

U.S. 95 Thorncreek Road to Moscow Comment Sheets and Facilitator Notes

Jan. 20, 1:00 p.m. Bryant Comment Forms: 19		
Facilitator Notes	W 1	W 2
Likes	Straight No structures impacted Cut/fill similar to other routes Weather Fewer wildlife issues	Avoids structures Limits access Misses mobile home park & homes by it Consider the number of structures Straight Weather / wild life issues Few curves – large radius Look at weather study
Dislikes	Longer Most farm land (productive) 200' closer to Daniels' house R-of. Way – 390 acres impacted Cut & fill Investigate drifting snow E&W	Too much prime farm land Longer W-2 is at the same elevation as C-1 Moves more dirt than other alignments except W-1 W-2 comes closer to buildings S of snow Rd. Consider under ground water
Suggestions		Consider effects of E & West facing slopes on snow melt – accumulation & drifting
COMMENT SHEETS	(pink) W 1	(lime green) W 2
1 – Likes	Nice long straight line.....#1 No structures would be impacted Cut/fill similar to other routes Weather better Fewer wildlife Could hook into a bypass Straighter.....#2 Will not impact homes Nothing.....#3	Avoids structures.....#5 Limits access Misses mobile home park Straighter Fewer wildlife Could hook into a bypass Combine this route w/existing highway Straighter.....#6 Nothing.....#7 Not much.....#8
2 – Dislikes	Going through most productive farm land.....#1#1 Right of way 390 acres affected Longer More farm land (very productive) affected..... 3#4 Too far west.....#4 Are using too much farm land Expense to fill & length	Some prime farmland lost.....#5 Too close to existing businesses, homes.....#6 Consider noise, fume pollution Longer.....#7 Too much prime farm ground Stay down in the valley of existing 95. Very little improvement to old highway.....#8
3– Suggested Changes		Combine west route with existing highway to maximize use of existing footprint & avoid main concentrations of houses/structures.....#5

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Facilitator Notes	C 1	No Action
Likes	In existing footprint Least impact to farmland & undeveloped ground across the Palouse CSD Public opinion - some variation of public highway	
Dislikes	Construction will tie up traffic on current route Has too many access points Weather is still an issue Cut & fills cause snow to drift & accumulate Shaded curves are icy # of homes impacted, businesses Other alternatives Traffic not interrupted Land acquisition costs Costs of moving utilities	
Suggestions	Consider varying median width Some combination of C-1 and W-2 <i>[map taped to flip chart]</i> w-1 & w-2 – wind sheer turns over trucks	
COMMENT SHEETS	(orange) C 1	(yellow) No Action
1 – Likes	Median would allow cars to turn safely to turns to opposite side of highway#9 Public opinion – in favor of existing highway, largest % of Moscow community Context sensitive design Nothing.....#10 Move less dirt.....#12	
2 – Dislikes	Access problems#9 No homes / structures Too many curves.....#10 Too much impact on bus. & homes Too many relocations Not safe#11 Too many access roads Not much improvement over old highway 12	
3– Suggested Changes		
4 – Other		

Jan. 20, 1:00 p.m. Bryant Comment Forms: 19		
Facilitator Notes	E 1	E 2
Likes	Straight – shortest Takes out <u>only</u> one business (dog kennel) 4 homes Uses less productive land Bypass might be on the eastside and this ties in Doesn't split as much farm land	Short distance Takes least land (except C-1) Move least amount of dirt Good grade – consistent No access Takes less productive farm land Fewer landowners impacted Good view into Moscow Most supported by Moscow (Latah Co residents) residents 0 – or low impact on residences Grade is less than existing U.S. 95 3 major cuts
Dislikes	Cuts & fills Paving new ground U.S. 95 creates a bottleneck in Moscow A west route offers an opportunity to tie into a bypass	Least support of Moscow community Has greatest social impact Weather worst Less safe Wildlife issues Doesn't meet CSD standards Scenic landmark will be scarred Noise – trucks braking on hill Hydrology issues – drainage
COMMENT SHEETS	(Purple) E 1	(Green) E 2
1 – Likes	Most direct, straight route - - shortest#13 Likely to be least expensive Doesn't split as much farmland Less wildlife affected Weather not as sever as on ridge Straight#14 Shortest Straightest Rt.#15 Shortest Rt.	Straight doesn't impact many homes.....#17 But what about wild life – environment? Everything.....#18 By <u>far</u> the best route Least expensive.....#19 Less earth moving Less cuts Maintains more even elevations By far the best route least impact
2 – Dislikes	Huge cut & fill#13 Paving virgin ground	Bad weather#16 Least safe: fog, black ice, snow drifting Impacts on wildlife Too much cut & fill Scenic scar across major community landmark – seen from all across Moscow Least consistent w/CSD – do a survey of Moscow community opinion & this will have least support High winds 90+ mph affecting semis & large trucks

