I-15 and US-20
- Separates the local and through traffic between Exit 118 through the City Center/Riverside (Exit 308)

## Challenges

- Eliminates US-20, Exit 307, at Lindsay Boulevard, which will impact direct access from US-20 to area hotels
- Elevated structures and new bridges are required
- Could impact Temple View Elementary School, Antares Park, and the surrounding neighborhood as well as neighborhoods east of Snake River
- Could impact traffic during construction as it reconstructs much of the existing roadways
- Weave with the merge of the direct ramps near Science Center will be a challenge





## Alternative C – Detailed View





# Alternative E



## Features & Benefits

- Removes weaving concerns between I-15, Exits 118 and 119, by connecting them with direct access ramps and realigning US-20 to the north
- Moves regional traffic from I-15 through direct access ramps that lead to/from US-20
- Provides direct access from I-15 via a new interchange near the Idaho Falls Airport

## Challenges

- There are impacts to industrial areas near the airport, residential areas, Freeman Park, and a church
- May not resolve the congestion issues on I-15 due to the proximity to Exit 119 at Grandview Drive from the new airport interchange





## Alternative E.1 – Detailed View



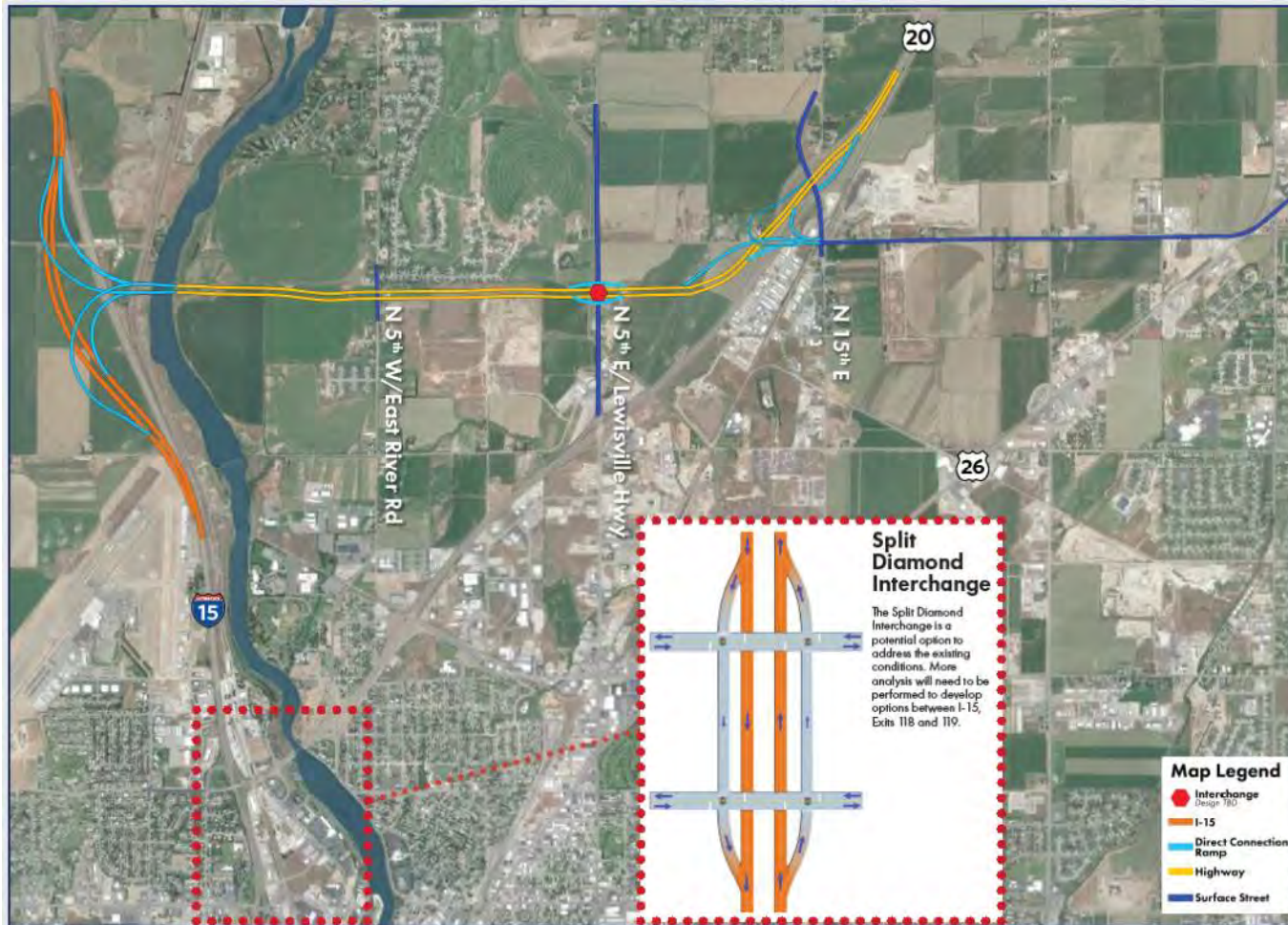


## Alternative E.2 – Detailed View





# Alternative H



## Features & Benefits

- Realigns US-20 to the north of downtown Idaho Falls, providing for a new connection to US-26, and allowing regional traffic a direct connection
- Improves the interchanges "in town," including converting I-15, Exits 118 and 119, to a split diamond interchange to remove weaving and backup on I-15
- Converts current US-20 to a local street
- Allows for building in phases with the realigned US-20 and connection to I-15 first, followed by the split diamond interchange improvements to exits 118 and 119, and then the connection to US-26 following later when appropriate
- Potentially reduces the length and severity of delays and impacts to the traveling public during construction by mostly building off the existing roadway alignments

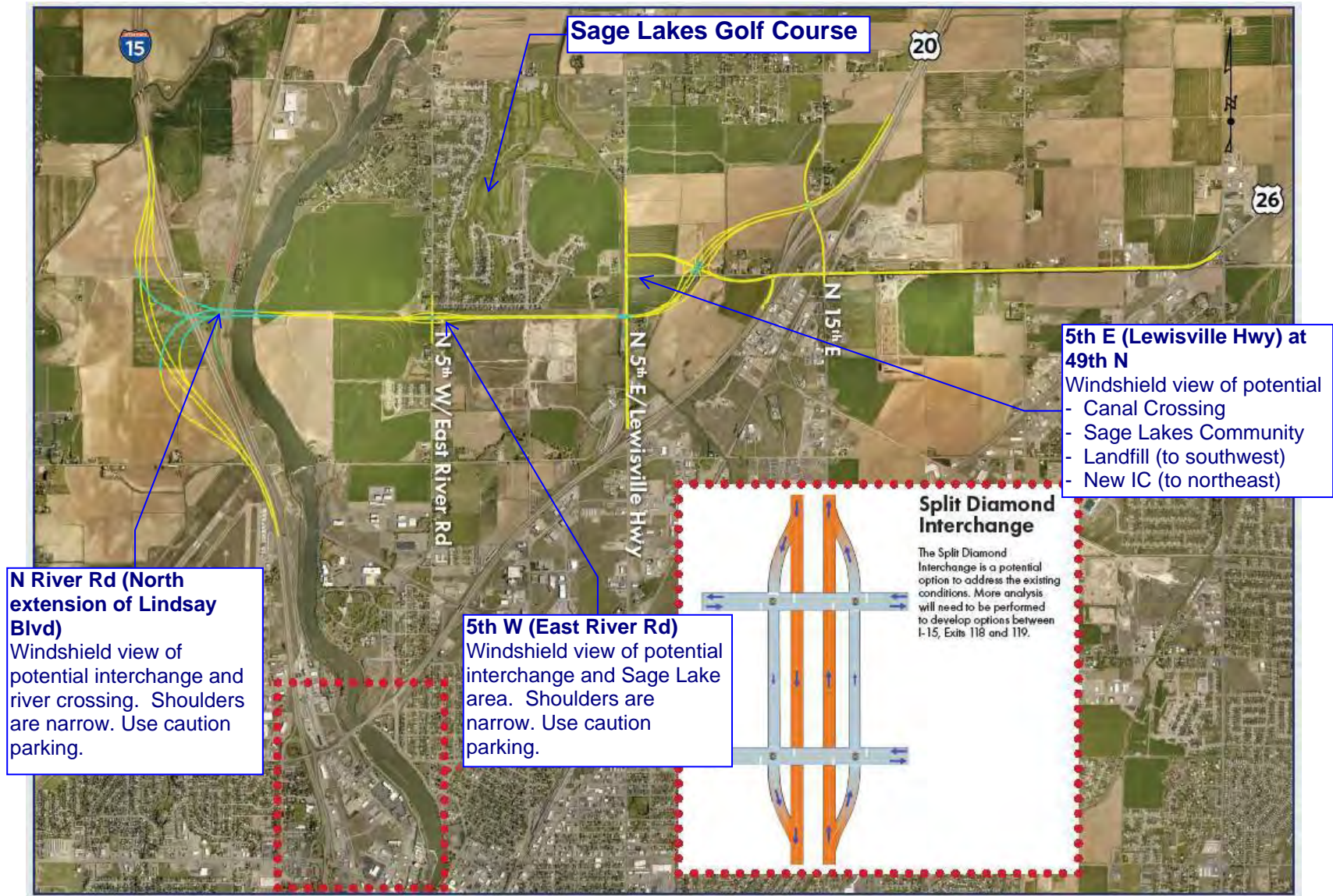
## Challenges

- Alignment goes through a landfill which would require mitigation
- Impacts to farmland and adjacent neighborhoods





# Alternative H – Detailed View





# Sign In Sheet - please initial your name

## Agenda

Project: I-15/US-20 Connector

Subject: Alternatives Development Update & Steps Forward

Date: Tuesday, July 09, 2019

Field Visit 10:00 – 12:00

Agency Meeting 1:30-4:00

Location: Field Visit  
Temple View Elementary  
1500 Scorpis Dr., Idaho Falls, ID 83402

Agency Meeting  
ITD District 6 Office  
206 N Yellowstone Highway  
Rigby, ID

Attachments: PEL Purpose and Need  
Screening Criteria  
Level 3 Alternatives C, E and H – with notes for field visit viewing areas in blue.

Attendees: Ryan Day - ITD

*KH* Karen Hiatt - ITD

*mm* Marc Munch - ITD

*MF* Michele Fikel - ITD

*TC* Tim Cramer - ITD

Drew Meppen - ITD

Wendy Terlizzi - ITD

*JM* Jason Minzghor - ITD

*MS* Matt Kriegel - ITD

*LA* Lisa Applebee - FHWA

*BI* Brent Inghram - FHWA

*TE* Tracy Ellwein - HDR

*CH* Corrie Hugaboom - HDR

Kelly Hoopes - Horrocks

*LB* Lance Bates - Bonneville Co.

*JK* Jason Cooper - Idaho Falls Power

*DW* Darrell West - BMPO

*SS* Shane Skaar - USACE

Greg Weitzel - City of Idaho Falls

*CC* Chris Canfield - City of Idaho Falls

*CS* Chris Shaver - SHPO

*AB* Ashley Brown - SHPO

*EO* Evan Ohr - FWS

Aaron Golart - IDWR

Jacob Gray - IDFG

Troy Saffle - DEQ

*JML* Jason Longsdorf - HDR

# Meeting Notes

*Distributed to attendees April 29 for review. Final as of May 11, 2020.*

Project: I-15/US-20 Connector

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Subject: Level 3 Alternative Review

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Date: Wednesday, March 11, 2020  
Agency Meeting 9:00 – 11:00 a.m.

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Location: ITD District 6 Office  
206 N Yellowstone Highway  
Rigby, ID

---

## Attendees:

Ryan Day, ITD D6

Karen Hiatt, ITD D6

Marc Munch, ITD HQ

Matt Kriegl, ITD HQ

Lisa Applebee, FHWA (phone)

Brent Inghram, FHWA

Tracy Ellwein, HDR

Jason Longsdorf, HDR

Stephanie Borders, HDR

Cameron Waite, HDR

John McPherson, HDR

Corrie Hugaboom, HDR (Phone)

Kelly Hoopes, Horrocks

Lance Bates, Bonneville County

Darrell West, BMPO

Chris Canfield, City of Idaho Falls

Evan Orr, USFWS

Shane Skaar, USACE (phone)

## 1. Introductions, agenda review

Everyone introduced themselves and Tracy reviewed the agenda.

## 2. Update on PEL Process

Tracy provided a status update on the project including alternative development and screening, agency coordination, and public outreach efforts.

## 3. Review Level 3 Screening Results for the Recommended Alternatives

Tracy described how the study team had completed Level 2 screening and moved Alternatives C, E and H into the Level 3 screening, which will be completed in March and shared with the agencies and public at an upcoming public meeting.

#### **4. Review CRAVE analysis for the Recommended Alternatives**

Kelly Hoopes described the refinements made to the 3 remaining alternatives based on the study teams Cost Risk Assessment and Value Engineering (CRAVE)

##### **Alternative C3**

- On alignment improvements, but 50 MPH curves.
- Avoids school and park but impacts the railroad and businesses.
- Includes Higham Street extension over the river, canal, and I-15 to connect into Skyline

##### **Alternative E3**

- Moves Exit 119 interchange further north.
- US 20 alignment across river (1/2 the distance of other crossings).
- Fremont traffic is directed to Science Center.
- Improvements at Broadway are minimal but do include the frontage road northbound.

##### **Alternative H2**

- I-15 Exits 118-119 are a split diamond interchange to improve local access movements.
  - This could change as ITD refines this alternative
- Includes new interchange for US 20 and I-15 up near approximately 41st
- Includes only two crossings of the river.
- The east-west alignment was shifted south to reduce impacts to residents but has more issues in landfill.
- Lots of US 20 is abandoned.
- Requires lots of landfill clean up.
- Concerns about development viability of the “Nevada”-shaped property adjacent to the river.
- FAA has said no residential development is allowed in the runway approach.

##### **Comments**

- Chris Canfield asked what footprint of the east west US 20 corridor will be studied? Kelly suggested it may be 1,000 feet each way.
- Ryan noted that the interchange types are not final – these could be revised.
- Lance stated that the Hatch Pit dump site is a construction and demolition pit. It is not a municipal solid waste facility. It is still active.

#### **5. Review Historic Analysis**

- Kelly shared the summary of the additional analysis completed to identify resources by type

and potential eligibility. Mark said that he and Idaho State Historical Society (ISHS) reviewed and agreed upon this methodology

- The research was focused on structures, not farmsteads.
- Brent asked if there are any deal killers based on these findings.
- None were identified and Kelly did say that this tool helped us identify potential 4(f) impacts and enabled the CRAVE team to make adjustments to avoid the Anteras Park neighborhood.

## **6. Review Wetlands Findings**

- Kelly shared the summary of the additional research to identify areas of likely wetlands. The work focused on the Snake River area and the Porter Canal.
- Shane (ACOE) did not get on site to do this.
- It was determined that our alternatives cannot be directly overlaid on these impact maps, but impacts can be estimated.

## **7. Future coordination points**

### **a. Fish and Wildlife Service – Evan Ohr**

- Yellow-billed cuckoo is of concern. This area is not suitable breeding habitat but could be stopover habitat.
- Ute Ladies'-tresses (ULT) have surprising occurrences. Cutting down willows may release ULT. Team will conduct a field survey with a certified biologist during NEPA and will consider the wetlands in all alternatives. Everything around the existing US 20 Johns Hole bridge is unlikely to have suitable UTL habitat – but there might be for Alternative E or H.
- General USFWS concerns: Alternative H provides greater expansion and impacts broader habitat. No concerns would preclude those alternatives.
- There is not a mitigation bank for wetlands in the same Hydrologic Unit Code (HUC).
- There may be an opportunity to do advanced permittee mitigation.

