

**U.S. 95 Thorncreek Road to Moscow**  
**April 13, 2005 Open House**  
*Summary of Comments*

The Idaho Transportation Department hosted a public open house on April 13, 2005 for the U.S. 95 Thorncreek Road to Moscow project. The purpose of the open house was to display the results from the January 2005 alternatives/alignments workshops and show the next steps of the project.

Approximately 100 people signed in. There were 27 comments submitted at the open house, by mail and by email.

The open house information is posted on the project Web site at:  
[www.itd.idaho.gov/GetInvolved/D2/](http://www.itd.idaho.gov/GetInvolved/D2/).

Following is the summary of comments from the open house, by mail and by email regarding the alternatives/alignments for the western, central and eastern corridors.

**Western Alternatives/Alignments**

- Use northern W-2 to avoid current businesses and homes. Then tie into existing U.S. 95/C1.
- Prefer C1 followed by W2
- Want to know more about four new routes
- Prefer W1
- Safer
- Less elevation
- Better future access to Pullman
- Less obtrusive
- Fits landscape better
- Split farms can continue to thrive
- Western routes avoid Paradise Ridge
- Western routes avoid most homes
- Better weather on western routes
- Avoid W-1
- Combine north W-2 to south W-1
- From Jacksha Road go north along Clyde-Druffel property line. Then proceed to Clyde-Garrison property line. Then across Renfrew property and go on the west side of Clyde Hill on Clyde property. Then across Deesten's to the grain elevators on 95.

### Central Alternatives/Alignments

- Use combination of existing U.S. 95 and a western route to avoid homes and businesses – C1 to W2
- Minimizes “footprint”
- Avoids existing homes and businesses
- Could connect to future bypass
- Good connection to Moscow-Pullman highway
- Minimizes curves
- Less need for cuts and fills, bridges, hills, structures
- Could modify C1
  - Minimize impact to prime farmland
  - Affect fewer residents and landowners
  - Like lower elevation
  - No runaway truck route is necessary
- Improve existing, including straighten Reisenauer Hill
- Limit development on road
- Try to limit access to new road using innovative ways
- Make context-sensitive design a priority
- Don't allow weed corridors – devastating to remnant Palouse Prairie
- Prefer no action – not all of the money is available to construct

### Eastern Alternatives/Alignments

- Prefer C1 to W2
- Dislike all eastern alignments
  - Wildlife impacts
  - Environmental impacts
  - Aesthetics
  - Weather
  - Avoid Palouse Prairie
  - Avoid Steven's Springs
  - New eastern route too far east
  - Grade too steep into Moscow
  - Elevation too high
  - Too many cuts and fills
- Prefer E1
  - Safer an shorter
  - Less expensive construction
- Prefer modified C1
- Oppose E2