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Jan. 20, 1:00 p.m.		Bryant	Comment Forms: 19
		Noise – trucks breaking & gearing up grade south of Moscow Hydrology – impacts on ground water Social impacts of highway on community quality of life Nothing #18 Not as straight as E-1 #19	
3– Suggested Changes			
4 – Other			

Jan. 20, 1:00 p.m. Fred & Ken Comment Forms: 52		
Facilitator Notes	W 1	W 2
Likes	Lowest impact to houses Lowest avg. elevation Ltd access Appears that weather impacts may be less May not be true for all locations along alignment	Shorter than W-1 Still limited access Same comments - elevation - weather impacts Only impacts 2 houses Not many curves Minimal impact to traffic during construction (All but C-1)
Dislikes	Longest (time, cost, gas) Greatest amount of dirt to move Agricultural - using prime farm land - dividing farms - access to properties (not just across) - dangerous crossings Possible wetlands impacts Wildlife impacts Probably most expensive Difficulty in moving farm equipment	Also, long length and lots of excavation Same impacts to farm land (as W-1) - serious safety concerns
COMMENT SHEETS	(pink) W 1	(lime green) W 2
1 – Likes	Least # of residences impacted.....#1 Limited access.....#2 Limited access so probably safer (like none)#3 Question: # farms requiring crossing of roads. Except for possible cuts this route seems ok Lowest elevation#4 Lowest impact to houses Better weather Limited access.....#5 Disrupts or impacts no homes? Minimum disturbance of existing traffic Open, gentle curve Being farther west suggest that total snowfall will be significantly less from the orographic effect of Paradise Ridge#6 It is unlikely to cause destruction of much natural prairie type habitat Lowest impact of houses#7 Lowest avg. elevation Shortest distance route from point (A) top of	Shorter than W-1 #11 Has lower average elevation than others Impacts only 2 homes.....#12 Little impact of current traffic during construction Shorter than W-1#13 Elevation Not many severe curves Less construction impact to traffic during construction than C1 or E1 & E2 Shorter than W1#14 Still a lower elevation Less impact on property owners Still has advantage of being farther from Paradise Ridge#15 Shorter than the W-1 alignment Limited access#16 Impacts 2 homes Shorter than W2 Open, gentle curve Minimum disturbance to existing traffic while being constructed

U.S. 95 Thorncreek Road to Moscow Comment Sheets and Facilitator Notes

Jan. 20, 1:00 p.m.		Fred & Ken	Comment Forms: 52
	Lewiston hill to (B) Moscow Removes hwy. out of total area snowfall....#7 Low elevation.....#8 Less impact Considering from top of Lewiston Hill, the distance is short Weather is less impacted negatively Possibly better weather (away from mountain).....#9 Low impact on homes It might align better with a Moscow bypass#10 Better in the future	Still west = good..... #17 Elevation good Can be built w/o interrupting traffic Shorter route than W-1 #18 Elevation & weather issues Limited impact Minimum curve Like that it cuts out Reisenauer hill issue Minimal impact of traffic during construction Nothing #19 Best overall #20	
2 – Dislikes	Longest mileage of alignments available....#1 Too long & expensive.....#2 Length – miles – more#4 More time More gas More highway to maintain – potholes, plowing More man hours to maintain? Best farmland taken Destroys prime farm land Splitting up farms Difficulty moving machinery Congest route Largest cuts Greatest amount of dirt to move Wildlife impacts Possible wetlands Greatest cost to drivers – gas, etc. Extra length#6 Limited access.....#7 Amount of construction impact (costs) Prime farm land impact Limited access.....#8 Length Expense Length – 8.5 miles.....#9 Amount of dirt 6,815,000 cu.yd. (cost of construction) Limited access Use for farmers (access) moving equipment Wetlands? Valuable farm land taken away It is longest#10 More cuts/fills	Is still unnecessarily long route compared to existing highway or E-1 or E2..... #11 Still fairly expensive with lots of cuts & fills Length & amount of excavation..... #12 Cost of construction Impact on agricultural land and movement of farm equipment Valuable farm land taken away Farm impact #13 Expense due to length and excavation Still impact good farmland some bottom land #14 Length & fill, cost? More highway to maintain than routes to the east No dislikes #15 Destroys prime farm land #16 Still splits up farms Will have weather issues just like others Still relatively longer route More costly like W-1 Lots of excavation Serious safety concerns moving farm machinery Sw W1 Cuts farm access #17 Amount of fill Limited access #18 Fill / construction issues Lose too much farmland..... #19 Safety concerns for farmers	