### **b. United States Army Corps of Engineers - Shane Skaar**

- Conducting a preliminary jurisdictional determination has no time limit, but would help us identify the real impacts to wetlands.
- As far as advanced permittee mitigation sites, we would likely be doing permittee responsible mitigation.
- A project along Rainy Creek is developing a wetland bank in the City of Swan Valley.
- Shane said to consider what the service area is to confirm mitigation wetlands are in the same HUC 8.
- Brent suggested that we may be able to preemptively construct all wetlands.

## **8. PEL Endorsment Letter**

- Reviewed request for endorsement letters.

## **9. Action Items**

- Future NEPA process is TBD as funding has not yet been identified.
- Project team agreed to share this website address for historic and wetlands information.

<https://horrocks.maps.arcgis.com/apps/MapSeries/index.html?appid=b78aa1cf09d74aa8b2374fa0c50f5277>

<u>NAME</u>	<u>ORGANIZATION</u>	<u>3/12/20 LUNCH</u>
JASON LONGSDORF	HDR	X
CORRIE HUGABOON	HDR (PHONE)	
TRACY ELWEIN	HDR	X
LISA APPLEBOE	FHWA (PHONE)	
Karen Hiatt	ITD	X
RYAN DAY	ITD	X
MARK LAYTON	ITD	
Chris Campbell	City of Idaho Falls	X
Stephanie Borders	HDR	X
Cameron Waite	HDR	X
Curtis Calderwood	ITD	X
Lance Bates	Bonneville County	X
Darrell West	BLM	X
BRENT INGRAM	FHWA	X
John McPherson	HDR	X
Ben Burke	Horrocks	X
Kelly Hoopes	HORROCKS	X
Drew Meppen	ITD	X
Mike McKee	Horrocks	X
NICK CONTOS	CITIZEN / COUNTY	



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**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 97 • Rigby, ID 83442-0097  
(208) 745-7781 • [itd.idaho.gov](http://itd.idaho.gov)

April 10, 2020

{Agency Address  
Street  
City, State Zip}

**RE: I-15/US-20 Connector Planning and Environmental Linkages Study**

Dear **Enter Recipient Name**,

The I-15/US-20 Connector Study Team, appreciates {Agency's} involvement on the Planning and Environmental Linkages (PEL) study to date. Now, as we work to complete the final PEL documentation, the Study Team is requesting letters of support from the participating agencies. These letters of support will aid in the future National Environmental Policy Act (NEPA) process to document how the local agencies participated in and provided comments during the PEL process. The Study Team has attached a draft letter template that your agency can customize with your involvement on the Study to date and your future concerns and level of commitment. **Please return the letter by May 1, 2020** to the ITD project manager Ryan Day [Ryan.Day@itd.idaho.gov](mailto:Ryan.Day@itd.idaho.gov) and copy Jason Longsdorf at [Jason.Longsdorf@hdrinc.com](mailto:Jason.Longsdorf@hdrinc.com).

To assist you in preparing your letter of support, we are providing a brief summary of the PEL process, graphics depicting the two recommended alternatives and a link to the project website.

**PEL Summary**

The PEL represents a collaborative and integrated approach to transportation decision-making that:

1. Considers environmental, community, and economic goals early in the transportation planning process, and
2. Uses the information, analysis, and products developed during planning to inform the environmental process as the project moves into a NEPA document.

The Study has completed the Level 3 screening and is preparing to present the findings to the public for review and comment before finalizing the PEL Report. The PEL process has resulted in two alternatives being recommended for additional analysis in a future NEPA process.

Additional information about the Study, including the Purpose and Need, public meeting materials, alternatives development and screening reports and other material can be found on the project website at <https://i15us20connector.com/>

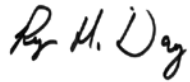
**Potential short term improvement**

During the PEL process, ITD identified a smaller scale project that would improve safety and reduce congestion at Exit 119 by adding a second right turn lane for traffic accessing eastbound US 20. This project would require signal equipment and timing adjustments and is also expected to include a grade separated pedestrian crossing at the intersection. All of the physical improvements would occur within ITD right-of-way. The project is in design and

construction funding has not yet been identified. If funding can be secured, this project could move forward independently of the future NEPA planning for the larger corridor.

We appreciate your continued partnership and look forward to receiving your letter of support for this important transportation project.

Sincerely,

A handwritten signature in black ink, appearing to read "R. M. Day". The signature is written in a cursive, flowing style.

Ryan Day  
*ITD Project Manager*

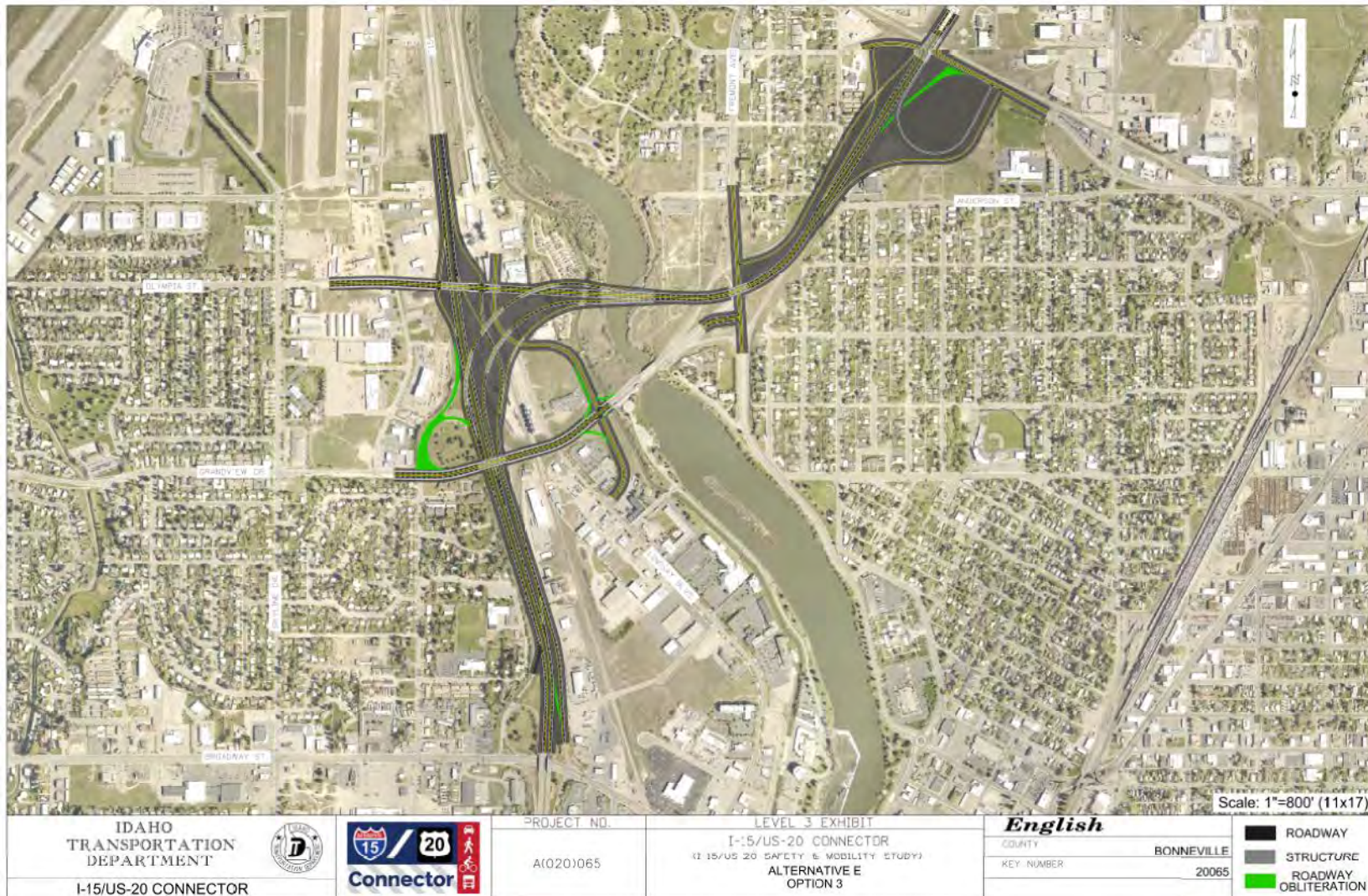
Attachments:

- Alternative Maps for Alternatives E and H
- Draft agency participation letter

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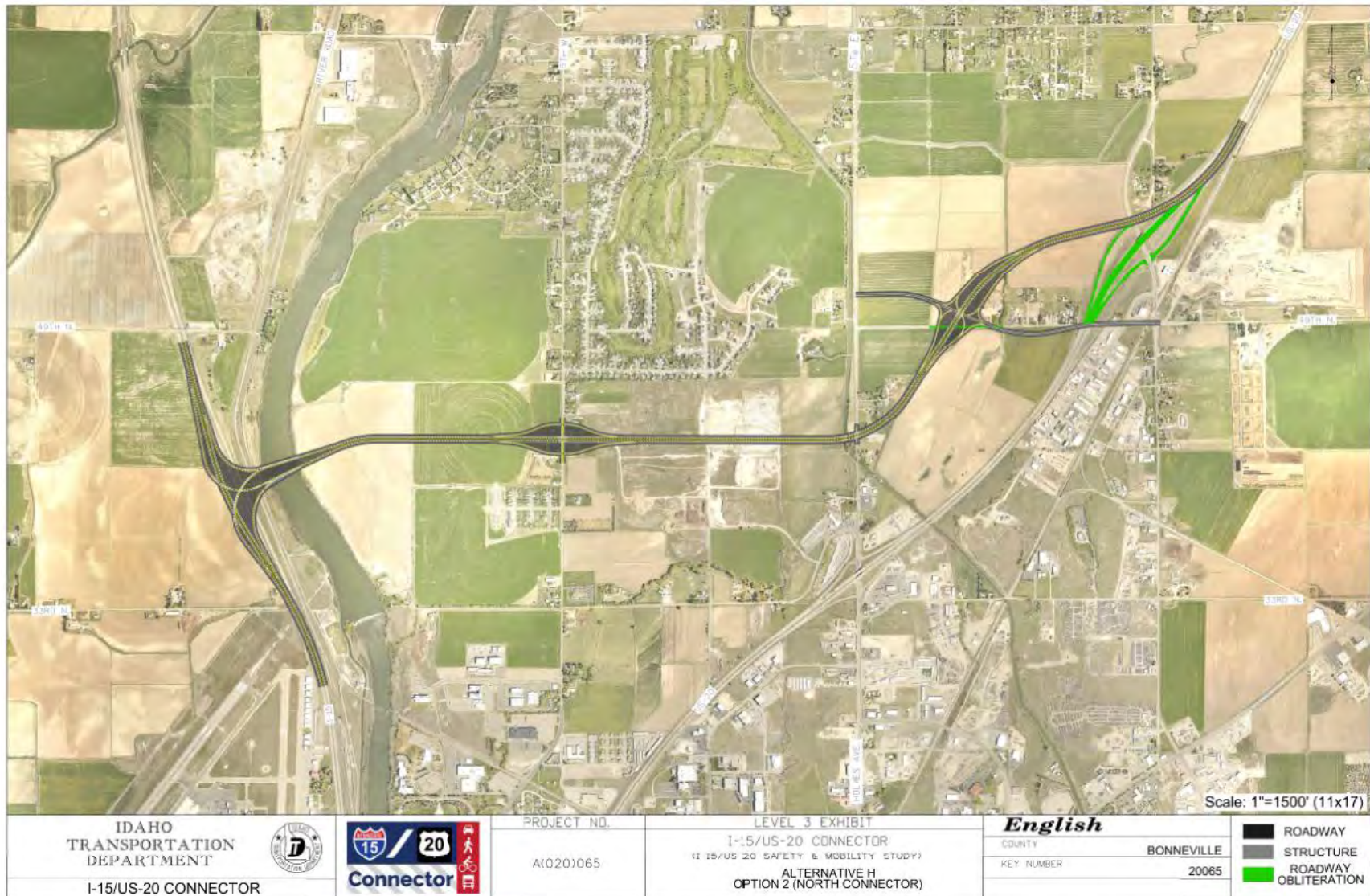


# Alternative E





# Alternative H – North Area





# Alternative H – South Area



March 25, 2020

Ryan Day, Project Manager  
Idaho Transportation Department  
206 North Yellowstone  
Rigby, ID 83442

**RE: Letter of Support - I-15/US-20 Connector Project**

Dear Mr. Day,

The Idaho Transportation Department (ITD) is working with the City of Idaho Falls and Bonneville County to study ways to improve I-15 and US-20 to better serve Idaho Falls and the growing region.

The {insert agency here}, in partnership with ITD, has long supported improvements in the area. The Idaho Falls community and region is rapidly growing, and the current infrastructure cannot accommodate travel demands of increasing local growth and regional tourism. The I-15/US-20 Connector Project will accommodate growth in the community, provide pedestrian and bicycle mobility in the area, reduce congestion, and address unsafe travel conditions.

{Insert agency here} has been involved with the I-15/US-20 Connector Project Planning and Environmental Linkages (PEL) study process as described below.

The {insert agency here} provided our input at the following PEL meetings: {delete any meetings that do not apply and add any other small group meetings or coordination points that are not on the list}

- December 6, 2017 Visioning
  - January 16, 2018: Environmental Advisory Committee meeting
  - January 31, 2018: Community Working Group #1
  - May 9, 2018: Public Meeting #1 / Community Kickoff
  - June 20, 2018: Community Working Group #2
  - July 24, 2018 Level 1 Screening Meeting
  - August 23, 2018: Community Working Group #3
  - September 5, 2018: Public Meeting #2 / Open House
  - November 8, 2018: 81st Street Neighborhood Meeting
  - April 9-10, 2019 Level 3 Screening Meeting
  - April 29, 2019: Community Working Group #4
  - May 16, 2019: Public Meeting #3 / Open House
  - June 10, 2019: Alternative H Neighborhood Meeting
-

- June 26, 2019 US Army Corps of Engineers Meeting (Boise, ID)
- July 9, 2019: Environmental Advisory Committee meeting
- February 28, 2020: Community Working Group #5
- March 11, 2020: Environmental Advisory Committee meeting
- March 11-12, 2020: Level 3 Screening Meeting

The {Insert agency here} employees who have participated in the PEL process to date are:

Contact Person	Title	Phone	E-Mail

After participating in the three levels of screening, we found the PEL process helpful in the alternatives decision-making process, and we support advancing the two recommended alternatives that were determined to move forward to NEPA. Alternative E3 would reconstruct the I-15 and US 20 interchange near Olympia Street, provide free flow ramps connecting northbound I-15 to eastbound US 20 and westbound US 20 to southbound I-15 and maintain US-20 access to downtown Idaho Falls via improved interchanges at Fremont and Science Center Drive. Alternative H would reconstruct the I-15 and US 20 interchange somewhere between Iona Rd. and Pevero Dr., provide free flow ramps connecting northbound I-15 to eastbound US 20 and westbound US 20 to southbound I-15, provide a split diamond interchange connecting I-15 exits 118 and 119, and convert US-20 to a local street between Grandview (Exit 119) and St. Leon/15<sup>th</sup> East (Exit 311).

As the project moves into the NEPA phase, we are committed to providing continued support and participation in the process. Our anticipated participation in NEPA process should include {participate in meetings, provide funding, review materials relative to impact assessment and mitigation, etc.}

Issues that will need to be considered in NEPA or subsequent project developments steps include:

- {Note any agency concerns to be addressed during the NEPA process}

We look forward to working closely with the ITD on the continued progress of the I-15/US-20 Connector Project.

