

Table 11 - Comparison of Impacts: Existing Alignment (Except Arlee, Ronan and Polson)

Sections	No Action	CSKT Preferred Alternative Lane Configuration A (Two-lane)	Lane Configuration B (Four-lane)	Lane Configuration C (Four-lane with continuous two-way left-turn center median)	Lane Configuration D (Four-lane, with divided median)	MDT Preferred Alternative Combination of Lane Configurations A, B, C and D	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00 (Evaro to Red Horn Rd. and Spring Creek Rd. to MT 35)
6.1/7.1 Traffic Operation	<ul style="list-style-type: none"> No correction of deficiencies in existing geometric design. Existing LOS D deteriorates to LOS F in most areas by the design year 2020. Traffic operation poor, with congestion and substantial interruption in the flow of traffic. 	<ul style="list-style-type: none"> Slight improvement in operation in some areas, but LOS deteriorates to F in most sections of the roadway by 2020. Consolidation or closure of approaches and partial access control improves traffic operation in developed areas. 	<ul style="list-style-type: none"> Substantial improvement in operation and capacity of highway several times greater than a two-lane highway, LOS improves to B, which is considered desirable. Consolidation or closure of approaches and partial access control improves traffic operation in developed areas. 	<ul style="list-style-type: none"> Operation similar to Lane Configuration B, with slight improvement due to reduced influence of left turns from US 93. 	<ul style="list-style-type: none"> Operation similar to Lane Configuration C, with more improvement because of total separation of opposing traffic lanes. May adversely affect access to some properties because no left turns will be allowed between major intersections. 	<ul style="list-style-type: none"> Combines Lane Configurations B, C and D for substantial improvement in operation and capacity of highway. Lane Configuration B will be 37.6 miles. Lane Configuration C will be 14.5 miles. Lane Configuration D will be 0.4 mile. wildlife corridor. 	<ul style="list-style-type: none"> Provides four-lane undivided roadway from Evaro to Frog Creek. Provides four-lane divided roadway from Coombs Ln. to Arlee couplet S.; Arlee couplet N. to Jocko River; and Ronan to MT 35 in Polson (may be four-lane divided or five-lane for 1.5 mi. S. of MT 35). Provides two-lane couplet (2 lanes each way) through Arlee (see Table 12). Approx. 7.5 miles of two-lane undivided highway through Ravalli Canyon and near St. Ignatius. Provides alternating 10.80 miles of southbound passing/climbing lanes and 9.05 miles of northbound passing/climbing lanes Overall Level of Service for year 2024 projected to be LOS B- for both normal weekdays and summer weekends.
6.1/7.1 Safety	<ul style="list-style-type: none"> No correction of roadway deficiencies, no reduction of approaches to highway and no improvement in safety. 	<ul style="list-style-type: none"> Accident reduction should occur due to correction of existing roadway deficiencies, elimination or consolidation of approaches to the highway and addition of left-turn bays at major junctions. Safety improvement due to four-lane roadway will not be realized. 	<ul style="list-style-type: none"> More reduction of accidents than Lane Configuration A. Based on experience with similar four-lane projects, substantial reductions are expected in injuries and fatalities. 	<ul style="list-style-type: none"> Accident reduction similar to Lane Configuration B. Addition of the continuous two-way left-turn center median provides improvement in safety for areas with high density of approaches and frequent left turns. The continuous two-way left-turn center median separates opposing lanes of traffic, substantially reducing head-on collisions. 	<ul style="list-style-type: none"> Accident reduction similar to Lane Configurations B and C. Complete separation of opposing traffic lanes virtually eliminates head-on collisions. 	<ul style="list-style-type: none"> Combines elements of Lane Configuration B in areas with lower density of approaches and elements of Lane Configuration C in areas with high density of approaches to provide expectation of substantial reductions in accidents, injuries and fatalities. 	<ul style="list-style-type: none"> Accident reductions similar to Lane Configurations B and C. Combines elements of Lane Configurations A, B, C, and D with alternating passing lanes on most of the two-lane sections. Also implements the access control plan providing for channelization of most public road intersections and elimination of nearly 50% of the private access points. Over the 20-year period after improvements are constructed the accident reduction is estimated at 70 fatal accidents, 520 nonfatal injury accidents, and 650 property-damage-only accidents.

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6.2/7.2 Land Use	<ul style="list-style-type: none"> No highway improvement to encourage change of existing pattern of land use for residential, commercial, and industrial development. Along US 93, residential and business strip development continues. No partial access control. 	<ul style="list-style-type: none"> Partial access control can combine with land use planning and regulation to control residential and business strip development. Converts 88 acres to highway ROW (including 42 acres within Ninepipe section). 	<ul style="list-style-type: none"> Partial access control similar to Lane Configuration A. Converts 204 acres to ROW (including 64 acres within Ninepipe section). 	<ul style="list-style-type: none"> Partial access control is similar to Lane Configurations A and B. Continuous two-way left-turn center median may encourage strip development, especially without coordinated access control and land use planning and regulation. Converts 293 acres to ROW (including 88 acres within Ninepipe section). 	<ul style="list-style-type: none"> Partial access control is similar to Lane Configurations A, B and C. Divided, unpaved center median prohibits left turns across opposing lanes of traffic, except at major intersections, which may discourage strip development. Converts 436 acres to ROW (including 116 acres within Ninepipe section). 	<ul style="list-style-type: none"> Partial access control is similar to Lane Configurations B, C and D. For segments of highway with Lane Configuration C, continuous two-way left-turn center median may encourage strip development, especially without coordinated access control and land use planning and regulation. Converts 217 acres to ROW (including 77 acres within Ninepipe section). 	<ul style="list-style-type: none"> Accesses restricted to those identified in the Revised Access Control Plan. Investigate options for limiting growth through acquisition of development rights, conservation easements, open space protection, property acquisition, or access control. Access control limits highway-related growth and development outside of established communities. Avoids construction in areas of traditional cultural and spiritual significance. Minimizes intrusion and damage to adjacent natural resources. Enhances and restores natural resources injured or disconnected by existing US 93. Provides for safe and functional visitor use facilities at several locations. Includes guidelines for integrated roadside detailing, maintenance, signing, and interpretive concepts. Converts 402 approximately 400 acres to ROW (excludes Ninepipe section). The additional ROW needed will be required to provide for <u>addition of wildlife crossings, buffer zones, wetland mitigation, cultural site and Section 4(f) site avoidance, and to lessen impacts to residences and businesses.</u>
6.3/7.3 Farmlands	<ul style="list-style-type: none"> No impact for FPPA farmland (prime or unique farmlands or farmlands of statewide or local importance). 	<ul style="list-style-type: none"> No impact for FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 10.9 acres of FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 14 acres of FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 17 acres of FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 11.7 acres of FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 11.6 acres of FPPA farmland.

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6.4/7.4 Social: Community and Rural Conditions	<ul style="list-style-type: none"> No change in physical prominence. Barrier effect of highway in communities increases due to increased congestion, which disrupts pedestrian and vehicular access to residential, business and public facilities. 	<ul style="list-style-type: none"> Similar to No Action. 	<ul style="list-style-type: none"> Width and physical prominence increase. Congestion decreases, causing less disruption of pedestrian and vehicular access to residential, business and public facilities. Wider highway decreases buffer zones between property and highway. Makes highway more desirable for commuters, with potential to contribute to population growth and economic development. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Social conditions are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Barrier effect lessened due to reduced traffic congestion. Maintains two-lane highway through Ravalli and St. Ignatius areas. Relocates new Ravalli Hill Visitor Center on the west<u>north</u> side of the highway. Includes new Polson Hill Interpretive Site. Increased respect for traditional cultural areas. Provides for placement of portal/boundary, community entry, official highway, place name, tourist oriented, and interpretive signs including the Coyote logo and Salish and Kootenai languages as appropriate.
6.5/7.5 Economics	<ul style="list-style-type: none"> More congestion increases barrier to business. More congestion increases travel time and shipping costs. Travel for tourism more difficult and reduces opportunity to increase attraction. 	<ul style="list-style-type: none"> Similar to No Action. During construction, short-term disruption of traffic restricts access to business and reduces sales. Local business benefits by providing support services and supplies during construction. 	<ul style="list-style-type: none"> Less traffic congestion improves access to business. Less congestion reduces travel time and shipping costs. Travel for tourism more convenient and improves opportunity to increase attraction. Construction impacts similar to Lane Configuration A. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Economics are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Impacts similar to Lane Configurations B, C and D. Reduced traffic congestion should improve local access to businesses. Information displayed at new visitor/interpretive centers should attract business from tourists. Displacement of businesses resulting in adverse local economic impacts due to the temporary loss of jobs. Relocation assistance will help mitigate this impact.
6.6/7.6 Pedestrians and Bicyclists	<ul style="list-style-type: none"> Opportunities not realized for improvement to facilities. As traffic volume increases, safety, comfort and convenience of non-motorized travel adversely affected. 	<ul style="list-style-type: none"> Eight-foot shoulder, which is adequate for most bicyclists, enhances safety, comfort and convenience of non-motorized travel. 	<ul style="list-style-type: none"> Similar to Lane Configuration A, but wider highway and additional lanes may be slightly more difficult for pedestrians to cross. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C, and median provides area for pedestrians to pause, after crossing one direction of traffic, and prepare to cross opposing direction of traffic. 	<ul style="list-style-type: none"> Conditions for pedestrians and bicyclists are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Provide pedestrian walkways within US 93 right-of-way and crosswalks in communities where feasible. Provide a gravel or dirt pathway on the west side of the highway south of Arlee for multimodal use including equestrian access. Maintain existing paved pathway north of Arlee on the east side of the highway. Pedestrian/bike path from Caffrey Rd. to MT 35 and beyond.