U.S. 95 Thorncreek Road to Moscow Comment Sheets and Facilitator Notes

Jan. 20, 1:00 p.m.		Fred & Ken	Comment Forms: 52
	Agricultural effect on landlords & prime farmland Lack of access for farm ground Overall cost may be highest Effect on existing access road with limited or no accessibility		
3– Suggested Changes	Stay west from the top of hill#1 Hug the border to minimize disruption Go to eastern options#5 Consider using just the north half of this alignment, and continue to use the south “half” of US 95 after improvement.....#6 If this is selected, there must be access		
4 – Other Comments	Would make more sense if went all the way from top of Lewiston Hill#5	Also this western route could be used only for the north half, and could join existing Hwy 95 (improved) for the south “half”#15	
Facilitator Notes	C 1	No Action	
Likes	Preserves farm land		
Dislikes	Too many curves Highest impacts to property owners Potentially too expensive Impacts to traffic during construction Potentially more ROW needed if frontage road Decrease safety		
Comments & Suggestions	Need front road to make it work Use southern half of C-1, then combine with W-1 or W-2 at between Jacksha and Zeitler Still have issues on So. End Is it possible to split hwy to have ea. direction on different alignments?		
COMMENT SHEETS	(orange) C 1	(yellow) No Action	
1 – Likes	It does not affect many farm properties (total area put out of production).....#21 Less area of right-of-way will be needed than for some other alternatives Minimal disturbance of farm land, but some#22 <u>Boo on this !!!</u> No like#23 Least impact to farmers and land#24 Not much#25 Lower elevation#26 Minimal impact to farmland	NOTHING#30 Worthless#31 <u>Absolutely nothing</u> ! !#32 We need a new Road ! !	

Jan. 20, 1:00 p.m.		Fred & Ken	Comment Forms: 52
	<p>- Existing - <u>May</u> preserve farmland. Still lots of land use for widening#27</p> <p>ABSOLUTELY NOTHING ! !#28</p> <p>Would not provide as safe of an alternative as straighter routes</p> <p>Would decrease safety with amount of accesses required</p> <p>Would not take much ground up#29</p>		
2 – Dislikes	<p>Total number of homes/businesses displaced by needed extra width for “improvement”#21</p> <p>This may decrease safety due to access problems#22</p> <p>Does not eliminate safety concerns#23</p> <p>Affects too many property owners</p> <p>Cost of construction</p> <p>Costs of land / impacts</p> <p>Construction w. current traffic loads#24</p> <p>High impact to people & property / houses</p> <p>Not any safer</p> <p>Too many curves.....#25</p> <p>Disruptive to present traffic when under construction</p> <p>Frontage roads needed more cost</p> <p>Safety is not addressed as well</p> <p>Too many accesses to the highway</p> <p>Impact to property owners#26</p> <p>Curves</p> <p>Construction disruption</p> <p>Impact due to need for access</p> <p>Too many curves.....#27</p> <p>Mandatory frontage roads or access – impacts more people</p> <p><u>* Unsafe</u></p> <p>Impacts most # people’s homes & businesses</p> <p>School buses, access points for remaining residents etc! – more unsafe than existing hwy.</p> <p>More expensive – buy outs</p> <p>Takes out most trees</p> <p>Cannot be expanded in future.</p> <p>Too many property owners impacted.....#28</p> <p>Too many curves</p> <p><u>Too expensive</u></p> <p>Construction with current traffic</p> <p>Need frontage roads</p>	<p>Need a new road#30</p> <p>Safety is not addressed#31</p>	