Sincerely,

Full Name  
Title

---

First	Last	Organization	Address	City	State	Zip
Lance	Bates	Bonneville County	605 N Capital Ave	Idaho Falls	ID	83402
Chris	Canfield	City of Idaho Falls	308 Constitution Way	Idaho Falls	ID	83402
Chris	Fredrickson	City of Idaho Falls	308 Constitution Way	Idaho Falls	ID	83402
Darrell	West	Bonneville Metropolitan Planning Organization	545 Shoup Ave. #257	Idaho Falls	ID	83402
Jason	Cooper	Idaho Falls Power	140 S. Capital Avenue	Idaho Falls	ID	83402
Shane	Skaar	U.S. Army Corps of Engineers	720 Park Boulevard, Suite 245	Boise	ID	83712
Jason	Gray	Idaho Department of Fish and Game	P.O. Box 25	Boise	ID	83707
Troy	Saffle	DEQ Idaho Falls Regional Office	900 N. Skyline Drive, Suite B	Idaho Falls	ID	83402
Ashely	Brown	State Historical Preservation Office	210 Main Street	Boise	ID	83702
Evan	Orr	US Fish and Wildlife Service	1387 S Vinnell Way	Boise	ID	83709
Aaron	Golart	Idaho Department of Water Resource	322 E Front St Ste 648	Boise	ID	83702
Rick	Cloutier	Idaho Falls Regional Airport	2140 N Skyline Dr.	Idaho Falls	ID	83402



I-15/US 20 Safety and Mobility Study:  
**Planning and Environmental Linkages (PEL) Study Report**

# U.S. ARMY CORPS OF ENGINEERS



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Appendix N.  
Agency Coordination



# Meeting Minutes

Project: I-15/US-20 Connector

Subject: Coordination Meeting with Army Corps of Engineers

Date: Wednesday, June 26, 2019

Location: 720 Park Blvd., Boise Idaho

Attendees:	Shane Skaar, USACE	John Perry, FHWA
	Kelly Urbanek, USACE	Brent Inghram, FHWA
	Tracy Peak– USACE	Aimee Hill, ITD HQ
	Michele Fikel, ITD HQ	Jason Minzghor, ITD-6
	Wendy Terlizzi, ITD HQ	Karen Hiatt, ITD-6
	Tracy Ellwein, HDR	Ryan Day, ITD-6
		Tim Cramer, ITD-6

	<i>Topic</i>	<i>Action Item</i>
1	<p>HDR provided a brief project overview of the PEL study, analysis and data collection completed to date. The PEL video from the Open House was shown to aid in the understanding of the process. HDR explained the involvement to date with FHWA check points, a highlight of the environmental meeting with agencies in January 2018, and the desktop scan of known environmental resources.</p> <p>At the conclusion of the PEL, ITD will send FHWA the completed 13-question PEL Questionnaire for them to review the responses. The goal is that FHWA will provide a concurrence to the PEL final report.</p>	<p>ITD to provide the agency scoping meeting notes from 2018 and the desktop environmental scan.</p>
2	<p>The group was shown the GIS-based story map and had a brief discussion on the hydrology mapping of the Snake River and HEC Ras model provided by the City. Horrocks completed a design memo that summarizes the existing hydrologic condition (2018). Discussion followed on the coordination with the FERC (Jason Cooper). The question was raised about known levees and if Section 408 would be</p>	<p>ITD to send project limits to Shane to check for regulated levees. This will be included in the packet</p>



	required. Some Corps regulated levees have been turned over to locals to manage/maintain.	of info as part of item 5.
3	Discussion on current FEMA floodplain maps.	HDR to check for GIS mapping of current maps and incorporate into story map.
4	Corps asked if there has been research on the Bureau of Reclamation connections on the Snake River, as they may need to be included in the process.	ITD to get Bureau of Reclamation contact.
5	The Corps referenced the 2015 Red Book as guidance for the merger process and touch points moving forward. The Corps needs to understand the screening process, the range of alternatives considered, why alternatives were eliminated, and the wetland impacts. All understand this is a macro review of impacts. NWI and Soil Maps will be used to estimate high level impacts. This information will be summarized in a table and provided to the Corps.	ITD to prepare a packet for Shane to review the purpose and need, alternative screening and wetland impacts of alternatives.
6	The Project Team is planning to do wetland delineation this summer for the PEL Level 3 alternatives. Corps referenced the new Wetland Delineation Guidance on their website.	
7	Public outreach and the Community Working Group was discussed.  The Corps asked if recreational groups are being included. To date, the city parks/rec and one biking group are included.	Include the Corps in future public meeting invites.
8	In summary, all agreed this was a timely meeting. Concurrence checkpoints moving forward will follow the outline in the 2015 Red Book. The Corps noted that their workload is rapidly increasing.	

---

**From:** Ryan Day <Ryan.Day@itd.idaho.gov>  
**Sent:** Tuesday, September 17, 2019 9:02 AM  
**To:** shane.k.skaar@usace.army.mil  
**Cc:** Ellwein, Tracy  
**Subject:** I-15/US-20 Corridor Study (Alternative Screening)  
**Attachments:** 20065\_M\_20190916 COEpacket.pdf

Hello Shane,

Please review the attached information for the Alternative Screen process and estimated wetland impacts on the I-15/US-20 Corridor Study. I have also sent you a hard copy of the information enclosed. If you have any questions or require additional information please contact me, I will be happy to provide any needed documentation.

Thank you.

Ryan H. Day  
Idaho Transportation Department  
Project Manager  
Email: ryan.day@itd.idaho.gov  
Phone: 208-745-5659



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**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 97 • Rigby, ID 83442-0097  
(208) 745-7781 • [itd.idaho.gov](http://itd.idaho.gov)

September 16, 2019

Shane Skaar  
US Army Corps of Engineers  
Walla Walla District  
720 E. Park Blvd, Suite 245  
Boise, ID 83712

Email: [shane.k.skaar@usace.army.mil](mailto:shane.k.skaar@usace.army.mil)

**RE: KN20065 I-15/US-20 Safety and Mobility Project – Alternatives Screening**

Dear Mr. Skaar,

The Idaho Transportation Department (ITD) is working on a Planning and Environmental Linkages (PEL) Study in the I-15 and US-20 area in Bonneville County. The goal of the PEL is to develop a range of alternatives to address congestion and safety issues and recommend an alternative or alternatives to move forward into a NEPA study. A draft project purpose, need and project goals were developed at the beginning of the study and used to develop concept level alternatives. Each alternative was reviewed and rated with the screening criteria questions for each screening level. Details and alternative exhibits for the Level One and Level Two screening are further discussed in the Screening Summary reports, located on the project website at the following link

<https://i15us20connector.com/#resources>.

As requested by the ACOE at our June 26, 2019 meeting, we are providing supplemental information for each of the Level One and Level Two alternatives for estimated fill impacts to wetlands and Waters of the United States (WOTUS). These estimated impacts are at a macro level as the alternatives are at a planning level effort and to date, ITD has not conducted field surveys. To estimate the impacts, assumptions were made on each alternative's proposed bridge spans, column spacing, and bridge type, number of in-water piers and abutment locations and sizes. Approximate wetland locations were taken from National Wetland Inventory maps (while we examined Natural Resources Conservation Service soil maps for additional data in estimating the presence of wetlands, no hydric soils have been mapped by NRCS in the project area).

The attached tables highlight the Level One and Level Two alternatives and summarizes their approximate impacts to wetlands and WOTUS in total area.

Level One and Level Two screenings resulted in four remaining alternatives, including the no-build, recommended for further development and advancement to Level Three of the PEL study.

ITD requests your review of the Level One and Level Two summary reports and the supplemental tables provided. Please provide comments back to me by October 16, 2019. If you have any questions, please feel free to contact me.

Sincerely,

Ryan Day  
Project Manager  
[ryan.day@itd.idaho.gov](mailto:ryan.day@itd.idaho.gov)  
208-745-5659

Table 1  
Level One Alternatives Approximate Wetland and  
WOTUS Impacts

Alternative Name	Total No. of Crossings	Total No. Piers	Total No. Footings	Open Water Impact Area (sf)
I.A	2	2	3	1350
I.B	5	6	11	3150
I.C	4	6	11	3150
I.D	2	3	5	1800
II.A	4	4	4	1800
II.B	5	5	4	2250
II.C	12	4	4	1800
II.D	14	2	2	900
II.E	9	2	4	900
II.F	10	2	2	900
II.G	2	3	2	1350

**Assumptions**

1. Canal crossings will be single span structures and abutments are located outside of ordinary high water elevation.
2. Two and three lane roads have two columns/footings per span for the Snake River Crossings
3. Four and five lane roads have three columns/footings per span for the Snake River Crossings
4. Four and five lane roads have three columns/footings per span for the Snake River Crossings
5. Level One alternatives were very conceptual layouts and Level Two Alternatives were developed with high level geometric constraints to estimate structure crossings. Therefore, the impact areas have increased for Level Two Alternatives due to increased structure spans.

**Legend**

Level One Alternatives advanced to Level Two  
WOTUS Waters of the United States

Table 2  
Level Two Alternatives Approximate Wetland and  
WOTUS Impacts

B (I.B)	8	5	9	2475
C (I.C)	8	5	9	2475
D (II.A)	13	9	11	4275
E1 (II.A)	6	6	7	3150
F (II.A)	10	6	8	2700
G (II.C)	22	4	6	2700
H (II.D)	23	4	6	2700
I (II.D)	18	8	6	3600
J (new)	13	6	7	3150
K (II.G)	19	2	4	1800

**Assumptions**

1. Canal crossings will be single span structures and abutments are located outside of ordinary high water elevation.
2. Two and three lane roads have two columns/footings per span for the Snake River Crossings
3. Four and five lane roads have three columns/footings per span for the Snake River Crossings
4. Four and five lane roads have three columns/footings per span for the Snake River Crossings
5. Level One alternatives were very conceptual layouts and Level Two Alternative were developed with high level geometric constraints to estimate structure crossings. Therefore, the impact areas have increased for Level Two Alternatives due to increased structure spans.

**Legend**

- Level Two Alternatives advanced to Level Three  
 (xx) Level One Alternative name for cross-reference  
 WOTUS Waters of the United States



---

**From:** Skaar, Shane K CIV USARMY CENWW (US) <Shane.K.Skaar@usace.army.mil>  
**Sent:** Tuesday, October 8, 2019 12:30 PM  
**To:** Ellwein, Tracy  
**Cc:** Ryan Day  
**Subject:** [EXTERNAL] RE: 20065\_ Idaho Falls I-15/U.S. 20 PEL Study - Level Two Screening Document to Review (UNCLASSIFIED)

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

CLASSIFICATION: UNCLASSIFIED

Thanks for the conversation today concerning the September 23, 2019 comments below. The link below is the Seattle District 404B1 alternatives analysis which includes examples and descriptions for practicable alternatives including costs, logistics and technology:

[https://www.nws.usace.army.mil/Portals/27/docs/regulatory/Forms/Alternative%20Analysis%20Framework%20NWS%20\(4-18-16\).pdf?ver=2016-06-07-111159-147](https://www.nws.usace.army.mil/Portals/27/docs/regulatory/Forms/Alternative%20Analysis%20Framework%20NWS%20(4-18-16).pdf?ver=2016-06-07-111159-147)

All the best,

Shane Skaar  
Environmental Resources Specialist  
U.S. Army Corps of Engineers  
Boise Regulatory Office  
720 E. Park Blvd. Suite 245  
Boise ID, 83712  
(208) 433-4478

-----Original Message-----

From: Skaar, Shane K CIV USARMY CENWW (US)  
Sent: Monday, September 23, 2019 9:15 AM  
To: Ellwein, Tracy <Tracy.Ellwein@hdrinc.com>  
Cc: Aimee Hill (Aimee.Hill@itd.idaho.gov) <Aimee.Hill@itd.idaho.gov>; Tim Cramer <Tim.Cramer@itd.idaho.gov>; Michele Fikel (Michele.Fikel@itd.idaho.gov) <Michele.Fikel@itd.idaho.gov>; jason.minzghor@itd.idaho.gov; Inghram, Brent (FHWA) <Brent.Inghram@dot.gov>; ryan.day@itd.idaho.gov  
Subject: RE: 20065\_ Idaho Falls I-15/U.S. 20 PEL Study - Level Two Screening Document to Review (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Tracy,

Thank you for providing the U.S. Army Corps of Engineers an opportunity to review of macro aquatic resource impacts analysis, dated September 16, 2019 and to synchronize the environmental review for the I-15/US-20 interchange project including the alternative screening criteria milestones.

During my review of the Level II PEL study, I was not able to identify the rationale for the removal of the level II alternatives (B, D, F, G, I, J and K) in the analysis. Were their specific thresholds or standards (i.e. AASHTO, 2045 long term management plan) established for the purpose and need, cost, logistics, or technology which removed the alternative from being included in the level III analysis?

Were alternatives J & K removed from inclusion in level III analysis due to each not meeting the purpose of need of the project (i.e. Negative Benefit Cost Ratio)?

Were alternatives I & K removed from inclusion in level III analysis due to ROW cost (non-practicable alternative)?

Alternatives B, D, F and G were within the same range as the selected alternatives (C, E, and H) for the benefit to cost ratio, sum of risk assessment, aquatic resource impacts and ROW costs. Why were alternatives B, D, F and G removed from advancing to the level III analysis, since they appear to meet the purpose and need of the project and appear to be practicable alternatives?

As always please let me know if you have any questions or need clarification of the request.

Thanks,

Shane Skaar  
Environmental Resources Specialist  
U.S. Army Corps of Engineers  
Boise Regulatory Office  
720 E. Park Blvd. Suite 245  
Boise ID, 83712  
(208) 433-4478

-----Original Message-----

From: Ellwein, Tracy [mailto:Tracy.Ellwein@hdrinc.com]

Sent: Wednesday, September 11, 2019 10:50 AM

To: Michele Fikel <Michele.Fikel@itd.idaho.gov>; Tim Cramer <Tim.Cramer@itd.idaho.gov>; Kelly Hoopes <KellyH@horrocks.com>; Drew Meppen <Drew.Meppen@itd.idaho.gov>; lisa.applebee@dot.gov; Brent Inghram, (FHWA) <Brent.Inghram@dot.gov>; Darrell West <DWest@bmpo.org>; laura\_berglund@fws.gov; Troy.saffle@deq.idaho.gov; lbates@co.bonneville.id.us; ccanfield@idahofallsidaho.gov; Wendy Terlizzi (Wendy.Terlizzi@itd.idaho.gov) <Wendy.Terlizzi@itd.idaho.gov>; Skaar, Shane K CIV USARMY CENWW (US) <Shane.K.Skaar@usace.army.mil>; marc.munch@itd.idaho.gov; Longsdorf, Jason <Jason.Longsdorf@hdrinc.com>; chris.shaver@ishs.idaho.gov; Ashley Brown <Ashley.Brown@ishs.idaho.gov>; jcooper@ifpower.org; Matt Kriegl <Matt.Kriegl@itd.idaho.gov>; Ohr, Evan <evan\_ohr@fws.gov>; Aaron.golart@idwr.idaho.gov; Jacob.gray@idfg.idaho.gov

Cc: Ryan H. Day (ryan.day@itd.idaho.gov) <ryan.day@itd.idaho.gov>; 'Karen Hiatt' <Karen.Hiatt@itd.idaho.gov>; jason.minzghor@itd.idaho.gov; Hugaboom, Corrinna B. <Corrinna.Hugaboom@hdrinc.com>; Longsdorf, Jason <Jason.Longsdorf@hdrinc.com>

Subject: [Non-DoD Source] RE: 20065\_ Idaho Falls I-15/U.S. 20 PEL Study - Level Two Screening Document to Review

All-

The summary of the Level Two Screening is now available for your review.