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6.7/7.7 Air Quality	<ul style="list-style-type: none"> As traffic volume increases, CO concentration continues to increase. As traffic volume increases, PM₁₀ concentration continues to increase. 	<ul style="list-style-type: none"> Similar to No Action. 	<ul style="list-style-type: none"> Because of improved traffic flow, CO concentration decreases compared with No Action and Lane Configuration A. PM₁₀ concentration similar to No Action and Lane Configuration A. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Air quality is similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Should provide slight increase in air quality due to reduced traffic congestion.
6.8/7.8 Noise	<ul style="list-style-type: none"> Noise level within 100 feet of the highway centerline exceeds the FHWA noise abatement criterion of 67 dBA by the design year. 	<ul style="list-style-type: none"> Noise level in design year similar to No Action. 	<ul style="list-style-type: none"> Noise level generally two to three dBA higher than No Action or Lane Configuration A. Noise level in design year exceeds FHWA noise abatement criterion within 150 feet of highway centerline. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Noise is similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Slight increase in noise impacts compared to No Action due to possible shift of traffic closer to adjacent properties.
6.9/7.9 Water Quality	<ul style="list-style-type: none"> No impact to water quality. 	<ul style="list-style-type: none"> Potential for hazardous materials contamination during construction operations. During construction, runoff from disturbed areas increases erosion and may result in temporarily increased turbidity in streams. After construction, runoff increases slightly due to increased pavement areas. 	<ul style="list-style-type: none"> Similar to Lane Configuration A, but larger disturbed areas and pavement areas result in slightly greater potential impacts to runoff and streams. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Water quality is similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Implementation of runoff conveyance facilities would result in a net improvement in water quality in the project area. Use of bioswales composed of indigenous plant materials to minimize impacts associated with roadway runoff would result in greater water infiltration rather than direct runoff to streams.
6.10/7.10 Wetlands	<ul style="list-style-type: none"> No impact to wetlands. 	<ul style="list-style-type: none"> Proposed action affects 21.75 acres of existing wetlands (including 9.20 <u>3.67</u> acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 36.15 acres of existing wetlands (including 4.85 <u>8.35</u> acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 43.03 acres of existing wetlands (including 9.20 <u>11.09</u> acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 58.71 acres of existing wetlands (including 48.60 <u>17.5</u> acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 44.27 <u>42.37</u> acres of existing wetlands (including 9.44 <u>8.8</u> acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 44.27 <u>42.37</u> acres of existing wetlands described in the 1996 FEIS (excluding Ninepipe and Arlee couplet) <u>and an additional 0.26 acres of wetland at O'Keefe Creek.</u> Runoff conveyance facilities would prevent sediment and pollutant laden runoff from directly entering sensitive wetland and riparian areas. Preliminary mitigation plans will be updated and revised <u>Onsite and offsite mitigation opportunities are currently being identified and will seek to restore the wetland functions lost due to project construction.</u>

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6.11/7.11 Floodplains and Stream Crossings	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. No realization of opportunity to improve existing floodplain problems. 	<ul style="list-style-type: none"> Generally requires 12 feet additional bridge width and 50 feet additional culvert length at each crossing. Improvement of many existing floodplain problems. 	<ul style="list-style-type: none"> Generally requires 36 feet additional bridge width and 74 feet additional culvert length at each crossing. Floodplain improvement similar to Lane Configuration A. 	<ul style="list-style-type: none"> Generally requires 50 feet additional bridge width and 88 feet additional culvert length at each crossing. Floodplain improvement similar to Lane Configurations A and B. 	<ul style="list-style-type: none"> Generally requires 76 feet additional bridge width and 114 feet additional culvert length at each crossing. Floodplain improvement similar to Lane Configurations A, B and C. 	<ul style="list-style-type: none"> Combination of Lane Configurations B, C and D results in general requirements for additional bridge width and additional culvert length, as identified for each lane configuration. Floodplain improvement is similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> A new bridge at Mud Creek and enlarged culverts with natural bottoms will enhance in-stream fish habitat, facilitate fish passage, minimize stream bank erosion and inlet scour, and minimize floodplain fill. Placement of fill material in streams and floodplains will be minimized to the extent possible. Previously unidentified impacts at O'Keefe Creek require relocation of 100 feet of the stream channel. However, there are several onsite mitigation opportunities.
6.12/7.12 Fish and Wildlife	<ul style="list-style-type: none"> No impact to fish and wildlife habitat. Highway collision mortality increases as traffic volume increases. The highway continues to discourage use of habitat near the highway. No realization of potential improvement due to improved or new crossings for mammals, turtles, ducks, fish and other wildlife. 	<ul style="list-style-type: none"> Highway collision mortality similar to No Action. Potential impact to fish resulting from reconstruction of culverts and bridges. No realization of potential improvement due to improved or new crossings for mammals, turtles, ducks, fish and other wildlife. 	<ul style="list-style-type: none"> Wider highway creates slightly greater potential for wildlife mortality due to highway collisions. Potential impact to fish resulting from reconstruction of culverts and bridges. Proposed wildlife crossings in the Evaro and other areas may substantially reduce vehicle/animal conflicts. 	<ul style="list-style-type: none"> Wider highway creates slightly greater potential for wildlife mortality due to highway collisions. Potential impact to fish resulting from reconstruction of culverts and bridges. Proposed wildlife crossing benefits similar to Lane Configuration B. 	<ul style="list-style-type: none"> Wider highway creates slightly greater potential for wildlife mortality due to highway collisions. Potential impact to fish resulting from reconstruction of culverts and bridges. Proposed wildlife crossing benefits similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Impacts to fish and wildlife are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Fish and wildlife crossings planned for approximately 42-44 locations, including 33-34 corrugated metal pipe or concrete box culverts, 8-9 new bridges, and a wildlife overcrossing near Evaro. Fencing would direct wildlife to crossing structures and improve highway safety. Crossing structures would benefit a wide range of wildlife including small mammals, ungulates, carnivores, reptiles, amphibians, and threatened or endangered species. Additional measures to protect vegetation and restore disturbed areas at streams and wildlife crossing sites have been identified.

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6.13/7.13 Threatened and Endangered Species	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> While adverse effects on threatened and endangered species are expected to result from the project, numerous roadway design modifications and conservation measures have been incorporated to minimize potential effects. An updated Biological Assessment will document project impacts on newly listed species including bull trout, lynx, and Spalding's catchfly, and update the information for grizzly bear, bald eagle, gray wolf, and water Howellia. The Biological Assessment will initiate the consultation process with USFWS to ensure has determined that the project does not jeopardize populations of threatened and endangered species in the project corridor.
6.14/7.14 Cultural Resources	<ul style="list-style-type: none"> No change in cultural resources. 	<ul style="list-style-type: none"> Increased convenience and desirability of commuter travel, with potential to contribute to population growth and economic development, adversely affects the Native American sense of community and traditional cultural values. 	<ul style="list-style-type: none"> Potential impact to several eligible cultural resource properties. Impacts on Native American sense of community and traditional cultural values similar to Lane Configuration A. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Impacts to cultural resources are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Potential impacts to cultural resources have been minimized to be acceptable to the CSKT. Project design theme and signage will honor the heritage of the Salish, Kootenai, and Pend d'Oreille people. Visitor centers and pullouts will allow added interpretive signage opportunities.
6.15/7.15 Parks and Recreation and visitor centers	<ul style="list-style-type: none"> Increasing traffic, with more noise and visual distraction, encroaches on areas used for recreation. 	<ul style="list-style-type: none"> Highway improves access to scenic/historic turnouts. Highway improvement provides opportunity to improve access to and control use of turnouts and recreation sites. 	<ul style="list-style-type: none"> Opportunity to improve access and control use similar to Lane Configuration A. With four lanes, land along edge of recreation areas converted to ROW, but public use not disrupted. Traffic noise and visual distraction is closer to recreation sites. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Impacts to parks and recreation are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> No increased impacts to parks and recreation facilities. Highway improvement provides opportunity to improve access to and control use of turnouts and recreation sites. Relocates new Ravalli Hill Visitor Center on the west north side of the highway. Includes new Polson Hill Interpretive Site. Provides for placement of portal/boundary, community entry, official highway, place name, tourist oriented, and interpretive signs including the Coyote logo and Salish and Kootenai languages as appropriate.