Jan. 20, 1:00 p.m.		Fred & Ken	Comment Forms: 52
	<p>Too many accesses needed</p> <p>Safety on accesses</p> <p>Very unsafe for access points#29</p> <p>It would affect a lot of homes and business</p>		
3– Suggested Changes	<p>ELIMINATE FROM CONSIDERATION#24</p> <p>Combine w/W-2?</p> <p>Possibly combine with another alternative proposal like W-2#25</p> <p>Use southern half of C1; then combine with W1 or W2 at between Jacksha & Zietler#26</p> <p>Reduce grade and curve of Reisenauer Hill</p> <p>Use southern half of this route & then go west - W-1 or W-2.....#27</p> <p>Bypass pop. density.</p> <p>But does it eliminate Reisenauer Hill problem?</p> <p>Need frontage roads#28</p>	Take W-2 or W-1	
4 – Other	<p>Consider using just the southern half of C-1 and merging over to the W-1 alignment for the north half on into Moscow#21</p> <p>Not a choice at all.#27</p>		
Facilitator Notes	E 1	E 2	
Likes	<p>Shortest route</p> <p>Limited access no. of R. Hill</p> <p>Access at top of R. Hill</p>	<p>BEST FOR FARMERS !</p> <p>Least impacts socially</p> <p>Least amount of dirt moved</p> <p>Least impact to prime farm land</p> <p>Limited access</p> <p>Access at top of R. Hill</p> <p>ROW requirements least of new alignments</p> <p>Eliminates many safety issues</p> <p>Least impacts to people</p>	
Dislikes	<p>Too much dirt to move</p> <p>Impacts to properties</p> <p>- affects properties adjacent</p> <p>(Northern part) impacts to farm land and farmers</p> <p>Potential for greater winter weather impacts (E-2)</p>	<p>Potentially greatest impacts due to weather (winter</p> <p>Environmental concerns (applies to all)</p> <p>- all on matrix</p>	
Changes / Comments	Avoid properties	(all) Potential degraded view from Moscow looking south – to highways	

Jan. 20, 1:00 p.m.		Fred & Ken	Comment Forms: 52
COMMENT SHEETS	(Purple) E 1	(Green) E 2	
1 – Likes	<p>It is shortest route.....#34</p> <p>The routes on the east – E-1 or E-2 – have less of an effect on access Rds. – Jacksha & Snow Rd have a large area of people that travel them from Colton – Uniontown area to Moscow. The old highway would still be a good access for people in that area a farmers.</p> <p>Shortest route – most direct.....#35</p> <p>Access at top of Reisenauer Hill</p> <p>Shortest route#36</p> <p>Short#37</p> <p>Shortest distance#38</p> <p>Least expensive?</p> <p>Limited access</p> <p>Shortest route#39</p> <p>Semi-limited access</p> <p>Straightest route</p> <p>Fastest</p> <p>Beautiful entrance to Moscow</p> <p>Minimal land acquisition</p> <p>* Safer</p> <p>Shortest route – most direct.....#40</p> <p>Less access than present route</p> <p>Shortest.....#41</p> <p>Least curves</p> <p>Might be least expensive</p> <p>More direct route.....#42</p> <p>Follows existing power line</p>	<p>Eliminates safety issues.....#43</p> <p>Southern exposure for ice melt</p> <p>The old highway serves as use for private</p> <p>Least impact socially</p> <p>Best for farmers</p> <p>Minimal direct effect on land users#44</p> <p>Least impact socially#45</p> <p>Least amount of dirt movement</p> <p>Best for farmers#46</p> <p>Less acres affected to farmers & local residents. Agriculture less affected.#47</p> <p>Farmers can more easily move machinery</p> <p>Unlimited access</p> <p>Better safety?</p> <p>Farms are less affected#48</p> <p>Best for most farmers#49</p> <p>* Safe</p> <p>Shorter</p> <p>Faster</p> <p>Straighter</p> <p>Flattest</p> <p>Least disruption</p> <p>Least dirt moved – not as many cuts & fills</p> <p>Least impact on agriculture</p> <p>Best for moving farm machinery – can use old 95</p> <p>Limited access</p> <p>Comes in at Reisenauer Hill</p> <p>Least amt. rt. of way other than C-1</p> <p>Southern exposure – melt off faster</p> <p>Minimal number of houses impacted.....#50</p> <p>Less impact on producing farmland</p> <p>Somewhat less</p> <p>Least impact to everyone & everything....#51</p> <p>Best for farmers – use of road equipment access.....#52</p> <p>Less environmental impact (amount of dirt)</p> <p>Impacts less quality farm ground</p> <p>Less right of way needed</p> <p>Most safe choice</p> <p>Least impact on people</p> <p>Access at top of Reisenauer</p>	
2 – Dislikes	<p>Impact on Hidden Village?.....#35</p> <p>Too much dirt – cost</p> <p>Environmental risk of moving dirt</p>	<p>Potential for worst weather – winter – conditions.....#43</p> <p>Weather#44</p>	