The file is located on the project website link Blocked<https://i15us20connector.com/#resources>  
<Blocked<https://i15us20connector.com/#resources>>

Please scroll to the bottom on the page to find the document. Please provide comments back to me by October 11, 2019.

Thank you,

Tracy Ellwein, PE

Vice President | Transportation Group Manager

HDR

412 E. Parkcenter Blvd. Suite 100  
Boise, ID 83706  
D 208.387.7052 M 208.863.1452  
[tracy.ellwein@hdrinc.com](mailto:tracy.ellwein@hdrinc.com) <<mailto:tracy.ellwein@hdrinc.com>>

[hdrinc.com/follow-us](http://hdrinc.com/follow-us) <Blocked<http://hdrinc.com/follow-us>>

CLASSIFICATION: UNCLASSIFIED  
CLASSIFICATION: UNCLASSIFIED





# Memo

Date: Friday, December 06, 2019

Project: 20065 – I-15/US-20 Connector

To: Shane Skaar, US Army Corps of Engineers

From: Tracy Ellwein, PE, Project Manager

Subject: PEL Level Two Screening – Additional Information

In response to your email, dated September 23, 2019, requesting information on the rationale used in the screening of alternatives for level two of the Planning Environmental Linkages (PEL) Study, we are providing the following information.

The PEL Study is a planning level document that the Idaho Transportation Department (ITD) intends to adopt by reference into the National Environmental Policy Act (NEPA) environmental review process. The alternatives that ITD is developing in the PEL Study are meant to illustrate a broad range of alternatives that are elevated and screened based on the PEL Study's draft purpose and need statement. The PEL Study alternatives have been developed to a sufficient level of detail to determine if they can be either "recommended" or "not carried forward" based on how well they appear to meet the purpose and need (refer to 23 U.S. Code [USC] 168 (b) *Adoption of incorporation by reference of planning product for use in NEPA proceedings*: <https://www.govregs.com/uscode/23/168> ). However, note that elements of a PEL Study alternative that is "not carried forward" through the PEL Study process can be re-visited once in NEPA.

As ITD considers which alternatives to recommend into NEPA, similar alternatives that appear to be duplicative may be eliminated from consideration so long as they have been evaluated in a state planning process and appropriately evaluated and eliminated after a public review process (refer to 23 USC 139 f.4.E, *Reduction of duplication*:

<https://www.govregs.com/uscode/23/139>). The relevant federal lead agency must also concur with the alternative or alternatives eliminated. The alternatives identified by the ITD PEL Study provide a range of alternatives that include on-alignment, off-alignment and a north connection route that are being vetted by the public, local, state, and federal agencies.

The PEL Study's recommended alternative(s) will also need to be evaluated, eliminated, and/or recommended consistent with the future Federal Highway Administration (FHWA) NEPA evaluation as well as the U.S. Army Corps of Engineers' (USACE) "practicable" criteria of cost, existing technology, and logistics.

*Question 1 - During my review of the Level II PEL study, I was not able to identify the rational for the removal of the level II alternatives (B, D, F, G, I, J and K) in the analysis. Were their specific thresholds or standards (i.e. AASHTO, 2045 long term management plan) established for the purpose and need, cost, logistics, or technology which removed the alternative from being included in the level III analysis?*



All the alternatives, except for Alternative J, met the purpose and need. In using USACE's practicable criteria of cost and logistics, additional background is provided below on the alternatives not recommended to advance to level three analysis.

#### Alternative B

- Alternative B and Alternative C are similar in design. Alternative B does not include an upgraded interchange at Fremont Street to provide improved access and capacity, whereas Alternative C does. The benefit cost (B/C) ratio is higher for Alternative B as it does not include the Fremont interchange. Alternative C had a lower B/C due to the additional interchange cost. Based on logistics, Alternative B was recommended not to be carried forward to level three screening as Alternative C is very similar and provided more benefits with the Fremont Interchange. One of the primary objectives of the project was to improve safety by increasing interchange spacing where possible. Alternative C achieves this goal more efficiently than Alternative B.

#### Alternative D

- This alternative bisects Freeman Park, impacts a church (potential 4(f) resource) and a potential low income neighborhood (environmental justice). Based on logistics, and potential adverse effects to 4(f) resources and environmental justice, this alternative was not carried forward to level three screening.

#### Alternative F

- This alternative bisects Freeman Park and severs the connection from US-20 to Fremont Street, a local street that provides connection to downtown. Based on logistics, this alternative was not carried forward to level three screening.

#### Alternative G

- Alternative G is similar to Alternative H. The difference is that Alternative H allows for a future connection to US-26. The costs for Alternative G and Alternative H are similar. Based on logistics, this alternative was not carried forward to level three screening.

#### Alternative I

- This alternative is similar to H, except it provides for a west side express route extending down to Exit 113. Traffic modeling results showed that traffic would not divert from I-15 to the west express route. There was no change in the traffic volumes through the project study area with this alternative. The cost of building the west side expressway would be high due to right-of-way cost, miles of roadway, and structures, leading to a low B/C. Based on logistics and cost, this alternatives was not carried forward to level three screening.



### Alternative K

- Traffic modeling results showed little benefit to improving the capacity at I-15/US-20 interchange with Alternative K. Both alternative's access points were found to be too far away for traffic to use. The cost of building the west side expressway would be high due to right-of-way cost, miles of roadway, and structures, leading to a low B/C. Based on logistics and cost, this alternative was not carried forward to level three screening.

### Alternative J

- Alternative J design limits the connections to local roads. Traffic modeling indicated increased congestion on local roads, which does not meet the purpose and need. Based on not meeting the purpose and need, this alternative was not carried forward to level three screening.

*Question 2 - Were alternatives J & K removed from inclusion in level III analysis due to each not meeting the purpose and need of the project (i.e. Negative Benefit Cost Ratio)? Were alternatives I & K removed from inclusion in level III analysis due to ROW cost (non-practicable alternative)?*

Alternative J was removed due to not meeting the purpose and need. Alternative K was removed by cost. See explanation above.

*Question 3 - Alternatives B, D, F and G were within the same range as the selected alternatives (C, E, and H) for the benefit to cost ratio, sum of risk assessment, aquatic resource impacts and ROW costs. Why were alternatives B, D, F and G removed from advancing to the level III analysis, since they appear to meet the purpose and need of the project and appear to be practicable alternatives?*

These alternatives were found to be not practicable or to have the potential to adversely affect the environmental resources in the area. See explanation above.

Cc:

Karen Hiatt, ITD District 6

Ryan Day, ITD District 6

Michele Fikel, ITD Headquarters

Lisa Applebee, FHWA

Project file

---

**From:** Longsdorf, Jason  
**Sent:** Wednesday, April 29, 2020 11:25 AM  
**To:** Michele Fikel; Tim Cramer; Applebee, Lisa (FHWA); Brent Inghram, (FHWA); Darrell West; Troy.saffle@deq.idaho.gov; Aaron.golart@idwr.idaho.gov; Jacob.gray@idfg.idaho.gov; lbates@co.bonneville.id.us; GWeitzel@idahofallsidaho.gov; ccanfield@idahofallsidaho.gov; Wendy Terlizzi; shane.k.skaar@usace.army.mil; Marc Munch; evan.orr@fws.gov; chris.shaver@ishs.idaho.gov; ashley.brown@ishs.idaho.gov; Matt Kriegl; jcooper@ifpower.org; evan\_ohr@fws.gov; PHolm@idahofallsidaho.gov  
**Cc:** Ellwein, Tracy; Hugaboom, Corrinna B.; KellyH; Karen Hiatt; Ryan Day  
**Subject:** [EXTERNAL] RE: Idaho Falls I-15/U.S. 20 PEL Study Update  
**Attachments:** 20065\_20200311\_ResourceAgencyCoordMtg\_Minutes v3 for review.docx; 20065 Agency Template Letter.docx

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

I-15 / US 20 Environmental Resource Committee members,

Good Morning! This email includes notes from the last months committee meeting. I thought I sent them out a few weeks ago but cannot find that email so I may have forgotten to hit send. Sorry about the delay. Please send me any comments by Monday May 11<sup>th</sup>.

Also, most of you outside of ITD staff recently received a hard copy letter requesting that you provide a letter documenting the participation/ endorsement from your agency highlighting your involvement in the process and any considerations we need to keep in mind as we move the project forward. I have attached a word document with sample text for that letter so you can simply cut and paste the bulk of the letter and customize the rest.

Please let me know if you have any questions.

Thanks!

Jason Longsdorf, AICP  
Transportation Practice Group Leader

 303.323.9792  303.301.4017

[hdrinc.com/follow-us](https://hdrinc.com/follow-us)

# Meeting Notes

Project: I-15/US-20 Connector

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Subject: Level 3 Alternative Review

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Date: Wednesday, March 11, 2020  
Agency Meeting 9:00 – 11:00 a.m.

---

Location: ITD District 6 Office  
206 N Yellowstone Highway  
Rigby, ID

---

## Attendees:

Ryan Day, ITD D6

Karen Hiatt, ITD D6

Marc Munch, ITD HQ

Matt Kriegl, ITD HQ

Lisa Applebee, FHWA (phone)

Brent Inghram, FHWA

Tracy Ellwein, HDR

Jason Longsdorf, HDR

Stephanie Borders, HDR

Cameron Waite, HDR

John McPherson, HDR

Corrie Hugaboom, HDR (Phone)

Kelly Hoopes, Horrocks

Lance Bates, Bonneville County

Darrell West, BMPO

Chris Canfield, City of Idaho Falls

Evan Orr, USFWS

Shane Skaar, USACE (phone)

## 1. Introductions, agenda review

Everyone introduced themselves and Tracy reviewed the agenda.

## 2. Update on PEL Process

Tracy provided a status update on the project including alternative development and screening, agency coordination, and public outreach efforts.

## 3. Review Level 3 Screening Results for the Recommended Alternatives

Tracy described how the study team had completed Level 2 screening and moved Alternatives C, E and H into the Level 3 screening, which will be completed in March and shared with the agencies and public at an upcoming public meeting.

#### 4. Review CRAVE analysis for the Recommended Alternatives

Kelly Hoopes described the refinements made to the 3 remaining alternatives based on the study teams Cost Risk Assessment and Value Engineering (CRAVE)

##### Alternative C3

- On alignment improvements, but 50 MPH curves.
- Avoids school and park but impacts the railroad and businesses.
- Includes Higham Street extension over the river, canal, and I-15 to connect into Skyline

##### Alternative E3

- Moves Exit 119 interchange further north.
- US 20 alignment across river (1/2 the distance of other crossings).
- Fremont traffic is directed to Science Center.
- Improvements at Broadway are minimal but do include the frontage road northbound.

##### Alternative H2

- I-15 Exits 118-119 are a split diamond interchange to improve local access movements.
  - This could change as ITD refines this alternative
- Includes new interchange for US 20 and I-15 up near approximately 41st
- Includes only two crossings of the river.
- The east-west alignment was shifted south to reduce impacts to residents but has more issues in landfill.
- Lots of US 20 is abandoned.
- Requires lots of landfill clean up.
- Concerns about development viability of the “Nevada”-shaped property adjacent to the river.
- FAA has said no residential development is allowed in the runway approach.

##### Comments

- Chris Canfield asked what footprint of the east west US 20 corridor will be studied? Kelly suggested it may be 1,000 feet each way.
- Ryan noted that the interchange types are not final – these could be revised.
- Lance stated that the Hatch Pit dump site is a construction and demolition pit. It is not a municipal solid waste facility. It is still active.

#### 5. Review Historic Analysis

- Kelly shared the summary of the additional analysis completed to identify resources by type and potential eligibility. Mark said that he and Idaho State Historical Society (ISHS) reviewed and agreed upon this methodology

- The research was focused on structures, not farmsteads.
- Brent asked if there are any deal killers based on these findings.
- None were identified and Kelly did say that this tool helped us identify potential 4(f) impacts and enabled the CRAVE team to make adjustments to avoid the Anteras Park neighborhood.

## **6. Review Wetlands Findings**

- Kelly shared the summary of the additional research to identify areas of likely wetlands. The work focused on the Snake River area and the Porter Canal.
- Shane (ACOE) did not get on site to do this.
- It was determined that our alternatives cannot be directly overlaid on these impact maps, but impacts can be estimated.

## **7. Future coordination points**

### **a. Fish and Wildlife Service – Evan Ohr**

- Yellow-billed cuckoo is of concern. This area is not suitable breeding habitat but could be stopover habitat.
- Ute Ladies'-tresses (ULT) have surprising occurrences. Cutting down willows may release ULT. Team will conduct a field survey with a certified biologist during NEPA and will consider the wetlands in all alternatives. Everything around the existing US 20 Johns Hole bridge is unlikely to have suitable UTL habitat – but there might be for Alternative E or H.
- General USFWS concerns: Alternative H provides greater expansion and impacts broader habitat. No concerns would preclude those alternatives.
- There is not a mitigation bank for wetlands in the same Hydrologic Unit Code (HUC).
- There may be an opportunity to do advanced permittee mitigation.

### **b. United States Army Corps of Engineers - Shane Skaar**

- Conducting a preliminary jurisdictional determination has no time limit, but would help us identify the real impacts to wetlands.
- As far as advanced permittee mitigation sites, we would likely be doing permittee responsible mitigation.
- A project along Rainy Creek is developing a wetland bank in the City of Swan Valley.
- Shane said to consider what the service area is to confirm mitigation wetlands are in the same HUC 8.
- Brent suggested that we may be able to preemptively construct all wetlands.

## **8. PEL Endorsment Letter**

- Reviewed request for endorsement letters.

## **9. Action Items**

- Future NEPA process is TBD as funding has not yet been identified.
- Project team agreed to share this website address for historic and wetlands information.

<https://horrocks.maps.arcgis.com/apps/MapSeries/index.html?appid=b78aa1cf09d74aa8b2374fa0c50f5277>

March 25, 2020

Ryan Day, Project Manager  
Idaho Transportation Department  
206 North Yellowstone  
Rigby, ID 83442

**RE: Letter of Support - I-15/US-20 Connector Project**

Dear Mr. Day,

The Idaho Transportation Department (ITD) is working with the City of Idaho Falls and Bonneville County to study ways to improve I-15 and US-20 to better serve Idaho Falls and the growing region.

The {insert agency here}, in partnership with ITD, has long supported improvements in the area. The Idaho Falls community and region is rapidly growing, and the current infrastructure cannot accommodate travel demands of increasing local growth and regional tourism. The I-15/US-20 Connector Project will accommodate growth in the community, provide pedestrian and bicycle mobility in the area, reduce congestion, and address unsafe travel conditions.

{Insert agency here} has been involved with the I-15/US-20 Connector Project Planning and Environmental Linkages (PEL) study process as described below.