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6.16/7.16 Hazardous Materials	<ul style="list-style-type: none"> Potential will remain for hazardous material spills, similar to what has occurred in the past. 	<ul style="list-style-type: none"> Improved roadway will improve safety and reduce potential for transportation-related spills. Potential for construction-related contamination. 	<ul style="list-style-type: none"> Wider, improved roadway will substantially improve safety and reduce potential for spills. Potential construction impact similar to Lane Configuration A. 	<ul style="list-style-type: none"> Improved safety and reduced potential for spills similar to Lane Configuration B. Potential construction impact similar to Lane Configurations A and B. 	<ul style="list-style-type: none"> Improved safety and reduced potential for spills similar to Lane Configurations B and C. Potential construction impact similar to Lane Configurations A, B and C. 	<ul style="list-style-type: none"> Improved safety, reduced potential for spills and potential construction impacts are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Improved safety and reduced potential for spills. Herbicide spraying near wetlands, wildlife crossings, or other sensitive natural or cultural sites will be minimized. Roadway design will minimize the migration of deicing chemicals into sensitive natural or cultural areas. Will review Phase 1 assessments and conduct Phase 2 assessments on those parcels impacted.
6.17/7.17 Visual	<ul style="list-style-type: none"> Deterioration of LOS reduces comfort and visual quality for drivers and passengers. High traffic volume interrupts views from and of the road. 	<ul style="list-style-type: none"> Narrower road width results in minimal change to existing landform and land cover. Increased traffic volume and reduced LOS diminishes visual quality for drivers and passengers. 	<ul style="list-style-type: none"> Wider road results in more disturbance to existing landforms and land cover. Improved comfort allows drivers and passengers to view and appreciate more scenery. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Impacts to visual conditions are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Where feasible roadway will be realigned in a curvilinear manner to enhance views. Explore using a reddish aggregate to create a distinctive visual appearance. Design roadway to follow the contours of the land and avoid large cuts and fills. Special efforts made to use native materials and wood in roadside improvements. Roadway may be more visible from surrounding area due to changes in vertical alignment.
6.18/7.18 Relocations	<ul style="list-style-type: none"> No buildings require relocation. 	<ul style="list-style-type: none"> No buildings require relocation. 	<ul style="list-style-type: none"> Relocation required for two buildings. 	<ul style="list-style-type: none"> Relocation required for 16 buildings. 	<ul style="list-style-type: none"> Relocation required <u>definitely for 35 buildings and possibly for 15 more.</u> 	<ul style="list-style-type: none"> Relocation required for 11 buildings. 	<ul style="list-style-type: none"> Relocation required for <u>6 additional residences and 5 commercial sites approximately 37 buildings and possible for 10 more. This is comparable to Alternative D.</u>
7.19 Energy and Commitment of Resources	<ul style="list-style-type: none"> No improvement in traffic operating efficiency and no related long-term decrease in energy use. No commitment of resources required. 	<ul style="list-style-type: none"> Minor improvement in traffic operating efficiency and related long-term decrease in energy use. Fossil fuels, labor and construction materials expended. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Fossil fuels, labor and construction materials expended in greater quantities than Lane Configuration A. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Fossil fuels, labor and construction materials expended in greater quantities than Lane Configurations A and B. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Fossil fuels, labor and construction materials expended in greater quantities than Lane Configurations A, B and C. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Results in expenditure of fossil fuels, labor and construction materials greater than Lane Configuration B, but less than Lane Configuration C. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Results in expenditure of fossil fuels, labor and construction materials somewhat greater than Lane Configuration A, but less than Lane Configurations B, C, or D.

Table 11 - Comparison of Impacts: Existing Alignment (Except Arlee, Ronan and Polson)

Sections	No Action	CSKT Preferred Alternative Lane Configuration A (Two-lane)	Lane Configuration B (Four-lane)	Lane Configuration C (Four-lane with continuous two-way left-turn center median)	Lane Configuration D (Four-lane, with divided median)	MDT Preferred Alternative Combination of Lane Configurations A, B, C and D	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00 (Evarto to Red Horn Rd. and Spring Creek Rd. to MT 35)
7.20 Construction	<ul style="list-style-type: none"> No construction-related impact or cost. 	<ul style="list-style-type: none"> Short-term impacts occur for air quality, noise, water quality and other environmental resources. Serious periods of inconvenience and delay to US 93 vehicle traffic during construction. Estimated total construction cost is approximately \$ 38 million. 	<ul style="list-style-type: none"> Short-term environmental impacts similar to Lane Configuration A. Periods of inconvenience and delay to US 93 vehicle traffic during construction, but less than Lane Configuration A. Estimated total construction cost is approximately \$ 72 million. 	<ul style="list-style-type: none"> Short-term environmental impacts and periods of inconvenience and delay similar to Lane Configuration B. Estimated total construction cost is approximately \$ 83 million. 	<ul style="list-style-type: none"> Short-term environmental impacts and periods of inconvenience and delay similar to Lane Configurations B and C. Estimated total construction cost is generally higher per mile than Lane Configuration C. 	<ul style="list-style-type: none"> Short-term environmental impacts and periods of inconvenience and delay are similar to Lane Configurations B, C and D. Estimated total construction cost is greater than Lane Configuration B, but less than Lane Configuration C. 	<ul style="list-style-type: none"> Short-term environmental impacts and periods of inconvenience and delay are similar to Lane Configurations A - D. Estimated total construction cost is greater than Lane Configuration A, but less than Lane Configurations B - D. Accelerated construction schedule could complicate travel along the route, but for a shorter period of time.
Section 4(f) Impacts (added section)							<ul style="list-style-type: none"> Right of way needs at historic Ravalli School <u>have been eliminated</u>, and <u>Impacts to the Northern Pacific Railroad Dixon-Polson Branchline</u> have not increased. Continuing negotiations between MDT and the railroad may eventually result in relocation of additional trackage or relocation of the northern terminus. Roadway needs would be re-examined at that time, and additional 4(f) and environmental documentation prepared as necessary.