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Jan. 20, 1:00 p.m.		Fred & Ken	Comment Forms: 52
	Effect on homes close to Eid Road Impact on farms Greater weather impact 4 homes removed. How many impacted? .#36 Impact to homes and mobile homes in Hidden Village#37 Impact to farm Access Worse weather conditions in winter Too much dirt to move Impacts 4 homes Elevation too high! = <u>WEATHER IMPACTS</u>#38 Too much dirt to move Impacts properties Some farmland impact Most cubic yards moved.....#40 Goes through mobile home court. Divides businesses in half. Potential greater winter impacts. Too close to orographic effect of Paradise Ridge, so likely to get more snowfall.....#41 Affects farm & land owners#42 Limited to access points Potential for [unreadable] weather	No dislike#45 Worst weather & snow !.....#46 Poor snow removal, wood [unreadable] plows Native plants & natural ground disturbed?#47 Aesthetic beauty from Moscow – are headlights at night disturbing a pristine view of Paradise Ridge at night. Negative winter weather conditions: snow, fog, ice.....#48 Impact to homes Safety issues due to poor weather Environmental concerns: rare plants; historic Degraded view from Moscow Too close to Paradise Ridge, which is a unique and beautiful feature of the area Environmental (for <u>all</u> routes).....#49 Least desirable of alignments because of much greater snowfall, and longer-lasting snow/ice cover#50 More impact upon prairie habitat, and perhaps upon wildlife habitat. These things need to be considered in <u>addition</u> to “value” of farmland for growing a crop. * Requires purchase of our home *#52 Weather issues (also true for all routes in north Idaho!)	
3– Suggested Changes	Avoid Hidden Village mobile homes	Eliminate#46 Wildlife crossings#47 Needs to avoid Paradise Ridge environment of prairie grass and wildlife.....#48	
4 – Other	Do not bisect Hidden Village Mobile Home Court	Best Route.....#49 Need to establish if this <u>on top</u> of Paradise Ridge in relation – to existing paving & roads on Paradise Ridge – existing development on Paradise Ridge.....#50	

Jan. 20, 1:00 p.m.		Marsha	Comment Forms: 46
Facilitator Notes	W 1	W 2	
Likes	Could connect to potential bypass on west side Limited access May have fewer displacements Less interference w/traffic Like high road – less maintenance, more wind clears snow Very straight	Looks straight Short than W-1 Maybe (but not sure) less disruptive to land use West side approach ties logically to best side bypass	
Dislikes	Potential impacts on prairie (endangered ecosystem) Too expensive – most expensive Goes through best farm ground High elevation – weather Farmers – cooperation effort on watershed work * Too long – prefer shorter Goes through my farmland Too close to homes on Jacksha Too little traffic 4-lane – too much acreage – go to Super 2 Like northern portion – Least environmental impacts, least impact overall & on people Could be used for eastern or western bypass	Rerouting County roads adds expense Longer Impacts farm ground income Want shortest distance w/least curves & maintenance Still goes thru our farm Hard to lose house Impacts on residents on Jacksha Not significantly different or improvement over existing Impacts on house – more to east to avoid those house (see map)	
Comments / Suggestions	Farmer Access	Challenging tie in to Moscow / 95 Push southern part closer to existing / use existing Consider quality of arm ground on all House to be on historic register - House / site / homestead wind – drifts – should be lower	
COMMENT SHEETS	(pink) W 1	(lime green) W 2	
1 – Likes	Only prefer this route with future western city bypass#2 No impact on homes#3 Gradual grades Safety for children Would not impact me personally at all in terms of residence or farmland#4 Might tie into bypass.....#5 *Straight & direct and later, a *Moscow Bypass would be easily accessed, w. of city#6 *Bypass could be very direct to the north. No homes directly impacted.	Broadest ltd impacts = preferred route#10 Like northern portion Jacksha into Moscow can be used as east or west bypass Straight.....#11 W. side for bypass – good. Shorter than W1 Aesthetically – most viable Combine w/C1 & then eliminate home loss Shorter route than W1#12 It’s straight#13 It has no impact to me Closest to existing hwy.#14 Straight	