The {insert agency here} provided our input at the following PEL meetings: {delete any meetings that do not apply and add any other small group meetings or coordination points that are not on the list}

- December 6, 2017 Visioning
  - January 16, 2018: Environmental Advisory Committee meeting
  - January 31, 2018: Community Working Group #1
  - May 9, 2018: Public Meeting #1 / Community Kickoff
  - June 20, 2018: Community Working Group #2
  - July 24, 2018 Level 1 Screening Meeting
  - August 23, 2018: Community Working Group #3
  - September 5, 2018: Public Meeting #2 / Open House
  - November 8, 2018: 81st Street Neighborhood Meeting
  - April 9-10, 2019 Level 3 Screening Meeting
  - April 29, 2019: Community Working Group #4
  - May 16, 2019: Public Meeting #3 / Open House
  - June 10, 2019: Alternative H Neighborhood Meeting
-



- June 26, 2019 US Army Corps of Engineers Meeting (Boise, ID)
- July 9, 2019: Environmental Advisory Committee meeting
- February 28, 2020: Community Working Group #5
- March 11, 2020: Environmental Advisory Committee meeting
- March 11-12, 2020: Level 3 Screening Meeting

The {Insert agency here} employees who have participated in the PEL process to date are:

Contact Person	Title	Phone	E-Mail

After participating in the three levels of screening, we found the PEL process helpful in the alternatives decision-making process, and we support advancing the two recommended alternatives that were determined to move forward to NEPA. Alternative E3 would reconstruct the I-15 and US 20 interchange near Olympia Street, provide free flow ramps connecting northbound I-15 to eastbound US 20 and westbound US 20 to southbound I-15 and maintain US-20 access to downtown Idaho Falls via improved interchanges at Fremont and Science Center Drive. Alternative H would reconstruct the I-15 and US 20 interchange somewhere between Iona Rd. and Pevero Dr., provide free flow ramps connecting northbound I-15 to eastbound US 20 and westbound US 20 to southbound I-15, provide a split diamond interchange connecting I-15 exits 118 and 119, and convert US-20 to a local street between Grandview (Exit 119) and St. Leon/15<sup>th</sup> East (Exit 311).

As the project moves into the NEPA phase, we are committed to providing continued support and participation in the process. Our anticipated participation in NEPA process should include {participate in meetings, provide funding, review materials relative to impact assessment and mitigation, etc.}

Issues that will need to be considered in NEPA or subsequent project developments steps include:

- {Note any agency concerns to be addressed during the NEPA process}

We look forward to working closely with the ITD on the continued progress of the I-15/US-20 Connector Project.

Sincerely,

Full Name  
Title

---

---

**From:** Skaar, Shane K CIV USARMY CENWW (US) <Shane.K.Skaar@usace.army.mil>  
**Sent:** Monday, January 13, 2020 2:04 PM  
**To:** Ellwein, Tracy  
**Cc:** Aimee Hill; Tim Cramer; Michele Fikel; Inghram, Brent (FHWA); Ryan Day; Karen Hiatt; Applebee, Lisa (FHWA); 10075957\_ITD-I15 D6 Corridor Inventory  
**Subject:** [EXTERNAL] RE: 20065\_ Idaho Falls I-15/U.S. 20 PEL Study - Level Two Screening Document to Review (UNCLASSIFIED)

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---

CLASSIFICATION: UNCLASSIFIED

Tracy,

Thank you for the additional information on the Level II screening. My previous comments and review efforts focused on aligning the preferred NEPA alternative with the 404(b)(1) LEDPA if an individual permit is required for the project. As the PEL screening analysis and 404(b)(1) alternatives analysis have different screening criteria they usually produce a different suite of alternative to be carried forward. As stated in your response, a PEL Study alternative that is "not carried forward" through the PEL Study process can be re-visited once in NEPA.

Please continue to coordinate with the Corps on any further NEPA alternatives analysis for this project.

Thanks,

Shane Skaar  
Environmental Resources Specialist  
U.S. Army Corps of Engineers  
Boise Regulatory Office  
720 E. Park Blvd. Suite 245  
Boise ID, 83712  
(208) 433-4478

-----Original Message-----

From: Ellwein, Tracy [mailto:Tracy.Ellwein@hdrinc.com]  
Sent: Friday, December 6, 2019 3:12 PM  
To: Skaar, Shane K CIV USARMY CENWW (US) <Shane.K.Skaar@usace.army.mil>  
Cc: Aimee Hill (Aimee.Hill@itd.idaho.gov) <Aimee.Hill@itd.idaho.gov>; Tim Cramer <Tim.Cramer@itd.idaho.gov>; Michele Fikel (Michele.Fikel@itd.idaho.gov) <Michele.Fikel@itd.idaho.gov>; Inghram, Brent (FHWA) <Brent.Inghram@dot.gov>; ryan.day@itd.idaho.gov; Karen Hiatt <Karen.Hiatt@itd.idaho.gov>; 'lisa.applebee@dot.gov' <lisa.applebee@dot.gov>; 10075957\_ITD-I15 D6 Corridor Inventory <10075957\_ITD-I15D6CorridorInventory@hdrinc.com>  
Subject: [Non-DoD Source] RE: 20065\_ Idaho Falls I-15/U.S. 20 PEL Study - Level Two Screening Document to Review (UNCLASSIFIED)

Shane,

Attached is our response to your request for additional information on the level two screening report. Please reach out to me or Ryan Day if you have questions.

Thank you,

Tracy Ellwein, PE

D 208.387.7052 M 208.863.1452

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

-----Original Message-----

From: Skaar, Shane K CIV USARMY CENWW (US) [mailto:Shane.K.Skaar@usace.army.mil]

Sent: Monday, September 23, 2019 9:15 AM

To: Ellwein, Tracy <Tracy.Ellwein@hdrinc.com <mailto:Tracy.Ellwein@hdrinc.com> >

Cc: Aimee Hill (Aimee.Hill@itd.idaho.gov <mailto:Aimee.Hill@itd.idaho.gov> ) <Aimee.Hill@itd.idaho.gov <mailto:Aimee.Hill@itd.idaho.gov> >; Tim Cramer <Tim.Cramer@itd.idaho.gov <mailto:Tim.Cramer@itd.idaho.gov> >; Michele Fikel (Michele.Fikel@itd.idaho.gov <mailto:Michele.Fikel@itd.idaho.gov> ) <Michele.Fikel@itd.idaho.gov <mailto:Michele.Fikel@itd.idaho.gov> >; jason.minzghor@itd.idaho.gov <mailto:jason.minzghor@itd.idaho.gov> ; Inghram, Brent (FHWA) <Brent.Inghram@dot.gov <mailto:Brent.Inghram@dot.gov> >; ryan.day@itd.idaho.gov <mailto:ryan.day@itd.idaho.gov>

Subject: RE: 20065\_ Idaho Falls I-15/U.S. 20 PEL Study - Level Two Screening Document to Review (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Tracy,

Thank you for providing the U.S. Army Corps of Engineers an opportunity to review of macro aquatic resource impacts analysis, dated September 16, 2019 and to synchronize the environmental review for the I-15/US-20 interchange project including the alternative screening criteria milestones.

During my review of the Level II PEL study, I was not able to identify the rationale for the removal of the level II alternatives (B, D, F, G, I, J and K) in the analysis. Were their specific thresholds or standards (i.e. AASHTO, 2045 long term management plan) established for the purpose and need, cost, logistics, or technology which removed the alternative from being included in the level III analysis?

Were alternatives J & K removed from inclusion in level III analysis due to each not meeting the purpose of need of the project (i.e. Negative Benefit Cost Ratio)?

Were alternatives I & K removed from inclusion in level III analysis due to ROW cost (non-practicable alternative)?

Alternatives B, D, F and G were within the same range as the selected alternatives (C, E, and H) for the benefit to cost ratio, sum of risk assessment, aquatic resource impacts and ROW costs. Why were alternatives B, D, F and G removed from advancing to the level III analysis, since they appear to meet the purpose and need of the project and appear to be practicable alternatives?

As always please let me know if you have any questions or need clarification of the request.

Thanks,

Shane Skaar

Environmental Resources Specialist

U.S. Army Corps of Engineers

Boise Regulatory Office

720 E. Park Blvd. Suite 245

Boise ID, 83712

(208) 433-4478

-----Original Message-----

From: Ellwein, Tracy [mailto:Tracy.Ellwein@hdrinc.com <mailto:Tracy.Ellwein@hdrinc.com> ]

Sent: Wednesday, September 11, 2019 10:50 AM

To: Michele Fikel <Michele.Fikel@itd.idaho.gov <mailto:Michele.Fikel@itd.idaho.gov> >; Tim Cramer <Tim.Cramer@itd.idaho.gov <mailto:Tim.Cramer@itd.idaho.gov> >; Kelly Hoopes <KellyH@horrocks.com <mailto:KellyH@horrocks.com> >; Drew Meppen <Drew.Meppen@itd.idaho.gov <mailto:Drew.Meppen@itd.idaho.gov> >; lisa.applebee@dot.gov <mailto:lisa.applebee@dot.gov> ; Brent Inghram, (FHWA) <Brent.Inghram@dot.gov

<mailto:Brent.Inghram@dot.gov> >; Darrell West <DWest@bmpo.org <mailto:DWest@bmpo.org> >;  
laura\_berglund@fws.gov <mailto:laura\_berglund@fws.gov> >; Troy.saffle@deq.idaho.gov  
<mailto:Troy.saffle@deq.idaho.gov> >; lbates@co.bonneville.id.us <mailto:lbates@co.bonneville.id.us> >;  
ccanfield@idahofallsidaho.gov <mailto:ccanfield@idahofallsidaho.gov> >; Wendy Terlizzi (Wendy.Terlizzi@itd.idaho.gov  
<mailto:Wendy.Terlizzi@itd.idaho.gov> ) <Wendy.Terlizzi@itd.idaho.gov <mailto:Wendy.Terlizzi@itd.idaho.gov> >;  
Skaar, Shane K CIV USARMY CENWW (US) <Shane.K.Skaar@usace.army.mil <mailto:Shane.K.Skaar@usace.army.mil> >;  
marc.munch@itd.idaho.gov <mailto:marc.munch@itd.idaho.gov> >; Longsdorf, Jason <Jason.Longsdorf@hdrinc.com  
<mailto:Jason.Longsdorf@hdrinc.com> >; chris.shaver@ishs.idaho.gov <mailto:chris.shaver@ishs.idaho.gov> >; Ashley  
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<mailto:jcooper@ifpower.org> >; Matt Kriegl <Matt.Kriegl@itd.idaho.gov <mailto:Matt.Kriegl@itd.idaho.gov> >; Ohr,  
Evan <evan\_ohr@fws.gov <mailto:evan\_ohr@fws.gov> >; Aaron.golart@idwr.idaho.gov  
<mailto:Aaron.golart@idwr.idaho.gov> >; Jacob.gray@idfg.idaho.gov <mailto:Jacob.gray@idfg.idaho.gov>

Cc: Ryan H. Day (ryan.day@itd.idaho.gov <mailto:ryan.day@itd.idaho.gov> ) <ryan.day@itd.idaho.gov  
<mailto:ryan.day@itd.idaho.gov> >; 'Karen Hiatt' <Karen.Hiatt@itd.idaho.gov <mailto:Karen.Hiatt@itd.idaho.gov> >;  
jason.minzghor@itd.idaho.gov <mailto:jason.minzghor@itd.idaho.gov> >; Hugaboom, Corrinna B.  
<Corrinna.Hugaboom@hdrinc.com <mailto:Corrinna.Hugaboom@hdrinc.com> >; Longsdorf, Jason  
<Jason.Longsdorf@hdrinc.com <mailto:Jason.Longsdorf@hdrinc.com> >

Subject: [Non-DoD Source] RE: 20065\_ Idaho Falls I-15/U.S. 20 PEL Study - Level Two Screening Document to Review

All-

The summary of the Level Two Screening is now available for your review.

The file is located on the project website link BlockedBlocked<https://i15us20connector.com/#resources>  
<BlockedBlocked<https://i15us20connector.com/#resources>>



Please scroll to the bottom on the page to find the document. Please provide comments back to me by October 11, 2019.

Thank you,

Tracy Ellwein, PE

Vice President | Transportation Group Manager

HDR

412 E. Parkcenter Blvd. Suite 100

Boise, ID 83706

D 208.387.7052 M 208.863.1452

tracy.ellwein@hdrinc.com <mailto:tracy.ellwein@hdrinc.com> <mailto:tracy.ellwein@hdrinc.com>  
<mailto:tracy.ellwein@hdrinc.com> >

hdrinc.com/follow-us <BlockedBlockedhttp://hdrinc.com/follow-us>

CLASSIFICATION: UNCLASSIFIED

CLASSIFICATION: UNCLASSIFIED



REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
WALLA WALLA DISTRICT, CORPS OF ENGINEERS  
BOISE REGULATORY OFFICE  
720 EAST PARK BOULEVARD, SUITE 245  
BOISE, IDAHO 83712

June 22, 2020

Regulatory Division

SUBJECT: NWW-2019-00362, I-15/US-20 Connector Project

Ryan Day, Project Manager  
Idaho Transportation Department  
206 North Yellowstone  
Rigby, ID 83442

Dear Mr. Day:

This is in response to your April 29, 2020 letter requesting comments on the Planning and Environmental Linkages (PEL) study for the I-15/US-20 Connector Project. Thank you for providing the U.S. Army Corps of Engineers (Corps) the opportunity to provide comments on the process. Please note that the Corps neither opposes nor is a proponent for a project. We realize that a project at the planning or scoping level is less detailed than a project that is being reviewed for a Department of the Army (DA) permit. Our scoping comments at this time are limited and are prepared to assist you in preparing a DA permit application and merging the NEPA and 404(b)(1) alternatives analysis, if appropriate.

The project site is located near latitude 43.506526° N and longitude -112.050232° W, in Bonneville County, in Idaho Falls, Idaho. Your project has been assigned DA File # NWW-2019-00362, which should be referred to in all future correspondence.

The Corps' comments and review provided during our involvement with the PEL study have been focused on aligning alternatives evaluated under NEPA with alternatives evaluated under the 404(b)(1) Guidelines, should an individual permit be required for the project. As the PEL screening analysis and 404(b)(1) alternatives analysis have different screening criteria, they sometimes produce a different suite of alternatives to be carried forward. As stated in the December 6, 2019 HDR memo responding to Corps comments on Level II PEL Study screening alternatives, "note that elements of a PEL Study alternative that is "not carried forward" through the PEL Study process can be re-visited once in NEPA." Please continue to coordinate with the Corps on any further NEPA alternatives analysis for this project.

The Corps has been involved with the I-15/US-20 Connector Project PEL study and has provided input at the following meetings:

- June 26, 2019: U.S. Army Corps of Engineers Meeting
- July 9, 2019: Environmental Advisory Committee meeting
- March 11, 2020: Environmental Advisory Committee meeting

To expedite the permitting process, we have included some additional guidance concerning information and documentation that may be required for us to satisfy our regulatory responsibilities.

All Clean Water Act DA authorizations are required to be issued in accordance with the Environmental Protection Agency's 404(b)(1) Guidelines. Under the Guidelines, the applicant must show that all appropriate and practicable steps to minimize potential impacts of the discharge on the aquatic ecosystem have been considered, and that the current proposal represents the least environmentally damaging practicable alternative. The applicant must summarize the steps that they have taken to avoid, minimize and/or mitigate the unavoidable impacts of their proposed project. The burden of proof to demonstrate compliance with the Guidelines rests with the applicant. We encourage you to engage with this office well in advance to understand how avoidance, minimization and mitigation sequencing can be incorporated into your proposed project, particularly if it is indicated at the scoping level that mitigation will be necessary.

At this time, there is not enough information to address the 404(b)(1) Guidelines for this particular project. In accordance with Regulatory Guidance Letter (RGL) 92-3, the level of documentation and the detail of analysis required should reflect the significance and complexity of the proposed discharge activity. This will include analysis of secondary and cumulative effects to the aquatic environment from the proposed action. Secondary effects "are caused by the [proposed] action and are later in time or farther removed in distance, but are still reasonably foreseeable" (40 CFR Part 1508 Sec. 8). Cumulative effects are those that result "from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions" (40 CFR Part 1508, Sec. 7).