Table 12 - Comparison of Impacts: Arlee Alignments

Sections	No Action	MDT and CSKT Preferred Alternatives Alignment 1 (Existing Alignment)	Alignment 2 (West Alignment)	Alignment 3 (East Alignment)	Alignment 4 (Jocko Valley Alignment)	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00
6.1/7.1 Traffic Operation	<ul style="list-style-type: none"> As traffic volume increases, adverse operating conditions more severe, including reduced speed, frequent traffic flow interruption and high number of turns to and from highway. 	<ul style="list-style-type: none"> MDT Preferred Alternative is Lane Configuration C, a four-lane highway with a continuous two-way left-turn center median. CSKT Preferred Alternative is Lane Configuration A, a two-lane highway, with left-turn bays. Similar to No Action, but if additional lanes are added, turns to and from highway improve and interruption is reduced. 	<ul style="list-style-type: none"> Adverse operating conditions in Arlee eliminated. Speed not reduced, interruption eliminated and through traffic not affected as much by turns to and from highway. 	<ul style="list-style-type: none"> Similar to Alignment 2. 	<ul style="list-style-type: none"> Similar to Alignments 2 and 3. 	<ul style="list-style-type: none"> One-way couplet would keep north-bound traffic in Arlee and move south-bound to the west of town. Crossover/connector streets would be provided. North-bound segment would have curbs, gutters, and sidewalks. South-bound segment would have curbs, gutters, and controlled access. Segments south and north of town would be four-lane divided.
6.1/7.1 Safety	<ul style="list-style-type: none"> As traffic volume increases, more conflicts and potential safety problems related to highway traffic through the community. 	<ul style="list-style-type: none"> Conflicts and potential safety problems related to highway traffic similar to No Action. Improvement in safety may occur if left-turn bays are added, approaches are consolidated or eliminated or pedestrian crossings are improved. 	<ul style="list-style-type: none"> Conflicts and potential safety problems related to highway traffic through the community mostly eliminated. Highway approaches substantially reduced, which substantially decreases possibility of intersection- and driveway-related accidents. 	<ul style="list-style-type: none"> Beneficial impacts similar to Alignment 2, but close to schools, rodeo grounds and powwow grounds, which may result in additional vehicle and pedestrian conflicts and related accidents. 	<ul style="list-style-type: none"> Conflicts and potential safety problems related to highway traffic through the community virtually eliminated. Other beneficial impacts similar to Alignments 2 and 3. 	<ul style="list-style-type: none"> Conflicts and potential safety problems related to highway traffic through the community greatly reduced since one-way only. Sidewalks and crosswalks would increase non-motorized safety. LOS increase for intersections in Design Year over No Action.
6.2/7.2 Land Use	<ul style="list-style-type: none"> No highway improvement to encourage change of existing pattern of land use for commercial and residential development along highway through Arlee. 	<ul style="list-style-type: none"> Pattern of land use changes as highway improvement encourages more commercial development along highway through Arlee. Converts 16 to 36 acres to highway ROW. 	<ul style="list-style-type: none"> Pattern of land use changes with introduction of highway traffic in rural areas. Without control of land use and access along new route, new development accelerates subdivision of land. Converts 51 to 93 acres to ROW. 	<ul style="list-style-type: none"> Similar to Alignment 2. Converts 44 to 86 acres to ROW. 	<ul style="list-style-type: none"> Similar to Alignments 2 and 3, but more severe because of more rural and undeveloped area with some prime and unique farmlands. Converts 139 to 192 acres to ROW. 	<ul style="list-style-type: none"> Maintains existing character of the commercial strip along the existing alignment through Arlee. Adds amenities noted above. Potential shift in land use patterns along the proposed southbound lanes from residential to commercial. Access control along new southbound corridor would limit growth. Converts approx. 12 acres to ROW (southbound alignment is shorter and narrower than Alignment 2).
6.3/7.3 Farmlands	<ul style="list-style-type: none"> No impact for FPPA farmlands (prime or unique farmlands or farmlands of statewide or local importance). 	<ul style="list-style-type: none"> No impact for FPPA farmlands. 	<ul style="list-style-type: none"> No impact for FPPA farmlands. 	<ul style="list-style-type: none"> No impact for FPPA farmlands. 	<ul style="list-style-type: none"> Conversion to ROW of up to 9.3 acres of FPPA farmland. 	<ul style="list-style-type: none"> No impact for FPPA farmlands.

Table 12 - Comparison of Impacts: Arlee Alignments

Sections	No Action	MDT and CSKT Preferred Alternatives Alignment 1 (Existing Alignment)	Alignment 2 (West Alignment)	Alignment 3 (East Alignment)	Alignment 4 (Jocko Valley Alignment)	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00
6.4/7.4 Social	<ul style="list-style-type: none"> • More congestion increases barrier effect on social interaction and access. • Concentrated traffic diminishes positive perception of environment. 	<ul style="list-style-type: none"> • Similar to No Action. • Wider highway may increase barrier effect. 	<ul style="list-style-type: none"> • Diversion of through traffic reduces congestion and barrier effect on social interaction and access. • Without control of land use and access along new route, barrier effect shifts as development and traffic increase in area of new route. • Highway crosses area planned for sewer lagoon. • Strong public opposition. 	<ul style="list-style-type: none"> • Reduction of congestion and barrier effect similar to Alignment 2, but highway and through traffic are located closer to schools. • Strong public opposition. 	<ul style="list-style-type: none"> • Reduction of congestion and barrier effect similar to Alignments 2 and 3, but without increased traffic through residential areas between existing alignment and new route. • Strong public opposition. 	<ul style="list-style-type: none"> • Reduction of congestion and barrier effect due to moving half of traffic to the west of town. • Sidewalks, crosswalks, sidewalk "bubbles" to reduce crosswalk lengths, and addition of planters and trees would all contribute to improving sense of "place". • Traffic could be routed to SB lanes during July Pow Wow.
6.5/7.5 Economics	<ul style="list-style-type: none"> • Business on highway remains visible to all traffic. • More congestion increases barrier to business. • Continues existing drive-through traffic in short-term, but limits long-term growth of sales, earnings and employment. 	<ul style="list-style-type: none"> • Similar to No Action. • During construction, short-term disruption of access to business. 	<ul style="list-style-type: none"> • Travel patterns divert traffic around community. Adverse effect for existing highway-oriented business. • Long-term improvement of access to business. • Traffic on local streets is not disrupted during construction. • Strong business opposition. 	<ul style="list-style-type: none"> • Similar to Alignment 2. 	<ul style="list-style-type: none"> • Similar to Alignments 2 and 3. 	<ul style="list-style-type: none"> • South-bound traffic diverted around community. Possible adverse effect for existing highway-oriented business. Turnarounds at N&S will allow destination travelers easier access. • Improvement of access to existing business by north-bound traffic. • Added parking opportunities. • Minor disruption during construction. • Possible business opposition.
6.6/7.6 Pedestrians and Bicyclists	<ul style="list-style-type: none"> • Conflicts with pedestrians, particularly school children, and safety problems become more severe as traffic volume increases. • No realization of improvement to bicycle access. 	<ul style="list-style-type: none"> • Conflicts with pedestrians and safety problems similar to No Action. • Some improvement occurs if additional crosswalks and traffic signals are installed. • A wider highway and additional lanes may be slightly more difficult for pedestrians to cross. 	<ul style="list-style-type: none"> • Pedestrian crossings and conflicts substantially reduced. • Crossings on higher-speed highway than existing highway. 	<ul style="list-style-type: none"> • Similar to Alignment 2, but closer to schools. Pedestrian crossings and potential conflicts and safety problems related to rodeo and powwow grounds. 	<ul style="list-style-type: none"> • Similar to Alignments 2 and 3, but with fewer pedestrian crossings and virtually no crossings by school children. 	<ul style="list-style-type: none"> • Potential adverse impacts for pedestrians and bicyclists traveling across the proposed southbound lanes in Arlee. • Sidewalks, crosswalks, and sidewalk "bubbles" to reduce crosswalk lengths would all improve pedestrian access and safety. • Sidewalks would connect to existing walks at each end of town.
6.7/7.7 Air Quality	<ul style="list-style-type: none"> • PM₁₀ concentration high in spring due to accumulated winter sanding materials; use of chemical deicer reduces PM₁₀. 	<ul style="list-style-type: none"> • CO concentration reduced if more lanes constructed. • PM₁₀ concentration similar to No Action. 	<ul style="list-style-type: none"> • CO and PM₁₀ concentrations reduced in Arlee. 	<ul style="list-style-type: none"> • Similar to Alignment 2. 	<ul style="list-style-type: none"> • Similar to Alignments 2 and 3. 	<ul style="list-style-type: none"> • CO and PM₁₀ concentrations reduced in Arlee. • Air quality in the residential area located adjacent to the proposed southbound lanes would be somewhat reduced due to the proximity of the proposed alignment to residences.
6.8/7.8 Noise	<ul style="list-style-type: none"> • Noise level will nearly equal FHWA noise abatement criterion of 67 dBA within 150 feet of highway centerline. 	<ul style="list-style-type: none"> • Noise level in Arlee similar to No Action in the design year. 	<ul style="list-style-type: none"> • Noise level increases by as much as 26 dBA in area of new alignment and exceeds FHWA noise abatement criterion. • Noise level in Arlee on existing alignment decreases by nine dBA. 	<ul style="list-style-type: none"> • Similar to Alignment 2. 	<ul style="list-style-type: none"> • Similar to Alignment 2. 	<ul style="list-style-type: none"> • Noise in the center of Arlee should be reduced due to having half of traffic west of town. • Moderate increase in noise impacts to different receptors from new southbound alignment.