Jan. 20, 1:00 p.m.		Marsha	Comment Forms: 46
	Seems to displace the fewest amount of people#7 Limited access Straighter road *West alignment ties logically into a west side bypass of Moscow (which is the most reasonable path for a bypass to make) and logically follows the west area from Genesee.....#8 Straightens out road considerably. *Very Important Issue	West side approach ties logically with west side bypass- which is the most logical direction for a bypass.....#15 Shorter route than w. – straight Least env. impact? Could be combined on north end with W1 – west of Clyde Hill Can use more of old highway & tie in where needed – a combination of W2 & C1 makes sense Less curvy. Possibly safer road than existing one (except for limited access idiot speeding drivers).....#16	
2 – Dislikes	Too expensive. Going through good farm ground.....#1 Bald Butte Prairie Elementary.....#2 Changes need to be made. Make a shorter route by not going so far west.....#3 Unsafe Through out land – don’t like that. Looks like the most expensive in terms of length 1.5-2 M per miles.....#4 Tears up prime farm land High elevation Impacts drainage areas Too long#5 Goes through prime farm land Too wide Really cuts through a lot of farmland, absorbs a lot of land.#6 Some elevations are too high (probably a problem with all choices).....#7 How close it comes to homes on Jacksha Road.....#8 Why do you need a 4 lane? This takes a great deal of farm land. Wouldn’t a super 2 be more economic & would lessen the acreage lost to farming? Our farmland here is very fertile – do we really have the traffic to justify such loss of farmland?	Right through Deesten House#9 South end should run closer to existing highway#10 Loss of homes. (2)#11 More farm land – through our land.....#12 More dirt to move 2 houses impacted Using our land Because of re-routing county roads, and length of option, expensive.....#13 Very high elevation Impacts farm land Uses good farm land.....#14 Loss of homes Impact on residents of Jacksha Rd.....#15 It doesn’t really improve on improving the existing highway.	
3– Suggested Changes		Could be combined w/C1 to protect those homes and businesses.....#11	
4 – Other Comments	I think paying for the extra mile (over W2) is worth the cost and the distance, is safer thus, not that noticeable.#6 I have no problem with the longer length of this road#7		

Jan. 20, 1:00 p.m.		Marsha	Comment Forms: 46
Facilitator Notes	C 1	No Action	
Likes	Least use of productive farm land Could be combined with W2 to eliminate respective problems & eye for western bypass Lower elevation Maintain status quo in terms of value – don't want to develop		
Dislikes	Doesn't solve the problem Likely to decrease current prop values – if country road – will increase value No. of houses sacrificed Impacts on creek Septic, through our best land, wetlands in flat Alignment went through house we built ourselves Impact on homes Encroached development Doesn't sig. change existing problems Knocking out curves impacts farm ground Very curvy – inherently more dangerous Impact – doesn't mean bought out – road outside front door Longer Construction challenges w/existing traffic		
Comments & Suggestions	Do Super 2 on same route for less impact? How would that meet safety needs? Utilize southern C1 & northern W2 with eye for western bypass – w. side of Clyde Hill – different northern termini With circular Rd – don't need w. side connection – keep where it is		
COMMENT SHEETS	(orange) C 1	(yellow) No Action	
1 – Likes	Less Ag ground impact.....#17 Preferred route if Super II Can only be made to work with 4 lane if homes bypassed Connect to W2 south of Jacksha Dislike it all together and not a good plan at all#19 Increased value can be a disadvantage.....#20 Least use of farm land.....#21 Evidently lower elevations are safer for travel#22	Nothing. The road <u>needs</u> to be improved, curves straightened, banks corrected.....#25 Action is needed. Too many deaths or just accidents because of speed & bad curves#26 No cost#27 Low impact – highway already there.....#29	