Please contact me by telephone at (208) 433-4478, by mail at the address in the letterhead, or via email at [shane.k.skaar@usace.army.mil](mailto:shane.k.skaar@usace.army.mil) if you have any questions or need additional information. For informational purposes, a copy of this letter is being sent to Jason Longsdorf (HDR), Aimee Hill (ITD HQ), and Lisa Applebee (FHWA).

Sincerely,

A handwritten signature in black ink, appearing to read 'Shane Skaar', with a large, sweeping flourish extending from the end of the name.

Shane Skaar  
Environmental Resources Specialist  
Regulatory Division

Enclosures

HDR memo, dated December 6, 2019





I-15/US 20 Safety and Mobility Study:  
**Planning and Environmental Linkages (PEL) Study Report**

# IDAHO FALLS REGIONAL AIRPORT



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Appendix N.  
Agency Coordination



# Contact Record

Date:	Thursday, September 28, 2017		
Project:	KN20065 I-15/US-20 Safety and Mobility Study	Project No:	10075957
Contact:	Craig Davis, Idaho Falls Regional Airport Director	Phone No:	208-612-8221 <a href="mailto:chdavis@idahofallsidaho.gov">chdavis@idahofallsidaho.gov</a>
Project Team:	Kelly Hoopes, Horrocks Cameron Waite, HDR	Phone No:	208-522-1223 208-387-7004
Subject:	Study Introduction and Discussion of Agency Involvement		

## Discussion, Agreement, and/or Action:

We discussed the following questions.

- What concerns do you have with the current I-15/US-20 interchanges?
  - Congestion. Craig uses different routes to and from his home in Ammon to the airport but they all involve US-20 or I-15.
- Will you give us an overview of the Airport Master Plan and how the I-15/US-20 system ties into the airport's plan?
  - The most recent 30-year plan was done in 2010. It will be updated in 2 years. Craig will get it to Kelly via Dropbox or Horrocks file transfer site.
  - Some near-term expansions include adding Alaska as a carrier and flights to and from Seattle.
  - The biggest change is the potential to move the terminal to the west side of the runways. Access would need to be maintained up Grandview Dr. and Skyline Dr.
  - If Exit 119 closed it would hamper the airport operations. Traffic would go down local and neighborhood streets in a less than ideal situation.
- What requirements and constraints will your master plan improvements have on the study area?
  - Not many but need to maintain access to Exit 119 in the near-term.
  - The north/south runway will be improved for utility use, small aircraft.
  - The historic district near the north end does not leave enough room for a bypass road around it.
  - Any connection to a new terminal on the west side would have to come from the west.
- How can improvements to the I-15/US-20 system help the airport meet future demand for air service?
  - Access via Exit 199 is important to maintain for the near future.
  - Long-term access via the outer beltway may be feasible.
- How do you want to be engaged in the study?
  - Keep Craig in the loop and invite to advisory meetings.



- He can work with the airport communications to help spread information
- Some opportunity to put information in the airport but it is limited based on the agreements with advertisers.
- Craig works with Chris Fredericksen a lot through the City committees and staff meetings.

### **Action Items**

1. Craig will send the current master plan to Kelly.
2. We will invite Craig to stakeholder and advisory committee meetings.

# Meeting Minutes

Project: I-15/U.S. 20 Safety and Mobility Study

Subject: City of Idaho Falls Planning Department Meeting

Date: Monday, December 03, 2018

Location: City Hall Annex conference room

Attendees: Jayme Verish – Airport Ops  
Brad Chaney – Garner Planning Dept.  
Kerry Beutler – Garner Planning Dept.  
Patti Garner Planning Dept.  
Brent McClain – Planners  
Dana Briggs – Economic Development  
Tracy Ellwein - HDR

## *Topic*

## *Action Items*

The team reviewed the current Airport Land Use

None

The current zoning does not allow houses in the area in the orange however industrial is permitted.

See the project GIS for the area shown.

Form 746- Airspace study is currently underway.

Follow-up in March with City of IF for the outcomes OEAA website for airspace study .

INL Expansion would exceed occupancy thresholds in the current area. They may move south to the north or west. Their master plan is evolving.

Group out talking w/owners on what they may want. A charrette likely to occur in December. INL is still pushing to update the master plan.

Follow-up w/Airport once master plan has started.

Drainage ponds = birds by aircraft, although currently not restricted they are not encouraged.

Airport to include in wildlife hazardous plan was discussed however, the river is already an attraction.

Master plan update in 2019 (old in 2010)

None

REP in 1<sup>st</sup> Qtr. All New for zoning change, planning department.

None

New terminal + 2<sup>nd</sup> runway is in discussion, however nothing determined yet.

The City of Idaho Falls is in the process of adjusting the land use. The results are anticipated by March and plan change to take effect in May	Work with the city during the future development process.
Future land development should be coordinated as land use planning that feeds the traffic	Coordinate in the future.
The city asked if the alternative H would have an exit onto E River Road (5 <sup>th</sup> E)	None
ILN is looking more into the mixed use type land development expanding to the north.	None
ISU to make it a tech center and has started a master plan. Future buildout is anticipated in the area.	None



## Speck, Mary

---

**From:** Nathan Cuvala <ncuvala@to-engineers.com>  
**Sent:** Friday, August 28, 2020 12:37 PM  
**To:** Waite, Cameron  
**Cc:** Bruce Harral  
**Subject:** Idaho Falls Regional Airport  
**Attachments:** IDA Airport Property Map.pdf; IDA PROPERTY LINE.kmz

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION: [EXTERNAL]** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Cameron – Thanks for your time on the phone Wednesday. As we discussed attached is the Airport Property Map for the Idaho Falls Regional Airport along with a KMZ of the approximate boundary. The KMZ is not survey grade and is an approximation of the airport property boundary. It appears some of the land needed for the remaining I-15/US20 alternatives is owned by the Idaho Falls Regional Airport. As the airport receives federal Airport Improvement Program (AIP) funds from the FAA, the FAA would have to approve a Land Release to allow the airport to either dispose of or give right-of-way on these parcels due to the grant assurances that come with each grant. Here is a link to the FAA Compliance Manual for Airports which covers the Land Release process - [https://www.faa.gov/airports/resources/publications/orders/compliance\\_5190\\_6/](https://www.faa.gov/airports/resources/publications/orders/compliance_5190_6/). It is covered in Part VI.

Long story short, the FAA has ultimate authority on approving the disposal (fee simple or ROW) of airport property and needs to be involved in the process. This approval would come from FAA Headquarters in Washington DC. Their approval constitutes a federal action which is subject to NEPA. As I know the NEPA process is next, it is important to involve them in the scoping process. Your best point of contact at the FAA will be Steve Engebrecht in the Helena ADO. He is the FAA Project Manager for Idaho Falls Regional Airport and his contact information is below:

Steve L. Engebrecht, P.E.  
Lead Civil Engineer, Compliance Specialist  
Helena Airports District Office  
(406) 441-5407  
[steve.engebrecht@faa.gov](mailto:steve.engebrecht@faa.gov)

Alternative E3 would also put a road through the Runway 17-35 Runway Protection Zone (RPZ) which is discouraged by the FAA. Here is a link to their current policy on Land Use in the RPZ - [https://www.faa.gov/airports/planning\\_capacity/media/interimLandUseRPZGuidance.pdf](https://www.faa.gov/airports/planning_capacity/media/interimLandUseRPZGuidance.pdf). This RPZ currently has two buildings located in the RPZ which is also contrary to current FAA policy, however they were constructed before the current policy and would be allowed to remain until the leases expire. There is the possibility this runway will be closed in the future but that is yet to be determined. If it were closed, the RPZ may not be an issue but a Land Release would still be required.

Also as we discussed, the Swanson Farmstead was reviewed for eligibility on the NRHP. Our architectural historian did not find it eligible however SHPO disagreed. As we had no projects that were going to affect the property, we agreed to disagree for the time being. If your project will impact the farmstead, you may need to resolve the eligibility issue.

I know this is a lot so please feel free to call me on my cell to discuss if you need.

NATHAN CUVALA, PE (ID) | *Aviation Project Manager*



2471 S. Titanium Place | Meridian, Idaho 83642

☎ 208-323-2288 | 📞 208-860-7136

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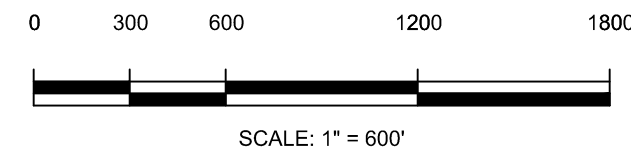
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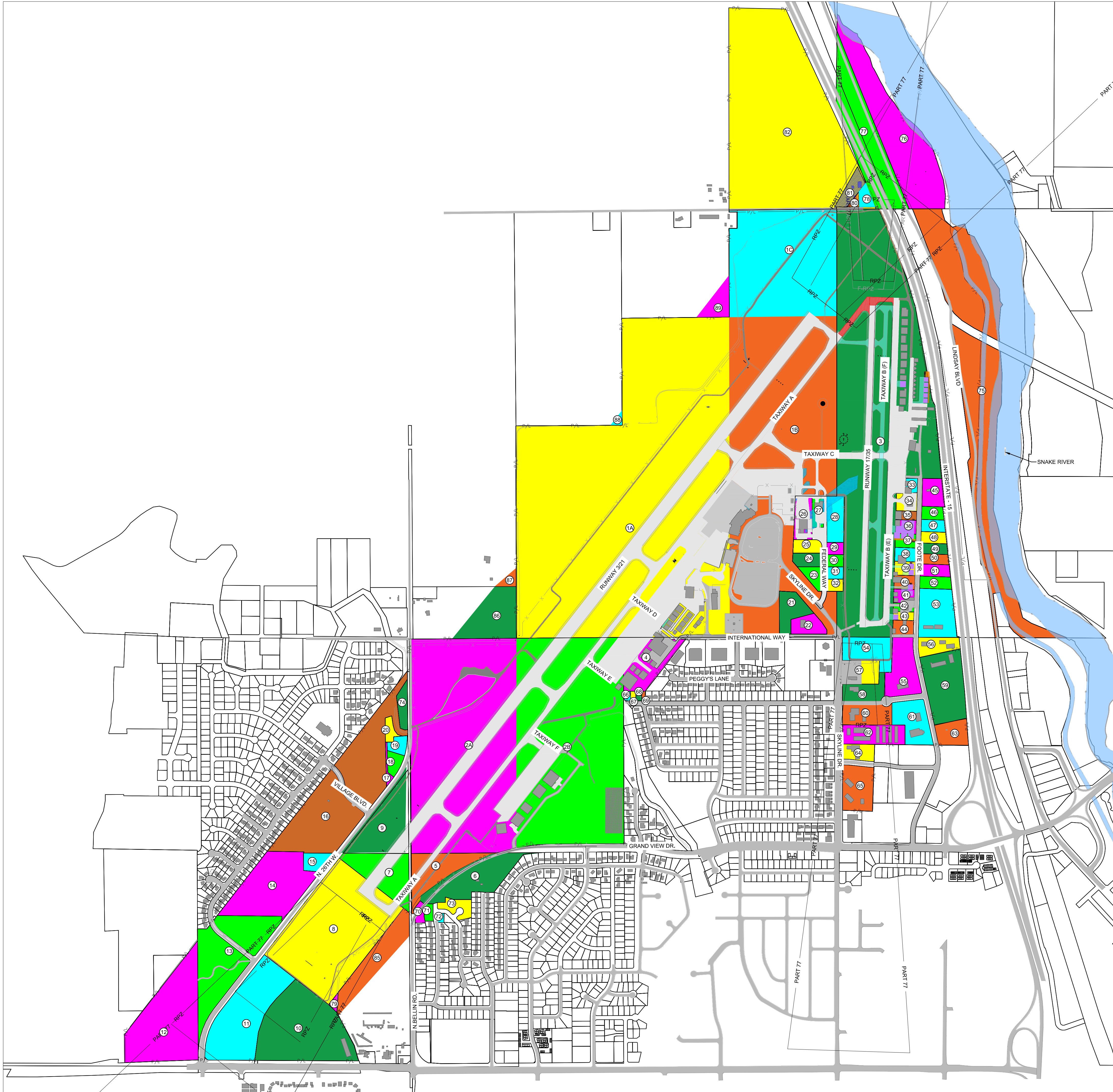
LEGEND		
EXISTING	FUTURE	DESCRIPTION
		PAVEMENT TO BE REMOVED
		AIRPORT PAVEMENT
		AIRPORT CAR PARKING
P/L	P/L	AIRPORT PROPERTY LINE
		ROADWAY
		PERIMETER ROAD
X	X	SECURITY FENCE
		ATCT LINE OF SIGHT/SHADOW STUDY AREA
		AIRPORT REFERENCE POINT
		BUILDING
RPZ	F-RPZ	RUNWAY PROTECTION ZONE (RPZ)
PART77	F-PART77	CFR PART 77 APPROACH SURFACE

NOTE

1. AVIGATION EASEMENTS 80 AND 81 HAVE BEEN TERMINATED BY THE ACQUISITION OF PARCEL 82.



MAGNETIC DECLINATION 11° 55' EAST  
RATE OF CHANGE 0° 7' WEST/YEAR  
AS OF JAN 2018  
SOURCE: NOAA ONLINE CALCULATOR



IDAHO FALLS REGIONAL AIRPORT  
IDAHO FALLS, IDAHO  
IDAHO FALLS ALP SET  
AIRPORT PROPERTY MAP

DATE: APRIL 2018  
PROJECT: 160105

SHEET 22 OF 23

**T-O ENGINEERS**  
CONSULTING ENGINEERS, SURVEYORS & PLANNERS  
2471 S. TITANIUM PLACE  
MERIDIAN, IDAHO 83842  
PHONE: (208) 325-2288 WWW: T-O-ENGINEERS.COM  
BOISE • CODY • COEUR D'ALENE • HEBER CITY  
MERIDIAN • Nampa • SPOKANE

