

WELCOME

The purpose of today's open house is to provide you with an opportunity to:

- **Review the summary of comments and suggestions from the alternative/alignment workshops held on January 19 and 20**
- **Provide comments**
- **Learn how to continue to participate in the project**

On the following displays:

- **Western Alternatives/Alignments**
- **Central Alternatives/Alignments**
- **Eastern Alternatives/Alignments**

You will find the common themes and often-repeated comments from the January workshops of what people liked and disliked about each alignment. These are summarized from both the facilitator's notes and the comment sheets.

Suggestions for new alignments or modifications to the alignments presented are included on the maps.

WESTERN ALTERNATIVES/ALIGNMENTS

W1: Likes

- **Minimum impacts to homes, businesses and people**
- **Fewer impacts to wildlife, plants**
- **Could tie to future bypass**
- **Less impact from weather because low in elevation**
- **Avoids Paradise Ridge and Palouse Prairie**
- **Limited access**
- **Gradual grades – conforms to landscape**
- **Least visual impacts looking south of Moscow**
- **Flatter and straighter**
- **Less noise impact because it's farthest from people**
- **Existing U.S. 95 could be used during construction and after as a local road**
- **Good connection to Moscow-Pullman highway**

W1: Dislikes

- **Impact to farmland:**
 - **Fertile soil**
 - **Splits farms**
 - **Limits farmer access**
 - **Land values**
- **Length of new route – people may continue to use existing route**
- **Large amount of earth to move, lots of cut and fill**
- **Number of bridges**
- **Weather concerns – snow and fog**
- **Median too wide**
- **Possible impacts to wetlands and other water**
- **Lack of context-sensitive design**

W2: Likes

■ Advantages over W1:

- Shorter route
- Less excavation
- Less farmland disrupted
- Fewer curves
- Fewer bridges
- Less right-of-way needed
- Straighter

■ Few impacts to existing homes and/or structures

■ Could tie to future bypass

■ Low elevation

■ Less impact from weather

■ Appears to avoid native plants, prairie and wildlife habitat

■ Not on Paradise Ridge

■ Will slow western development

■ Close to existing road – few new impacts

W2: Dislikes

■ Impact to farmland:

- Fertile soil
- Splits farms
- Access
- Land values

■ Length of new route still longer than existing

■ Large amount of earth to move, lots of cut and fill

■ Number of bridges

■ More impact to structures (homes and businesses)

■ Noise will affect Paradise Ridge, Jacksha Road homes

■ Cost

■ Weather concerns – especially snow, ice

■ Goes through wildlife corridor

■ Not context-sensitive design

CENTRAL ALTERNATIVES/ALIGNMENTS

C1: Likes

- **Takes advantage of the existing footprint – less right-of-way, uses less land**
- **Maximizes existing infrastructure**
- **Fewest environmental impacts – Palouse Prairie, farmland, wildlife**
- **Lower elevation**
- **Less cut and fill and excavation**
- **Not as costly**
- **Fixes existing safety concerns**
- **Would not encourage development/sprawl**

C1: Dislikes

- **Not as safe as other options:**
 - **School buses still would use**
 - **Icy, foggy and shady**
 - **Doesn't address Reisenauer Hill**
 - **Still has curves**
- **Impacts to existing homes and businesses**
- **Not a limited access road – too many driveways**
- **Cost of right-of-way**
- **Traffic impacts during construction**
- **Environmental impacts – tree removal, wildlife effects**
- **Noise**
- **Creek, wetlands and wells negatively affected**

No Action: Likes

- **Conserves Palouse Prairie**
- **No action means no new impacts to homes, businesses, farmland, wildlife, etc.**
- **Least expensive**
- **Limits growth**
- **Gives more time to find a safer route**

No Action: Dislikes

- Existing road is too dangerous – access, curves, school buses, garbage trucks, farm machinery, weather
- Money is available to build new road or improve existing
- Traffic will continue to increase

EASTERN ALTERNATIVES/ALIGNMENTS

E1: Likes

- **Shortest, straightest, most direct**
- **Fewer home and business impacts than others**
- **Less impact to prime agricultural land**
- **Does not use a lot of land – less right-of-way to acquire**
- **Fewer dangerous curves**
- **Only one bridge**
- **Relatively flat route – only one large grade**
- **Limited access**
- **Leaves U.S. 95 as a local road**
- **Can use cuts for wildlife underpasses**
- **Less excavation than others**
- **Looks less expensive**
- **Farther from Paradise Ridge**
- **Removes cell tower**
- **Could tie to bypass if bypass goes east**

E1: Dislikes

- **Large cuts and fills, too much dirt to move**
- **Visual impact on Paradise Ridge and Moscow**
- **Elevation brings weather issues – snow and ice**
- **Greater wildlife impacts than western alignments**
- **Takes more farm ground than E2**
- **Loss of homes**
- **No escape routes for trucks**
- **Removes cell tower**
- **Too steep into Moscow**
- **Noise – Traffic, truck brakes will be used into town**
- **Wells and wetlands impacted, could affect groundwater, impact on Steven's Spring**
- **Doesn't conform to landscape**
- **Won't connect to bypass if bypass goes west**
- **Too straight, unattractive, will mean higher speeds**
- **Not context sensitive**

E2: Likes

- **Few residential impacts**
- **Less farmland impacts**
- **Short, straight, not a lot of elevation change**
- **Fewest cut and fills**
- **Less right-of-way to acquire**
- **Not as expensive**
- **Minimal access**
- **Construction impacts not significant**
- **Could allow for wildlife underpasses and fences**
- **Stays away from native grasses**
- **Existing U.S. 95 can be used as a frontage road and to move farm machinery**
- **Southern exposure means quicker melting**

E2: Dislikes

- **Most weather impacts – fog, snow, ice**
- **Close to wildlife and migration areas**
- **Visual impact on Paradise Ridge/Moscow**
- **Impact on Palouse Prairie – could bring invasive grasses to prairie**
- **Grade is too steep – need truck escape**
- **Noise and headlights coming into town**
- **Impacts Steven's Springs, pond, wetlands, wells**
- **Too high on Paradise Ridge**
- **Will require many bridges if wildlife underpasses are built – costly and unsafe**
- **May influence building bypass to the east**
- **Not context sensitive**

ADDITIONAL INFORMATION

Construction Update

Widening of the first 14 ½ miles of U.S. 95 from the Top of Lewiston Hill to Thorncreek Road will be constructed in 2005-07

Top of Lewiston Hill to Genesee

- **Work is anticipated to start this April; Scarsella Bros., Inc from Seattle is the prime contractor.**
- **Construction is scheduled to last approximately two years. The project will be completed in the spring of 2007.**
- **Traffic delays are anticipated to be no longer than 15 minutes.**

Genesee to Thorncreek Road

- **Work started on March 21, 2005. The first construction activities were the removal of topsoil and drainage structures. Scarsella Bros., Inc from Seattle is the prime contractor.**
- **Construction is scheduled to last approximately two years. The project will be completed in the spring of 2007.**
- **Minimal traffic delays are anticipated.**

Thorncreek Road to Moscow (maintenance)

- **Maintenance work between Thorncreek Road and Moscow, MP 337.05 to MP 343, is scheduled for summer 2005.**
- Note: Construction is not expected to take place until 2009.**

**THORNCREEK ROAD TO MOSCOW
ACCIDENTS BY MILEPOST
123 TOTAL ACCIDENTS
1999 - 2003**