Jan. 20, 1:00 p.m.		Marsha	Comment Forms: 46
	<p>Least farmland impacted – Already located and wouldn't be new to many</p> <p>Cost would be lower?</p> <p>Less impact on farmland.....#23</p> <p>Lower elevation</p> <p>It is already there. The homes are already impacted and access already present#24</p> <p>If this were done as a Super 2 instead of 4 lane it would impact homes less & still be able to straighten & improve the road.</p> <p>Improved safety around Reisenauer Hill</p> <p>#Can be combined with W2</p>		
2 – Dislikes	<p>Curves need increased alignment – but that would increase Ag loss#17</p> <p>Most home impacts</p> <p>Encroaching development</p> <p>Does not change existing road safety</p> <p>Too many houses and building moved.....#18</p> <p>Not helping bad parts of road.</p> <p>95 route is used by farmers to move machinery area to area#19</p> <p>Impact on homes</p> <p>Impact on historical trees</p> <p>Unsafe for children</p> <p>7 roads to access – 5 county roads</p> <p>Traffic during construction</p> <p>Wetlands</p> <p>Most game goes ridge to ridge</p> <p>Historical house & trees</p> <p>Cannot be expanded to freeway status</p> <p>Shaded areas on route</p> <p>Many wells impacted</p> <p>Disturb the creek</p> <p>Huge cuts & fills</p> <p>Building on same road is logistically a nightmare.....#20</p> <p>Still very curvy</p> <p>Longer than other options</p> <p>Impacts many homes, most by far</p> <p>↳Impact to residents</p> <p>↳Expense</p> <p>Cannot improve safety to level of other routes</p> <p>↳Inherently more dangerous</p> <p>Property values</p> <p>“Impacted” doesn't necessarily mean satisfactorily</p>	<p>Too dangerous#27</p> <p>Our current highway is unsafe and overcrowded.....#28</p> <p>Not safe#29</p> <p>Too dangerous#30</p> <p>2 lanes</p>	

Jan. 20, 1:00 p.m.		Marsha	Comment Forms: 46
	<p>In order to bring it close to any other in terms of safety, cost containment almost no existing roadbed would be used</p> <p>Too many houses sacrificed#21</p> <p>Least safe option, but speed limit could be lowered</p> <p>Losing 27 homes! 3 businesses – Not necessary.....#22</p> <p>Still curvy</p> <p>Too many access points#23</p> <p>Impacts too many people</p> <p>Not very safe</p> <p>Large impact on homes.....#24</p> <p>(May be avoided by combining w/other approaches on north land)</p>		
3– Suggested Changes	<p>Some off routing could make this work....#17</p> <p>Adjust to avoid homes#19</p> <p>Could combine with parts of W-2 to save homes and combine with bypass#21</p> <p>Could W2 be combined w/C1?.....#22</p> <p>Reisenauer Hill.....#23</p>	<p>Make changes to Reisenauer Hill.....#27</p> <p>Fixing the very dangerous Reisenauer Hill#30</p>	
4 – Other	I generally prefer widening the existing highway#23		
Facilitator Notes	E 1	E 2	
Likes	<p>In favor because doesn't impact my house</p> <p>Shortest</p> <p>Straight</p> <p>Compromise between going way up on hill & western routes</p> <p>Fewer displacements</p> <p>Best for above reasons</p> <p>Least impact on prairie</p> <p>Manufactured homes can be moved</p> <p>Greatest safety</p> <p>Prefer over E-2</p>	<p>Misses cell tower</p> <p>Can construct without affecting traffic</p> <p>Short & straight</p> <p>Less impact</p> <p>No houses being moved (fewer)?</p> <p>Prefer to protect people over grasses</p> <p>Favorite because half excavation of E-1</p> <p>Less impact to farm land</p> <p>Less impact to Hidden Village than E-1</p>	
Dislikes	<p>Impacts homes</p> <p>Impacts 36 lots</p> <p>Could affect groundwater / 3 wells</p> <p>Fog – safety</p> <p>Opportunities for manufactured homes limited in Latah County – negative impact on that business</p> <p>Drive faster</p> <p>Impacts lower end of Stevens Springs</p> <p>Bridges prone to icing</p> <p>Access roads?</p>	<p>Impact homes on southern end</p> <p>Snow, ice, fog</p> <p>Potential to drive faster</p> <p>Wildlife</p> <p>Dislike the most for above reasons</p> <p>More environmental impacts</p> <p>Favor an east side bypass</p> <p>Fast & steep</p> <p>Microclimates & snow drifting</p> <p>Aesthetics</p> <p>Accident issues – wildlife</p>	