REVISIONS		E-FILE NAME	
NO.	ITEM	DATE	
			DESIGNED
			DRAWN
			CHECKED
			APPROVED

DRAFT



Existing Airport Property										
Parcel	Current Owner	Grantor	Property Interest	Location	Recording Information	County Parcel Identification No.	Date	Acres	Purpose	Federal Participation
1A	City of Idaho Falls	Walter T & Athyl O Petinger	Warranty Deed	E1/2 SW1/4 W1/2 SE1/4 SW1/4 NE1/4 SEC 11 T2N R37E BM	WD-44 PG 498	RPA00007110004	10/30/1941	198	Aeronautical	None
1B	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	E1/2 SE1/4 & SE1/4 NE1/4 SEC 11 T2N R37E BM	WD-44 PG 499	RPA00007110004	10/21/1941	120.7	Aeronautical	None
1C	City of Idaho Falls	Bonneville County	County Deed	NE1/4 NE1/4 SEC 11 T2N R37E BM	BK1/PG447	RPA00007110004	5/13/1937	39	Aeronautical	None
2A	City of Idaho Falls	Andrew & Ann Newman	Warranty Deed	W1/2 NW1/4 SEC 14 T2N R37E BM	WD-97 PG 553	RPA00007142401	7/15/1955	80	Aeronautical	FAAP 9-10-060-504
2B	City of Idaho Falls	Charles & Helen Reed	Warranty Deed	E1/2 NW1/4 SEC 14 T2N R37E BM	WD-97 PG 551	RPA00007142401	7/15/1955	80	Aeronautical	FAAP 9-10-060-504
3	City of Idaho Falls	Bonneville County	County Deed	LOTS 7 & 8 & SW1/4 W RIVER SEC 12 T2N R37	BK1/PG447	RPA00007122425	5/13/1937	167.71	Aeronautical	None
4	City of Idaho Falls	WM F & Jeanne Rigby & Richard L Clayton	Warranty Deed	N1/2 N1/2 NE1/4 SEC 14 T2N R37	SP WD-RED #506869	RPA00007140611	11/12/1976	7.53	Aeronautical	ADAP 8-16-0018-03
5	City of Idaho Falls	N L B C Corp	Warranty Deed	N1/2 SW1/4 SEC 14 T2N R37 EX1997 COMBINATION	WD-125 PG347	RPA00007144825	12/15/1958	12.8	Aeronautical	FAAP 9-10-060-C611
6	City of Idaho Falls	Richard L Clayton	Warranty Deed	N1/2 SW1/4 SEC 14 T2N R37 EX 1997 COMBINATION	SP WD-RED #506670	RPA00007144825	11/26/1976	12.8	Aeronautical	ADAP 8-16-0018-03
7	City of Idaho Falls	Charles S. & Helen Reed & Stella Reed	Warranty Deed	NE COR NE1/4 SE1/4 SEC 15 T2N R37	WD-125 PG347	RPA00007157202	12/31/1958	7.77	Aeronautical	FAAP 9-10-060-C611
8	City of Idaho Falls	Reed	Judgement Deed	NE1/4 SE1/4 SEC15 T2N R37	REC #371001	RPA00007157233	4/6/1967	40.18	Aeronautical	FAAP 9-10-060-C611
9	City of Idaho Falls	Everett E & Melva Harriell	Warranty Deed	SE COR NE1/4 SEC15 T2N R37	WD-119 PG109	RPA00007151992	10/15/1956	9.54	Aeronautical	FAAP 9-10-060-C611
10	City of Idaho Falls	Leroy Reed, Etal		S1/2 SE1/4 SEC15 T2N R37		RPA00007158543		19.43	Aeronautical	AIP 3-16-0018-16
11	City of Idaho Falls	Wayne Leroy & Helen I. Reed	Warranty Deed	W1/2 SE1/4 SEC15 T2N R37	WD-RED #627375	RPA00007158500	12/7/1982	15.938	Aeronautical	ADAP 8-16-0018-05
12	City of Idaho Falls	Walter Petersen	Warranty Deed	E1/2 SW1/4 SEC15 T2N R37	WD-RED #896007	RPA00007157129	3/22/1995	19	Aeronautical	AIP 3-16-0018-09
13	City of Idaho Falls	David Powell & Nancy Reed	Warranty Deed	W1/2 SE1/4 SEC15 T2N R37	WD-RED #618037	RPA00007158181	1/6/1982	15.981	Aeronautical	ADAP 8-16-0018-03
14	City of Idaho Falls	Leroy Reed, Etal	Warranty Deed	N1/2 SE1/4 SEC15 T2N R37	WD-RED #824783	RPA00007157802	3/27/1992	13.835	Aeronautical	AIP 3-16-0018-09
15	City of Idaho Falls	B & N Field	Warranty Deed	NW COR NE 1/4 SE1/4 SEC 15 T2N R37	WD-RED #715340	RPA00007157220	9/9/1985	1.5	Aeronautical	AIP 3-16-0018-08
16	City of Idaho Falls	W M Rigby, Etal	Warranty Deed	NE1/4 SEC15 T2N R37	WD-RED #85088, 850700, 850701	RPA00007150241	5/14/1993	27.028	Aeronautical	AIP 3-16-0018-09
17	City of Idaho Falls	W M Rigby, Etal	Warranty Deed	E1/2 E1/2 NE1/4 SEC15 T2N R37	WD-RED #85088, 850700, 850701	RPA00007150582	5/14/1993	0.35	Aeronautical	AIP 3-16-0018-09
18	City of Idaho Falls	Harry S Shuldt Jr	Warranty Deed	NE COR SE1/4 NE1/4 SEC15 T2N R37	WD-RED #755936	RPA00007151850	8/24/1987	1	Aeronautical	AIP 3-16-0018-05
19	City of Idaho Falls	George L Gruver	Warranty Deed	E1/2 E1/2 NE1/4 SEC15 T2N R37	WD-RED #754316	RPA00007150529	8/22/1988	1	Aeronautical	AIP 3-16-0018-05
20	City of Idaho Falls	W M Rigby, Etal	Warranty Deed	SE1/4 NE1/4 SEC 15 T2N R37	WD-RED #85088, 850700, 850701	RPA00007150437	5/14/1993	0.78	Aeronautical	AIP 3-16-0018-09
21	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 2 BLOCK 1 AIRPORTINDUSTRIALPARK #5 SE1/4 SEC11 T2N R37	WD-44 PG488	RPA00240010020	10/21/1941	3	Aeronautical	None
22	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 1 BLOCK 1 AIRPORTINDUSTRIALPARK #5 SE1/4 SEC11 T2N R37	WD-44 PG488	RPA00240080010	10/21/1941	2	Aeronautical	None
23	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 1 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37	WD-44 PG488	RPA00250080010	10/21/1941	1.2	Aeronautical	None
24	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 2 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37	WD-44 PG488	RPA00250080020	10/21/1941	1.34	Aeronautical	None
25	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 3 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37	WD-44 PG488	RPA00250080030	10/21/1941	1.3	Aeronautical	None
26	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 4 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37	WD-44 PG488	RPA00250080040	10/21/1941	2.68	Aeronautical	None
27	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 5 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37	WD-44 PG488	RPA00250080050	10/21/1941	2.69	Aeronautical	None
28	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 6 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37 SW1/4 SEC 12 T2N R37	WD-44 PG488	RPA00250080060	10/21/1941	1.23	Aeronautical	None
29	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 7 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37 SW1/4 SEC 12 T2N R37	WD-44 PG488	RPA00250080070	10/21/1941	0.71	Aeronautical	None
30	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 8 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37 SW1/4 SEC 12 T2N R37	WD-44 PG488	RPA00250080080	10/21/1941	0.71	Aeronautical	None
31	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 9 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37 SW1/4 SEC 12 T2N R37	WD-44 PG488	RPA00250080090	10/21/1941	0.7	Aeronautical	None
32	City of Idaho Falls	Farrel L & Lilly W Hansen	Warranty Deed	LOT 10 BLOCK 8 AIRPORTINDUSTRIALPARK #6 SE1/4 SEC11 T2N R37 SW1/4 SEC 12 T2N R37	WD-44 PG488	RPA00250080100	10/21/1941	0.69	Aeronautical	None
33	City of Idaho Falls	Bonneville County	County Deed	LOT 13 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050130	5/13/1937	0.6	Aeronautical	None
34	City of Idaho Falls	Bonneville County	County Deed	LOT 12 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050120	5/13/1937	1.29	Aeronautical	None
35	City of Idaho Falls	Bonneville County	County Deed	LOT 11 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050110	5/13/1937	0.66	Aeronautical	None
36	City of Idaho Falls	Bonneville County	County Deed	LOT 10 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050100	5/13/1937	1	Aeronautical	None
37	City of Idaho Falls	Bonneville County	County Deed	LOT 9 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050090	5/13/1937	1	Aeronautical	None
38	City of Idaho Falls	Bonneville County	County Deed	LOT 8 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050080	5/13/1937	1	Aeronautical	None
39	City of Idaho Falls	Bonneville County	County Deed	LOT 7 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050070	5/13/1937	1	Aeronautical	None
40	City of Idaho Falls	Bonneville County	County Deed	LOT 6 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050060	5/13/1937	1	Aeronautical	None
41	City of Idaho Falls	Bonneville County	County Deed	LOT 5 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050050	5/13/1937	1	Aeronautical	None
42	City of Idaho Falls	Bonneville County	County Deed	LOT 4 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050040	5/13/1937	0.62	Aeronautical	None
43	City of Idaho Falls	Bonneville County	County Deed	LOT 3 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050030	5/13/1937	0.62	Aeronautical	None
44	City of Idaho Falls	Bonneville County	County Deed	LOT 2 BLOCK 5 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC12 T2N R37	BK1/PG447	RPA00220050020	5/13/1937	1.21	Aeronautical	None
45	City of Idaho Falls	Bonneville County	County Deed	LOT 15 BLOCK 6 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC 12 T2N R37	BK1/PG447	RPA00220060150	5/13/1937	2.06	Aeronautical	None
46	City of Idaho Falls	Bonneville County	County Deed	LOT 14 BLOCK 6 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC 12 T2N R37	BK1/PG447	RPA00220060140	5/13/1937	0.99	Aeronautical	None
47	City of Idaho Falls	Bonneville County	County Deed	LOT 13 BLOCK 6 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC 12 T2N R37	BK1/PG447	RPA00220060130	5/13/1937	0.99	Aeronautical	None
48	City of Idaho Falls	Bonneville County	County Deed	LOT 12 BLOCK 6 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC 12 T2N R37	BK1/PG447	RPA00220060120	5/13/1937	0.99	Aeronautical	None
49	City of Idaho Falls	Bonneville County	County Deed	LOT 11 BLOCK 6 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC 12 T2N R37	BK1/PG447	RPA00220060110	5/13/1937	0.99	Aeronautical	None
50	City of Idaho Falls	Bonneville County	County Deed	LOT 10 BLOCK 6 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC 12 T2N R37	BK1/PG447	RPA00220060100	5/13/1937	0.99	Aeronautical	None
51	City of Idaho Falls	Bonneville County	County Deed	LOT 9 BLOCK 6 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC 12 T2N R37	BK1/PG447	RPA00220060090	5/13/1937	1.26	Aeronautical	None
52	City of Idaho Falls	Bonneville County	County Deed	LOT 8 BLOCK 6 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC 12 T2N R37	BK1/PG447	RPA00220060080	5/13/1937	1.33	Aeronautical	None
53	City of Idaho Falls	Bonneville County	County Deed	LOTS 4-7 BLOCK 6 AIRPORTINDUSTRIALPARK #3 SW1/4 SEC 12 T2N R37	BK1/PG447	RPA0022006004A	5/13/1937	5.98	Aeronautical	None
54	City of Idaho Falls	A R & Venla Soderquist	Warranty Deed	LOT 12 BLOCK 1 AIRPORTINDUSTRIALPARK #7 N1/2 SEC13 T2N R37	WD-REC#330237	RPA00260010120	12/30/1983	4.33	Aeronautical	None
55	City of Idaho Falls	L E & Gladys G Erickson	Warranty Deed	LOT 13 BLOCK 1 AIRPORTINDUSTRIALPARK #7 N1/2 SEC 13 T2N R37	WD-REC#328180 PG113	RPA00260010130	10/23/1983	5.63	Aeronautical	None
56	City of Idaho Falls	L E & Gladys G Erickson	Warranty Deed	LOT 3 BLOCK 6 AIRPORTINDUSTRIALPARK #2 NW1/4 SEC 13 T2N R37	WD-REC#328180 PG113	RPA00210060030	10/23/1983	2.01	Aeronautical	None
57	City of Idaho Falls	A R & Venla Soderquist	Warranty Deed	LOT 11 BLOCK 1 AIRPORTINDUSTRIALPARK #7 N1/2 SEC 13 T2N R37	WD-REC#330237	RPA00260010110	12/30/1983	2.88	Aeronautical	None
58	City of Idaho Falls	A R & Venla Soderquist	Warranty Deed	LOT 10 BLOCK 1 AIRPORTINDUSTRIALPARK #7 N1/2 SEC 13 T2N R37	WD-REC#330237	RPA00260010100	12/30/1983	2.61	Aeronautical	None
59	City of Idaho Falls	L E & Gladys G Erickson	Warranty Deed	LOT 2 BLOCK 6 AIRPORTINDUSTRIALPARK #2 N1/4 SEC13 T2N R37 HEADQUARTERS	WD-REC#328180 PG113	RPA00210060020	10/23/1983	9.15	Aeronautical	None
60	City of Idaho Falls	A R & Venla Soderquist	Warranty Deed	LOT 9 BLOCK 1 AIROPRTINDUSTRIALPARK #7 N1/2 SEC13 T2N R37	WD-REC#330237	RPA00260010090	12/30/1983	3.36	Aeronautical	None
61	City of Idaho Falls	L E & Gladys G Erickson	Warranty Deed	LOT 7 BLOCK 1 AIRPORTINDUSTRIALPARK #7 N1/2 SEC13 T2N R37	WD-REC#328180 PG113	RPA00260010070	10/23/1983	5.04	Aeronautical	None
62	City of Idaho Falls	A R & Venla Soderquist	Warranty Deed	LOT 8 BLOCK 1 AIRPORTINDUSTRIALPARK #7 N1/2 SEC13 T2N R37	WD-REC#330237	RPA00260010080	12/30/1983	4.43	Aeronautical	None
63	City of Idaho Falls	L E & Gladys G Erickson	Warranty Deed	LOT 1 BLOCK 6 AIRPORTINDUSTRIALPARK #2 NW1/4 SEC13 T2N R37	WD-REC#328180 PG113	RPA00210060010	10/23/1983	2.65	Aeronautical	None
64	City of Idaho Falls	WM R & Beulah T Hatch	Warranty Deed	LOT 1 BLOCK 2 AIRPORTINDUSTRIALPARK #4 NW1/4 SEC 13 T2N R37	WD-153 PG403	RPA00230020010	12/20/1983	1.62	Aeronautical	None
65	City of Idaho Falls	WM R & Beulah T Hatch	Warranty Deed	LOT 1 BLOCK 1 AIRPORTINDUSTRIALPARK #4 NW1/4 SEC13 T2N R37	WD-153 PG403	RPA00230010010	12/20/1983	4.78	Aeronautical	None
66	City of Idaho Falls	Grandview Investment Co Corp	Warranty Deed	LOT 14 BLOCK 14 JOHNSHEIGHTS #9 NE1/4 SEC14 T2N R37	WD-REC #476049	RPA12480140140	3/18/1975	0.23	Aeronautical	ADAP 8-16-0018-03
67	City of Idaho Falls	Grandview Investment Co Corp	Warranty Deed	LOT 13 BLOCK 14 JOHNSHEIGHTS #9 NE1/4 SEC14 T2N R37	WD-REC #476049	RPA12480140130	3/18/1975	0.18	Aeronautical	ADAP 8-16-0018-03
68	City of Idaho Falls	Grandview Investment Co Corp	Warranty Deed	LOT 12 BLOCK 14 JOHNSHEIGHTS #9 NE1/4 SEC14 T2N R37	WD-REC #476049	RPA12480140120	3/18/1975	0.2	Aeronautical	ADAP 8-16-0018-03
69	City of Idaho Falls	Grandview Investment Co Corp	Warranty Deed	W47.17' LOT 11 BLOCK 14 JOHNSHEIGHTS #9 NE1/4 SEC14 T2N R37	WD-REC #476049	RPA1248014011B	3/18/1975	0.13	Aeronautical	ADAP 8-16-0018-03
70	City of Idaho Falls	Jimmy and Vickie King	Warranty Deed	LOTS 31-33 BLOCK 1 ESQUIRE ACRES #3 SW1/4 SEC14 T2N R37	WD-REC #475683	RPA0762001031A	3/14/1975	0.62	Aeronautical	ADAP 8-16-0018-03
71	City of Idaho Falls	Robert & Elaine Lolley	Warranty Deed	LOTS 17-19 BLOCK 1 ESQUIRE ACRES #2 SW1/4 SEC14 T2N R37	WD-REC #475512	RPA0761001017A	3/14/1975	0.54	Aeronautical	ADAP 8-16-0018-03
72	City of Idaho Falls	Marvin R & D Jean Hearnrdon	Warranty Deed	LOT 48 BLOCK 3 ESQUIRE ACRES #2 SW1/4 SEC14 T2N R37	WD-REC #477357	RPA07610030480	4/24/1975	0.33	Aeronautical	ADAP 8-16-0018-03
73	City of Idaho Falls	Carl & Leta Carlson	Warranty Deed	LOT 7 LESS 1657.18 SQFT LOT 8 LESS 30.65 SQFT LOTS 9-13 BLOCK 6 ESQUIRE ACRES #2 SW1/4 SEC14 T2N R37	WD-REC #900985	RPA0761006007B	11/2/1995	1.94	Aeronautical	AIP 3-16-0018-15
74	City of Idaho Falls	James H McDaniel	Warranty Deed	SEC15 T2N R37 R/W 26TH W (OLD BUTTE RD)	WD-REC #733608	RPA00007150242	7/15/1987	1.38	Aeronautical	AIP 3-16-0018-05
75	City of Idaho Falls	Bonneville County	County Deed	LOTS 7 & 8 & SW1/4 W RIVER SEC 12 T2N R37	BK1/PG447	RPA00007122425	5/13/1937	167.71	Aeronautical	None
76	City of Idaho Falls	Lloyd and Helen Mori	Warranty Deed	LOT 6 E RR SEC 1 T2N R37 EX	WD-119 PG213	RPA00007015616	2/17/1959	22.25	Aeronautical	None
77	City of Idaho Falls	Lloyd and Helen Mori	Warranty Deed	W1/2 SW1/4 SEC 1 T2N R37 OP	WD-119 PG213	RPA00007015664	2/17/1959	9	Aeronautical	None
78	City of Idaho Falls	Swanson Herbert J	Warranty Deed	PORTION LOT 6, SEC 1, T2N, R37	BK125/PG161	RPA00007016464	3/24/1959	+0.84	Aeronautical	None
79	City of Idaho Falls	Charles LeRoy Reed & Larene Reed, David Smith Reed & Sharon LaRue Reed, and Larry L. Reed & Carol M. Reed	Warranty Deed	CTR S1/2 SE1/4 SEC 15 T2N R37	WD-REC #1046769	RP02N37E159209	4/30/2001	0.31	Aeronautical	None
80	City of Idaho Falls	Swanson Herbert J	Easement	PORTION LOT 6, SEC 1, T2N, R37	BK125/PG435	RP02N37E016025	2/29/1960	0.33	Avigation Easement	None
81	City of Idaho Falls	Swanson Herbert J	Easement	PORTION E1/2 SE1/4 SEC 2 T2N R37	452639	RP02N37E027213	8/24/1973	+1.73	Avigation E	