Table 12 - Comparison of Impacts: Arlee Alignments

Sections	No Action	MDT and CSKT Preferred Alternatives Alignment 1 (Existing Alignment)	Alignment 2 (West Alignment)	Alignment 3 (East Alignment)	Alignment 4 (Jocko Valley Alignment)	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00
6.9/7.9 Water Quality	<ul style="list-style-type: none"> No impact to water quality. 	<ul style="list-style-type: none"> Negligible impact because no streams or water bodies are crossed. 	<ul style="list-style-type: none"> Similar to Alignment 1. 	<ul style="list-style-type: none"> Requires three crossings of an irrigation canal, so potential water quality impact slightly greater than Alignment 1. A wellhead protection area exists on public school property adjacent to this alignment. 	<ul style="list-style-type: none"> New highway crossings over Jocko River and several creeks required with resulting greater potential for water quality impact. 	<ul style="list-style-type: none"> Implementation of runoff conveyance facilities would result in a net improvement in water quality in the project corridor. Use of bioswales composed of indigenous plant materials to minimize impacts associated with roadway runoff will result in greater water infiltration rather than direct runoff to streams.
6.10/7.10 Wetlands	<ul style="list-style-type: none"> No impact to wetlands. 	<ul style="list-style-type: none"> Approximately 2.48 acres affected. 	<ul style="list-style-type: none"> 2.58 to 5.09 acres affected, depending on lane configuration. 	<ul style="list-style-type: none"> Approximately 2.16 to 5.28 acres affected, depending on lane configuration. 	<ul style="list-style-type: none"> Approximately 8.23 to 13.13 acres affected, depending on lane configuration. 	<ul style="list-style-type: none"> Approximately 2.87 2.12 acres affected. No new wetland impacts from the Arlee couplet. <u>Preliminary mitigation plans will be updated and revised. Onsite and offsite mitigation opportunities are currently being identified and will seek to restore the wetland functions lost due to project construction.</u>
6.11/7.11 Floodplains and Stream Crossings	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. 	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. 	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. 	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. 	<ul style="list-style-type: none"> Requires new crossings of Jocko River, Agency Creek, Pellew Creek and Spring Creek. No substantial increase of historic floodplain elevations. 	<ul style="list-style-type: none"> Would replace the culvert with a new bridge at Jocko Spring Creek and the Jocko River Side Channel.
6.12/7.12 Fish and Wildlife	<ul style="list-style-type: none"> No impact to fish and wildlife habitat. 	<ul style="list-style-type: none"> Negligible impact to fish and wildlife habitat. 	<ul style="list-style-type: none"> Similar to Alignment 1. 	<ul style="list-style-type: none"> Similar to Alignments 1 and 2. 	<ul style="list-style-type: none"> Greater potential impact than Alignments 1, 2 and 3 because of introduction of highway traffic to new areas, with conversion of wildlife habitat to pavement and ROW. 	<ul style="list-style-type: none"> Negligible impact to fish and wildlife habitat. Crossing structures would benefit a wide range of wildlife including small mammals, ungulates, carnivores, reptiles, amphibians, and threatened and endangered species. Additional measures to protect vegetation and restore disturbed areas at streams and wildlife crossing sites have been identified.

Table 12 - Comparison of Impacts: Arlee Alignments

Sections	No Action	MDT and CSKT Preferred Alternatives Alignment 1 (Existing Alignment)	Alignment 2 (West Alignment)	Alignment 3 (East Alignment)	Alignment 4 (Jocko Valley Alignment)	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00
6.13/7.13 Threatened and Endangered Species	<ul style="list-style-type: none"> No impact to threatened or endangered species. 	<ul style="list-style-type: none"> No impact to threatened or endangered species. 	<ul style="list-style-type: none"> No impact to threatened or endangered species. 	<ul style="list-style-type: none"> No impact to threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> While adverse effects on threatened and endangered species are expected to result from the project, numerous roadway design modifications and conservation measures have been incorporated to minimize potential effects. An updated Biological Assessment documents project impacts on newly listed species including bull trout, lynx, and Spalding's catchfly, and updates the information for grizzly bear, bald eagle, gray wolf, and water Howellia. The Biological Assessment will initiate the consultation process with USFWS to ensure has determined that the project does not jeopardize populations of threatened and endangered species in the project corridor.
6.14/7.14 Cultural Resources	<ul style="list-style-type: none"> No impact to cultural resources. 	<ul style="list-style-type: none"> Potential visual effect to one eligible historic building (24LA133). 	<ul style="list-style-type: none"> New traffic and development may affect traditional Native American uses. 	<ul style="list-style-type: none"> Possible physical effect to one potentially eligible historic property. 	<ul style="list-style-type: none"> Potential impact to several historic properties. 	<ul style="list-style-type: none"> Should have negligible impact on any cultural properties.
6.15/7.15 Parks and Recreation	<ul style="list-style-type: none"> Increasing traffic, with more noise and visual distraction, near community park. 	<ul style="list-style-type: none"> Places traffic, with more noise and visual distraction, closer to community park. Provides opportunity to improve access to and control use of park. 	<ul style="list-style-type: none"> Diverts traffic away from existing alignment and reduces traffic near community park. Increases traffic near Finley Creek. 	<ul style="list-style-type: none"> Similar to Alignment 2, but increases traffic near schools, powwow and rodeo grounds, ballfield and fish hatchery. 	<ul style="list-style-type: none"> Requires a new crossing of Jocko River and disrupts the natural setting used for recreation. 	<ul style="list-style-type: none"> Should reduce traffic impacts on community park. Should improve bike/pedestrian access to park.
6.16/7.16 Hazardous Materials	<ul style="list-style-type: none"> Potential effect on human health due to transport of hazardous materials through community. Nine existing sites near highway with moderate to high potential for contamination. 	<ul style="list-style-type: none"> Similar to No Action. Nine existing sites near highway with moderate to high potential for contamination. 	<ul style="list-style-type: none"> Moves transport of hazardous materials outside community. No identified sites within proposed new ROW with moderate to high potential for contamination. 	<ul style="list-style-type: none"> Moves transport of hazardous materials outside community, but closer to schools. No identified sites within proposed new ROW with moderate to high potential for contamination. 	<ul style="list-style-type: none"> Similar to Alignment 2. No identified sites within proposed new ROW with moderate to high potential for contamination. 	<ul style="list-style-type: none"> Similar to Alignments 1 & 2. Will review Phase 1 assessments and conduct Phase 2 assessments on those parcels impacted.
6.17/7.17 Visual	<ul style="list-style-type: none"> Increased traffic reduces visual quality for views from and of the road. 	<ul style="list-style-type: none"> Increase in traffic reduces visual quality. As pavement width increases, disturbance and visual fragmentation of the streetscape also increase. 	<ul style="list-style-type: none"> New alignment opens new views from and of the road. New and wider roadways cause visual impact to rural residential areas. 	<ul style="list-style-type: none"> Similar to Alignment 2. 	<ul style="list-style-type: none"> Similar to Alignments 2 and 3. 	<ul style="list-style-type: none"> Improvements along northbound lanes would benefit visual intactness. Southbound alignment would open up new vistas for vehicular drivers. However, west facing views from the residential area located adjacent to the southbound alignment would be adversely impacted.

Table 12 - Comparison of Impacts: Arlee Alignments

Sections	No Action	MDT and CSKT Preferred Alternatives Alignment 1 (Existing Alignment)	Alignment 2 (West Alignment)	Alignment 3 (East Alignment)	Alignment 4 (Jocko Valley Alignment)	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00
6.18/7.18 Relocations	<ul style="list-style-type: none"> No buildings require relocation. 	<ul style="list-style-type: none"> No buildings require relocation with Lane Configurations A and B. Four buildings require relocation with Lane Configuration C. 	<ul style="list-style-type: none"> No buildings require relocation. 	<ul style="list-style-type: none"> No buildings require relocation with Lane Configurations A, B and C. One building will require relocation with Lane Configuration D. 	<ul style="list-style-type: none"> One building requires relocation with Lane Configurations A, B and C. Two buildings require relocation with Lane Configuration D. 	<ul style="list-style-type: none"> One residence requires relocation.
7.19 Energy and Commitment of Resources	<ul style="list-style-type: none"> No improvement in traffic operating efficiency and no related long-term decrease in energy use. No commitment of resources required. 	<ul style="list-style-type: none"> Traffic operating efficiency and related energy use, as compared with rural sections of the highway, will be poor due to frequent acceleration and deceleration. 	<ul style="list-style-type: none"> Traffic operating efficiency and related energy use similar to rural sections of highway, and substantially better than Alignment 1. 	<ul style="list-style-type: none"> Similar to Alignment 2. 	<ul style="list-style-type: none"> Slightly better than Alignments 2 and 3. 	<ul style="list-style-type: none"> Better than Alignment 1.
7.20 Construction	<ul style="list-style-type: none"> No construction-related impact or cost. 	<ul style="list-style-type: none"> Short-term impacts occur for air quality, noise, water quality and other environmental resources. Serious periods of inconvenience and delay to US 93 vehicle traffic during construction. Short-term adverse impact to business. 	<ul style="list-style-type: none"> Short-term environmental impacts similar to Alignment 1. Little or no inconvenience and delay to US 93 vehicle traffic. 	<ul style="list-style-type: none"> Similar to Alignment 2. 	<ul style="list-style-type: none"> Similar to Alignments 2 and 3, but substantially higher construction cost. 	<ul style="list-style-type: none"> Similar to Alignment 2. Accelerated construction schedule could complicate travel along the route, but for a shorter period of time.