U.S. 95 Thorncreek Road to Moscow Comment Sheets and Facilitator Notes

Jan. 20, 1:00 p.m.		Marsha	Comment Forms: 46
	More homes impacted than W-2 Precludes option for western bypass Microclimate / snow drifting on Paradise Ridge Shorter but looks more expensive / fill	Increased hydrology issues Impact on historical locations Soils issue – cuts may need to be wider Bridge icing Visual impact to Hidden Village	
Comments & Suggestions	Eastern bypass? Right of way questions – info needs – about homes owned vs. spaces rented – these homes have no place to go Research re: manufactured homes	Have fog, slick roads everywhere All options have same elevation / weather issues Wildlife all over valley Grasses all over valley	
COMMENT SHEETS	(Purple) E 1	(Green) E 2	
1 – Likes	Straight – short.....#31 Preferred over E-2 but not over W-2 Shortest road I like this one the best out of the bunch#32 Shortest route#33 Less costly Visual appearance to Moscow Straightened Fewer displacements Manufactured homes can be moved Less impact on homes No children waiting for school bus Straight#34 Shortest Shortest.....#35 Straight Safe Shortest.....#36 Straight Possibly the least environmental impact Straight – short (but this is also a negative – cars will be driving a lot faster and hit those micro climates – hit Moscow going too fast#38	Less impact No houses moved.....#39 Low home impacts, but not lowest#40 Next to shortest route#41 Less for land May get done sooner No traffic problems during construction Miss cell tower Straight route Less impact Much less excavation (1/2 of E-1)#42 Only .1 mi. longer Less farmland impact than any Less impact to Hidden Village Icy roads are the same – elevations are same Wildlife are all over there Elevation is same for all routes Nothing#43 Nothing#46	

Jan. 20, 1:00 p.m.		Marsha	Comment Forms: 46
2 – Dislikes	Hydrology issues, weather problems#31 Eid road bridge icing – lower than E-2 through Steven’s Spring Impact – Historical location Impact Eid Road homes Impacts more homes than W-2 Access of homes from east More home impacts than survey shows Tie in future eastern bypass Wildlife impacts Large cuts#33 Large amt dirt to move Wet lands – historical Cell towers Impact to wells Impacts more homes than E-2#34 Divides and negatively impacts an important small business Trailer park disruption (36 lots) business loss#35 Some prairie disturbed Impact to groundwater Fog? Environmental impact on prairie – Steven’s Springs#36 Loss of 4 homes (are these mobile? – could be moved?) – 36 lots actually affected...#36 Aesthetically more noticeable but not as much as E2 Displaces too many people#37 This route seems to be generally at a higher elevation which will make for a much more dangerous road in winter (fog & speeders) The Eid Road bridge looks dangerous Environmental problems (Stevens Spring) Too steep heading into Moscow It will be an eyesore to view the ridge from town Safety – needs truck runaway lane#38 Microclimate Impact on Steven’s Spring & Prairie Impact on homes Impact on historical elements No access from roads like Eid Rd to town Impact Snow drifting really bad on shoulder of	Prairie impacts#40 Steven’s Springs hydrology Highest bridge icing East bypass for city insured Granatious soils = wider road cuts Foggy, snowy, icy.....#43 Too high on the hill Too much prairie destroyed Wildlife issues Safety? Truck escape ramp#44 Prairie, environmental issues – extreme affects Homes impacted Worse weather conditions Wildlife safety for us & them Water impact Larger negative impact on wildlife\$45 It seems to be a bit higher than the others. Fog and blowing (drift) Snow would be worse Too steep heading north into Moscow Negative impact on areas such as Stevens Spring It will be an eyesore to view the ridge from town *Significant influence favoring an east side bypass which would negatively impact neighborhoods & land use planning in Moscow.....#46 Microclimates – lots of fog & freezing rain & snow drifting Affect on Prairie & historical sites Impact on wildlife – safety from hunting or avoiding deer Safety – truck escape route needed – will be fast & steep Aesthetics -	

Jan. 20, 1:00 p.m.		Marsha	Comment Forms: 46
	Paradise Ridge *Favors an east side bypass which would adversely impact all the residential areas on the east side of town. – Important! This looks like considerable fill needed for this to work. People will drive really fast on this – accidents Close to Moscow Aesthetics		
3– Suggested Changes	Do not build#31 Adjust to make a straight route.....#33	Do not build#40 All alignment be reduced on all lanes in width#41	
4 – Other	Faster drivers and more fog & snow equals more danger.....#45		