I-15/US 20 Safety and Mobility Study:  
**Planning and Environmental Linkages (PEL) Study Report**

## ADDITIONAL COORDINATION



YOUR *Safety* ••• ► YOUR *Mobility* ••• ► YOUR *Economic Opportunity*

Appendix N.  
Agency Coordination





**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 7129 • Boise, ID 83707-1129  
(208) 334-8000 • [itd.idaho.gov](http://itd.idaho.gov)

February 12, 2018

Carolyn Smith  
Cultural Resources Coordinator  
Tribal DOE Program  
Shoshone-Bannock Tribes  
P.O. Box 306  
Fort Hall, ID 83203

**RE: Project No. A020(065); Key No. 20065  
FY18 D6 Corridor Inventory – I-15 / US-20 PEL Study**

Dear Carolyn,

This letter serves to inform you of the intention of Idaho Transportation Department (ITD) to begin planning to identify and analyze improvements to address safety, congestion, and mobility at the intersection of I-15 and US-20 in Idaho Falls, Bonneville County. ITD and the Federal Highway Administration (FHWA) have yet to determine project actions and are conducting a Planning and Environmental Linkages (PEL) evaluation. The PEL represents a collaborative approach that considers environmental conditions early in the planning process and uses that identified information to better inform transportation decision-making.

Please find attached project locations and a draft purpose and need statement. If your office has concerns related to the location of historic properties, Traditional Cultural Properties (TCPs), or ethnographic resources, please inform this office at your earliest convenience.

ITD and FHWA will continue to consult with your office and the Shoshone-Bannock Tribes throughout the PEL process and as project actions are determined. If you have any questions or concerns during this process please do not hesitate to contact me at [tracy.schwartz@itd.idaho.gov](mailto:tracy.schwartz@itd.idaho.gov) or (208) 334-8412.

Thank You,

Tracy Schwartz  
ITD Architectural Historian

Enclosure: Key 20065 PEL Project Information

CC: The Honorable Nathan Small, Shoshone-Bannock Tribes  
LaRae Bill, Tribal DOE Program, Shoshone-Bannock Tribes  
Karen Hiatt, ITD District 6 Project Manager

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**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**

P.O. Box 7129 • Boise, ID 83707-1129  
(208) 334-8000 • [itd.idaho.gov](http://itd.idaho.gov)

February 12, 2018

The Honorable Nathan Small  
Fort Hall Business Council  
Shoshone-Bannock Tribes  
P.O. Box 306  
Fort Hall, ID 83203

**RE: Project No. A020(065); Key No. 20065  
FY18 D6 Corridor Inventory – I-15 / US-20 PEL Study**

Dear Chairman Small,

This letter serves to inform you of the intention of Idaho Transportation Department (ITD) to begin planning to identify and analyze improvements to address safety, congestion, and mobility at the intersection of I-15 and US-20 in Idaho Falls, Bonneville County. ITD and the Federal Highway Administration (FHWA) have yet to determine project actions and are conducting a Planning and Environmental Linkages (PEL) evaluation. The PEL represents a collaborative approach that considers environmental conditions early in the planning process and uses that identified information to better inform transportation decision-making.

Please find attached project locations and a draft purpose and need statement. ITD Cultural Resources staff has been in contact with the Cultural Resources / Heritage Tribal Office (HETO) regarding this project and will continue consultation throughout the PEL process and as project actions are determined.

If you have questions or concerns, please feel free to contact me at [tracy.schwartz@itd.idaho.gov](mailto:tracy.schwartz@itd.idaho.gov) or (208) 334-8412.

Thank You,

Tracy Schwartz  
ITD Architectural Historian

Enclosure: Key 20065 PEL Project Information

CC: Carolyn Smith, Cultural Resources Coordinator, Shoshone-Bannock Tribes  
LaRae Bill, Tribal DOE Program, Shoshone-Bannock Tribes  
Karen Hiatt, ITD District 6 Project Manager

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# DRAFT PURPOSE AND NEED DEVELOPMENT

January 30, 2018

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## Project Purpose

The purpose of the PEL study is to identify and analyze improvements to address safety, congestion, mobility and travel time reliability for efficient movement of people, goods and services on I-15 and US-20 in the vicinity of Bonneville County near Idaho Falls.

## Project Needs

The PEL will study multi-modal connections and capacity improvements to I-15 and U.S. 20 as well as potential new roadway linkages in order to:

1. Address unsafe travel conditions
  - a. Traffic backs up onto I-15 and U.S. 20 at exit ramps
  - b. Substandard lane change / merge space between exits
  - c. Interchanges are spaced too closely together
2. Reduce congestion
  - a. High volumes of freight traffic and peak hour local commuter traffic
  - b. Limited crossings of railroad and river funnel traffic to this corridor
3. Provide pedestrian and bicycle mobility
  - a. Barriers limit connectivity to amenities
  - b. Existing pedestrian and bicycle facilities in the corridor are mostly substandard or missing
4. Address future travel demand forecasts
  - a. Current infrastructure will not accommodate travel demands of increasing local growth and regional tourism
  - b. New infrastructure must accommodate existing land use plans

## Goals and Objectives

*To be developed.*

# I-15/US-20 Safety & Mobility Study

Constructed in the 1950s and 60s, the I-15 and US-20 interchanges in Idaho Falls have outlived their usefulness and the outdated infrastructure is affecting safety, mobility and economic opportunity in the city, county, and region.

The safety and mobility study includes six interchanges.

①

I-15, Exit 118,  
Broadway St.,  
Historic Downtown



②

I-15, Exit 119,  
US-20,  
Grandview Dr.



③

US-20, Exit 307,  
Lindsay Blvd.



④

US-20, Exit 308  
Riverside Dr.  
/ City Center



⑤

US-20, Exit 309  
Science Center Dr.



⑥

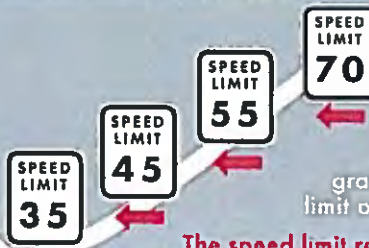
US-20 Exit 310,  
Lewisville HWY



## ② A Closer look at the Exit 119 Interchange

Northbound off-ramp at Exit 119:

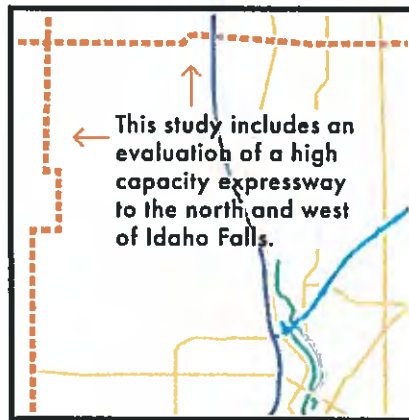
- » Has the highest volume of traffic of any I-15 ramp in Idaho.
- » During peak traffic times, more than 8,700 vehicles turn right to access US-20.
- » Ramp traffic backs up and interferes with through traffic on I-15 Northbound.



In an attempt to improve safety, ITD gradually reduces the speed limit on US-20 East of Exit 119.

The speed limit reduction appears to have lessened the severity of crashes, but has not necessarily affected the frequency of crashes.

## Study Area Map



This study includes an evaluation of a high capacity expressway to the north and west of Idaho Falls.

- I-15
- US-20
- Local streets
- Congestion
- Thoroughfares
- High capacity expressway

There are five interchanges within two miles on I-15/US-20.

US-20 traffic signals are timed to prioritize moving traffic off I-15 efficiently. This results in traffic backing up on Grandview Drive, sometimes for more than a mile.

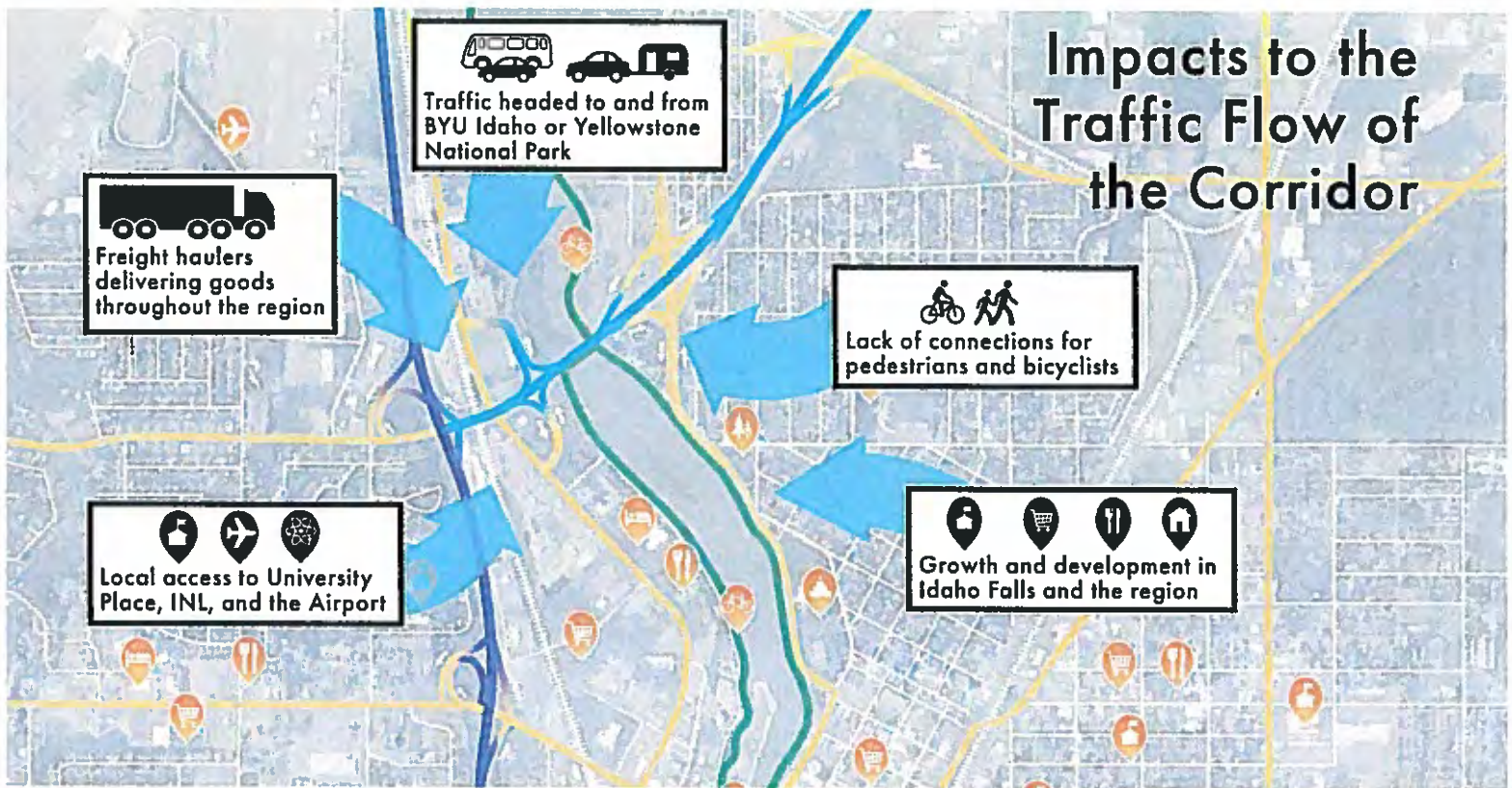
The distance between the Exit 118 on-ramp and the Exit 119 off-ramp is less than 1,000 ft.



ITD is collaborating with the City of Idaho Falls and Bonneville County and will actively engage the public throughout the project development process to determine how the corridor can be improved to best serve Idaho Falls citizens and the growing region.



Your Safety • Your Mobility  
Your Economic Opportunity



The first step will be a planning and environmental study which is expected to take about 18 months. There are four major goals for this study:



## Join the Conversation

There will be many opportunities to give your input and improve the future of your community.



U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Thirteenth Coast Guard District

915 Second Ave  
Seattle, WA 98174-1067  
Staff Symbol: (dpw-brg)  
Phone: 206-220-7282  
Email: d13-pf-d13bridges@uscg.mil

16951  
February 10, 2020

Idaho Transportation Department  
Attn: Aimee Hill  
Senior Environmental Planner

Dear Ms. Hill,

The proposed bridge project at 43°29'5.32"N, 112°2'53.56"W, in the City of Idaho Falls, ID, across the Snake River is a non-navigable waterway of the United States. The Snake River is navigable to 43°14'35.9"N 116°22'46.0"W. Therefore, the project site is not within the jurisdiction of the Coast Guard Bridge Program, and **no Coast Guard Bridge Permit** is required. This Coast Guard Bridge Program "no jurisdiction determination" does not relieve the applicant of the responsibility to ensure compliance with any applicable **federal, state, or local laws and regulations** for the completed project. This Coast Guard Bridge Program "no jurisdiction determination" will not necessarily apply to future bridge projects along this waterway. Contact this office before future construction of other bridges across this waterway.

Sincerely,

STEVEN FISCHER  
Bridge Administrator  
U. S. Coast Guard