Appendix A

US-93 Evaro – Polson Re-evaluation Comments Received

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
1	115-122	Jack Wilkinson	Provide larger scale plans	Plans provided as requested.
2	115-122	Robert Thornburg	Provide larger scale plans	Plans provided as requested.
3	115-123	Dave & Linda Truman Evaro	<p>This letter is in response to a request from Dee (Cleveland) who paid us a visit on Thursday, the 21st. We were not able to attend the meeting in Evaro due to graduation.</p> <p>Dee explained the 2 different plans and the #2 plan with the turn around area being moved just south of our property would be our preference. Seems to us that it would have the least impact on residential, ranch, & farm property. Also, it would put the turn-around farther away from the corner coming from the North. It can be really wicked trying to even get out onto the highway. We have a horse business and regularly haul horses. It is real scary pulling our of our driveway knowing we can't speed up as fast as we could if we didn't have a horse trailer full of horses.</p> <p>We hope that our opinions might have some effect. We also know that there are many things that have to be considered that we are not aware of.</p>	Mercer Lane will intersect with US 93 at the current location. Evaro Road and Mercer Lane will be combined into one crossing. The railroad will shift approximately 15-20m to the east. Please see the Re-evaluation text at page 5 addressing changes at Evaro.
4	117	Ms. Bob Rivers	<p>I attended the information meeting in Arlee last week. My comments concern your disregard for rural communities. What I see of your plan is to get traffic through these areas at the fastest rate possible, thereby lowering the sense of community. What is wrong with slowing traffic down through Evaro? The road still can be safe, without frontage road wiping out property owners' land. Also, for your information, the Evaro community center is being considered for the National Registry of Historic Buildings and this should be addressed in your plan if it does make this designation. It is a special place for those in the community.</p>	<p>The purpose of the MOA was for the decision makers to reach a compromise on lane configuration, mitigation, and other features. Months of intensive work were spent doing just that, which was documented in the agreement signed by all three governments in December 2000. The lane configuration presented in the MOA was felt to be the minimum which would provide an adequate and safe Level of Service while preserving as much private land and resources as possible. The frontage road in Evaro was re-designed. The project will have no impacts on the community center.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
5	117	Bob Hayes	Requests that Mercer Lane access be left as is out of concern that: (a) relocation will minimize potential for access to his parcel if he chooses to subdivide and develop; and (b) moving access to north will reduce sight distance to corner so that approach will be unsafe for approaching motorists making left turn to proceed southbound on US 93.	Mercer Lane will intersect with US 93 at the current location. Evaro Road and Mercer Lane will be combined into one crossing. The railroad will shift approximately 15-20m to the east. Please see the Re-evaluation text at page 5 addressing changes at Evaro.
6	117	Sandy Lee	Requests more maintenance attention to US 93 in Evaro area during winter driving conditions. Requests that Mercer Lane access be left as is out of concern that moving access to north will reduce sight distance to corner so that approach will be unsafe for approaching motorists making left turn to proceed southbound on US 93.	Thank you for your comment. MDT is aware of these concerns. Mercer Lane will intersect with US 93 at the current location. Evaro Road and Mercer Lane will be combined into one crossing. The railroad will shift approximately 15-20m to the east. Please see the Re-evaluation text at page 5 addressing changes at Evaro.
7	117	Gordon Doney	Going north from Evaro, where McClure Road crosses highway 93, there is a pull off area. This space is barely long enough for 2 cars. It is not long enough for a pick-up and stock trailer. We use this pull-off to turn west on McClure Road to get to Doney Road. We live on a ranch and pull a stock trailer quite often.	There will be left-turn and right-turn lanes for both northbound and southbound traffic at the intersection of McClure Road and US 93.
8	117	C. Wayne Espenschade Evaro	Needs radius for cul-de-sac at north end of Evaro. Concern is for turning a logging truck around in the cul-de-sac.	The cul-de-sac will be designed to allow sufficient turning radius for trucks.
9	117	Cindy Rivey Evaro	I am against the frontage road design through Evaro. I have not talked with anyone that is for it. I would like to see a two-lane road with a center lane for left turns and right turn lanes to get out of the main stream traffic. I would like to see a 45mph speed limit through Evaro to preserve the sense of community.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
10	117	Robert Rivey Evaro	I am against the frontage road design proposal for the community of Evaro. I feel the interests of safety would be met with the addition of turning lanes both north and south. The proposed frontage road accesses are of great concern. Both have very poor visibility and distance for turning on to the highway. Both would also create jams at peak hours (leaving and returning from work.) Sorry, I don't buy into the engineering data for that distance. I'm also truly concerned about the impact to my neighbors and their business which define Evaro as a community. Don't be deceived - we are a community and you've not convinced me that this highway proposal will enhance safety either in my community, or for that matter, the highway itself. I truly believe you could build an autobahn all the way to Glacier and the end result would be ignorant drivers piling themselves up at 80mph vs. 65mph. The error is inherently a human factor and the need to actually drive with responsibility. This is beautiful country - maintain that sense and allow/persuade motorists to slow down and enjoy it. Again, I am opposed to the proposed frontage design for Evaro. I thank you for your time and effort in coming to Evaro to hear our concerns.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
11	117	Rebecca Wilson Evaro	The frontage roads divide our community and bottleneck the traffic into areas that put the people in harms way. We need center turn lanes. Bus turnouts and moving the railroad east allows us to have breathing room. Individual access allows us freedom to get off and on the highway safely.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
12	117	Rep. Holly Raser Evaro	Thank you for considering the comments of the residents of Evaro. We in Montana feel strongly about maintaining our communities, and feel that the impacts on the people who live by the highway should take priority over the needs of the drivers who go through them. I would like to see a speed study conducted for Evaro to determine the feasibility of having a lower limit.	Comment noted. MDT has committed to conducting a speed study for Evaro. The schedule has not yet been determined.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
13	117	Sandy Mercer Lee Evaro	I believe that a 4-lane that runs through Evaro approx. 1 1/2 - 2 miles then returns to a 2-lane is dangerous and wasteful. A 2-lane with a turning lane through Evaro is more in keeping with the rural area (this shouldn't be an Interstate). The change from 4 lane to 2 lane at 75 or 80 is extremely dangerous. Evaro weather is different than Missoula or Arlee. It's very icy. Need to leave Mercer Lane as is. I mailed a petition to DOT Missoula office (10 pages of signatures with a different plan for Evaro area) on November 15, 2000. The comments are still the feeling of the Evaro area residents. I did retain copies of that petition.	A four-lane highway with turning lanes provides for a higher level of service and a safer facility for design year traffic. Please see the Re-evaluation text at page 5 addressing changes at Evaro.
14	117	Diane Rotering Evaro	Thank you for all the work you have put on this project to improve hwy. 93. The proposed frontage road at Evaro is not satisfactory to the Evaro community, however, due to speed excesses inhibiting ingress and egress turns, corners which are at poor angles for sighting on-coming traffic, and community isolation. Please reconsider an alternative plan which would solve the problems ie. turn lane, speed limit signs and enforcement, traffic control, animal corridor. We do not require a frontage road.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
15	117	Marion Ryan Evaro	We don't want or need a frontage road. It would ruin businesses that are here. It would make more confusion as the traffic is bottle necked off the frontage road. It would be a great disruption to an old community. Why not put in a three lane with a center turning lane? The turning lanes on a very busy Reserve Street in Missoula worked wonders. Please no frontage road! ! If you have more meetings please have a sit down meeting so individual questions can be addressed.	Please see the Re-evaluation text at page 5 addressing changes at Evaro. Thank you for your comment. We will consider this in the design of future meetings.
16	117	Sue Ann Mercer Evaro	Would like to see alternative 2 be implemented.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
17	117	Robert Thornburg Evaro	Alternative No. 3 has some feasible possibilities by shifting far enough to the east to not disturb existing Evaro properties as long as safety lanes, etc. are adequate. The existing west lane could be utilized as a frontage and gathering roadway to safety funnel traffic on and off the new lanes. There could be only one approach over the railroad on the east side which would help satisfy the railroad.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
18	117	Loretta Thornburg Evaro	We have property in Evaro proper and further west on Grooms Road. Alternative No. 3 looks most feasible so far. Approach still need to be modified to aid local traffic in the process of merging with the highway traffic.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
19	117	Greg Sonza Evaro	I want no frontage road. The highway needs to be moved to the east, along the tracks.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
20	117	Barb Erlandson 1-13	I do not want the frontage road. Besides cutting off the business district both by sight and access. Putting just 2 accesses in for all the people that live on our county roads to dump onto the highway all at once just making a dangerous situation into an impossible one. This plus the ice and snow depth in the winter time makes a 4 lane with a continuous turn lane gives us a chance to try a second chance on turning and maybe we can get off before we get hit or slid into.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
21	117	Ann Mercer Evaro	The way the road is now on Alt. No. 2 would be considered.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
22	117	Heidi and Jim Anderson Evaro	Please listen to all options, opinions of the people in the community. Some of or most of your plans are just not sensible.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
23	117	J Boggess Evaro	In regards to the Evaro area just a turning lane in the middle of 93; the hwy dept. has enough to do just keeping the existing road clear in the winter as it is - 2 - 5 feet of snow has to go somewhere - with a turning lane through we can get out of the way of tourists in the summer and live for a few more years.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
24	117	Dave Carriere Evaro	In order to reduce the destruction of our community, please move the highway as far to the east as possible using part or all of the railroad right of way. Version no. 3 starts in the right direction, but should be 100-200' farther east. If the frontage road is crammed down our throats, at least move it east by 50'! Since all of the remainder of the highway going north will be three lanes (and safe) do the same in Evaro. In order to accommodate your new high speed expressway, move it further east and give our community the room it needs to exist and thrive. We all understand this area means nothing to you, but it does to us and nobody asked when you planned it.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
25	117	Massey Evaro	Out of the 3 so-called plans I have seen Alternative No. 2 is probably the best.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
26	117	Connie Gergen Evaro	I'd rather there be no change, but Alternative No. 2 will work the best.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
27	117	Carolyn McClure Evaro	I don't like the idea of not really knowing what's going to happen with the road and our land. Myself and several others that I have spoken with tonight all feel like none of our questions and concerns have been answered. We all thought this was going to be a sit down meeting with engineers and others who would answer our questions. Too much noise and confusion tonight to really get an understanding of what's going to happen.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
28	117	Scott McClure Evaro	I feel that too much ROW in alignment of cut sections of designated area is way too much. I feel that this highway is being put in to protect us locals on the reservation from people who use this road to travel from one boundary at Evaro to the other boundary at Elmo. I feel just sick that we will be putting our house up for sale and finding a place where an Interstate will never be seen. Also, I think that a wildlife fence and the crossings are a joke.	Thank you for your comment. Right-of-way needs for the project are being re-evaluated.
29	117	Re & Judy Erlandson Evaro	Move the highway to the other side of the tracks. Leave the accesses where they are. 5 lane highway. Move the tracks over. Don't disturb our community please!	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
30	117		I much prefer Alternative No. 3. Also, Evaro definitely needs a center turning lane from 1-1 past Joe's Smoke Ring.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
31	117	Debbie Coryell Evaro	As co-owner of the Evaro Bar, I am totally opposed to the existing plan for the highway. Would like to see no frontage road and a turn lane. I believe this would help safety and improve our chances for a successful business and community.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
32	117	Ray Harter Evaro	I am dead set against a frontage road design for the Evaro area. It will be ugly and destroy the town. Our businesses will suffer. All alternatives I have seen for frontage roads are unacceptable. Five lane (turning) with a reduced speed limit is the answer. Cheaper to build, cheaper to maintain, and looks better. Please do not destroy our small town.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
33	117	Caitlin Hartse Evaro	I would like to know why you are putting a 4-lane in such a short stretch of road. Does it really matter? And I don't think it would be safer to have a frontage road. I would like accident and safety numbers.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
34	117		Evaro needs a center turning lane.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
35	117	Cris Lemley Evaro	Our first choice would be to have no frontage road. Our second choice would be Alternative No. 2. Our third choice is Alternative No. 3.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
36	117	John Vandenberg Evaro	Frontage will seriously affect my business (Evaro Bar) and detract from the neighborhood concept that presently exists. Also, bunching up access areas will be an extreme hazard in the winter.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
37	117	Bucksnort Evaro	Suggestions on Evaro exhibit - extend Mercer Lane and Evaro Road to parallel railroad ROW on east boundary - turn west and enter highway on existing Grooms Road thus allowing a cul-de-sac on Roto-Rooter property and the frontage road paralleling the highway accessing on the west side of Grooms Road.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
38	117	Marvin & Marie Taber Evaro	I am in favor - I just wish it was a four-lane all the way! !	Comment noted. See Response #4.
39	117	Marilyn Ducharme Evaro	Do not want a frontage road.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
40	117	Theresa Wybengo Evaro	Do not want a frontage road - no looping or backtracking into businesses.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
41	117	Meggen Ryan Evaro	A frontage road will ruin the look of our town and clutter everything. It reduces access to our businesses and so reduces the value of land fronting highway 93. I support a three-lane highway with turn lane in middle and a 45mph speed limit. This will work. Plus it is a more gradual assimilation into the two-lane configuration just north of here. Please no frontage road.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
42	117	Mark Finney Evaro	I live on Grooms Road, and am concerned mainly with exiting the highway (turning left). Since 4-5 lane improvements only extend for 1 mile before constricting to 3 lanes, I suggest that it would be easier, cheaper, and have less impact to build only a 3-lane through Evaro - the middle lane reserved for turning.	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
43	118	Wayne & Julie Schwoob 1-10 Sta. 118	Evaro Bar currently has parking on existing ROW and are concerned with the loss of that parking. Question about need for frontage road and concerns about reduction in access/property - also a loss of business due to frontage road.	With shifting the roadway through Evaro to the east, the impacts to this property have been lessened. All businesses need to provide for parking off the state right of way.
44	118	Evaro	Concern in consolidating accesses to two locations - Bear Grass Mountain folks don't see benefit of bringing Mercer Lane in opposite their connection	Please see the Re-evaluation text at page 5 addressing changes at Evaro.
45	127	Sharon L. Heare 1-26	Springs on 1-26 - ponds along side - highway could drain to 1-28.	Thank you. This information will be used in the final design of the facility.
46	128	Peter Liberti 1-28	I live at parcel 1-28. Across the highway are some water springs in parcel 1-26 and the hill is washing away and there is water in the ditch on both sides of highway 93. I wonder what is going to be done to channel the water to flow someplace. I would like it to flow through my property to be a pond!	Detailed design of the highway including drainage features is the next step of the process.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
47	136	Virginia Hunter 1-46	Wants to preserve the parcel as site of domestic residence, concerned about how to mitigate impacts to parcel due to close proximity of right of way of the expanded highway facility.	Right of Way requirements are being re-evaluated; only that needed will be acquired.
48	136	Charlene Hunter 1-189	Wants to preserve opportunity to build in the future and wants to protect/restore existing septic system, water line and utility lines in wake of highway construction.	Right of Way requirements are being re-evaluated; only that needed will be acquired.
49	150	Peter & Robin Kolb Evaro	Concern for northbound turn lane at mile marker 9.3 into Whispering Pines. Left turns into Whispering Pines are particularly dangerous as this location is at the end of a 2 mile straightaway. Passing occurs at high speeds along this stretch. A left turn lane requires adequate room for slowing down from the passing lane. Need adequate caution markers for those in the passing lane.	The design at Whispering Pines includes a northbound left turn lane and a southbound right turn lane. These are designed in accordance with the MDT Design Manual, which provides for deceleration distance and storage.
50	156	Kim Sauer 1-179	Abutting landowner near Finley Creek crossing and abutting at Whispering Pines Road access. Interested in selling, would welcome offer from MDT or tribes if interested.	This information has been passed on to appropriate MDT staff.
51	161	Gerald & Jackie Lukasik 1-82	Present maps indicate that +/- 60' of our back property will be taken for ROW. This will devastate our property value. Tonight we heard that the state will not acquire any property not needed. It appears no construction will be past our present place. We need to know what's going to happen.	Right of Way requirements are being re-evaluated; only that needed will be acquired. It appears from this review that little or no property will be needed from your parcel. A representative of the project team will be contacting you regarding this issue.
52	169	Elizabeth & William Samsel Evaro	They are concerned because currently 20+ families use Coriacan Lane to get to 93. For safety purposes, they want to make sure that there is a left turn lane for southbound traffic so people making a left turn can stop. What are your plans for Coriacan Lane?	Coriacan Lane is just north of Joe's Smoke Ring. The MOA plan is to move the access to a location across US 93 from the Joe's Smoke Ring access and provide northbound and southbound left turn channelization and southbound right turn channelization. Wherever the southbound access to Coriacan Lane is, it will have left turn channelization.
53	197	Barney Ivanoff 1-127	Access control parcel 1-127 and ROW no. 1-122 is owned by Barney Ivanoff. The commercial approach to his property is for a gravel operation. He is planning to trade 5 acres to the state for a gravel crushing operation. The approach should be a consideration for a left turn refuge or channelization.	A left turn lane will be considered during the design process.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
54	220	Malcolm O'Leary	I would like to suggest an alternative to the US 93 project, specifically as it pertains to the stretch of highway between milepost 13 and 23.5 (+/-). Enclosed is a sketch that may illustrate most accurately an alternative. The aerial view correlates to the proportions and pages of the most recent presentation (5/3/01) (Doney Lane-Schall Flats). This proposal would allow for wildlife to thrive near Agency Creek and Jocko Hollow, as well, traverse these corridors with more ease. The proposal would allow the town of Arlee to realize the preferred existing Arlee alignment alternative no. 1 in the FEIS (June 17, 1996). The proposal would meet standards for higher level of traffic flow. I hope you will reflect upon this alternative and consider the good that may come of it.	Please see item #4 for a discussion on lane configuration. Please see the re-evaluation text at page 12 addressing changes at Arlee.
55	223	Carol & Wes Mapston 1-152	Currently holds an access permit on both sides of highway at station 223 and utilizes same for moving cattle across the highway to/from range and moving equipment across highway for general agricultural purposes. Requests consideration of adding an agricultural culvert crossing at this location in order to provide safe continuous passage opportunity. Level of use estimated at 250 head of cows + several horses crossing approximately 12 times per year and tractor crossing daily during winter feeding season. Size of culvert needed for requested uses is 10' high by 12' wide. Suggest locating culvert at natural depression at this site which carries irrigation runoff seasonally. Requests reconsideration of alignment at this location in order to preserve his grazing land. Thinks that realignment to the west is particularly appropriate due to changed circumstances for owner of Parcel 1-152 (Schnase). Parcel 1-152 is for sale and acquisition of it together with closure of Doney Lane would provide ample right of way for moving highway to the west with minimal impact to adjoining property owners.	After reconsideration it has been decided to put a stock crossing at this location. The dimensions will be determined in the design process. The alignment will be re-evaluated during the design phase to minimize right of way needs.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
56	249 - 255	Joe L. & Annette M. Trujillo B.H.L.C.	<p>A gentleman that had acquired some land on the corner of Coldwater Lane and Agency Road on May 23, 2001 first notified us about this proposal. I called John Blackerby on May 24, 2001 and ask him questions on the proposal and voiced my opinion about the road going through my property. My family and I are not pleased about this road going through our property we feel that it will be an invasion of our privacy and danger to our well being. With a 45° turn at the edge of our property. We have 4 children, 2 dogs, 1 cat, and occasionally 2 horses that we pasture for my father-in-law. I feel this road will devalue my property, which appraised for 145,000 dollars in April 25, 2001. I feel that in the future that it will be detrimental in the resale of my home. We value our privacy, Mr. Marshik, and have put a lot of time and hard work into our home. I feel there is a better solution to putting a frontage road down Blackhawk Loop. Save us tax paying citizens some money and keep Jocko road the main access for the residents of the Jocko Valley. This will also cut down on one less access to Highway 93. I feel that taking out dirty corner is a good idea for the safety of people. Whenever I was traveling from Arlee going south I never used Agency road because of the dangerous left turn. I would use Jocko Road turn down Coldwater Lane and then use the north entrance to Blackhawk Loop. Jocko road is a much safer route to take. Please consider this an official protest.</p>	<p>Blackhawk Loop will not become an access to US 93. The frontage road in this area will connect South Couture Loop to Agency Road and Coldwater Lane.</p> <p>Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
57	249 - 254	Randy Willison & Rebecca Shatto B.H.L.C.	We are writing in response to the latest concept for the expansion of Hwy 93 through Arlee, MT. We recently purchased a 10 acre parcel of land at the corner of Coldwater Ln and Agency Road. We have invested a considerable amount of money in this property as not only a primary residential site but also as a long term retirement investment. The property currently has potential for prime commercial use which was a future goal/plan for this site. It is our understanding that both accesses to Hwy 93 on what is called dirty corner will be eliminated in order to broaden the corner at that point. This concept in turn eliminates any future plans we had of developing this property for commercial use without at least one of those accesses. With our only access being through the Blackhawk subdivision we feel strongly that this proposal devalues our property. This concept will also bring the center of the highway 130 feet closer to our property boundary therefore noise pollution becomes a big issue as well and a potential hardship for the resale value of the land as residential only. We were also informed that they will want the corner of our property for rounding of the Coldwater Ln. and Agency Rd. intersection which we feel may crate a hazardous situation for vehicle and landowners alike. There is a very large gate at that corner which would have to be moved in order to accomplish this. We are now having to re-evaluate our own building site due to these latest plans. Overall, we are very displeased with this concept, it has already created difficulty for us before actual construction has even begun.	<p>Blackhawk Loop will not become an access to US 93. The frontage road in this area will connect South Couture Loop to Agency Road and Coldwater Lane.</p> <p>Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.</p> <p>Changes to the intersections of Agency Rd. and Coldwater Lane are still being evaluated in light of the relocation southerly to South Couture Loop. It appears that any impacts to your property will be minimized. Further review will occur during the design process.</p>
58	253	Glen Miller B.H.L.C.	Wants an idea of what will happen with their irrigation ditch. Concerned with sight distance – existing intersection of Coldwater Lane & US 93 has good site distance in both directions. Proposed intersection limits site distance to the South. Proposal appears to impact 13+ vs. 2 or 3 existing configuration. Proposal diverts traffic through area with many young children.	<p>The existing irrigation supply will not be changed due to US 93 project</p> <p>The proposed Intersection at South Couture Loop will meet the MDT minimum sight distance criteria.</p> <p>Blackhawk Loop will not become an access to US 93. The frontage road in this area will connect South Couture Loop to Agency Road and Coldwater Lane. Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
59	253	Rick & Erin Umback B.H.L.C.	We feel straightening the approach on Coldwater Lane and putting in a center turn [lane] on the corner of Highway 93 would be more beneficial than routing 400-500 vehicles past our front yard daily. We are very opposed to the proposal.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
60	255	Jeff LaFromboise B.H.L.C.	I recently purchased the property at 270 Blackhawk Loop. The plans you proposed to turn Blackhawk Loop into a county road is a disaster! If I would have known that I wouldn't have bought it. The county road would be right by my house and field. The road is already there - there would be no extra cost for another road. Doesn't make sense to make another road - Jocko Road is there and you can get to all of these places off of it.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
61	255	Scott Snyder B.H.L.C.	Believes that traffic impact with the Blackhawk frontage road concept would be significant. He plans on getting a license to buy/sell cars and feels that the frontage road may benefit him.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
62	255	Jerry LaFromboise B.H.L.C.	Not in favor of the Blackhawk Loop concept. Wonders why the traffic can't enter from Agency Road. She lives in Ronan.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
63	255	Joe Trujillo B.H.L.C.	Not in favor of the Blackhawk Loop concept. Will seek advice from attorney. Mentioned additional traffic generated by Gray Wolf Road. Claims that Jocko Road is approx. 100m to the north and doesn't see why they (agencies) don't just close off Coldwater Lane and route traffic to Jocko Road to get access to US 93.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
64	255	Wayne Wolfe B.H.L.C.	Opposed to the Blackhawk Loop alternative. Believe that it will increase traffic near their property and cause possible harm to their dogs. They propose to close the US 93 intersection of Coldwater Lane and Agency Road and route this traffic to Jocko Road.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
65	255	Martin Wilson B.H.L.C.	Opposes the proposed use of Blackhawk Loop as the new connection for US 93. Also believe the use of Jocko Road as the alternative for closure of Agency Road/Coldwater Loop connection to US 93.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
66	255	Joshua and Mariah Myton B.H.L.C.	Opposes the proposed use of Blackhawk Loop as the new connection for US 93. Worried about the safety of their children. Suggested designing a frontage road just east of US 93 and connecting at the proposed north intersection of US 93.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
67	255	Myron & Donna Townsend 2-4?	Blackhawk is a residential neighborhood with many children . Creating a major arterial through this area creates a major liability. They have a commercial business selling garages and do not want to lose their access.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
68	255	Brice Heimark B.H.L.C.	We have a 9 year old daughter and bought our property originally as a quiet loop subdivision. For the sake of our child and animals, and other families in the neighborhood, we do not want the south side of Blackhawk Loop to be a Highway 93 access. We understand the problems with Dirty Corner, and would rather see the whole access abolished. We would be more than happy to see Jocko Road be the only access. It would save the State money and make our neighborhood safer.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
69	255	Myton B.H.L.C.	In reaction to the Blackhawk Loop project my household would like to be noted as opposed to the proposed changes. We believe this is not the best solution to fix the problem. If MDT would consider this matter with more determination a better viable solution which would be more palatable to land and home owners in this area.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
70	259	James Olmert	I am against this proposal because: the traffic increase is phenomenal; no detriment to traffic using both Blackhawk turn-ins; noise; private road with virtually zero traffic currently; property values. Why not put an underpass from Agency Road to the existing Highway. Utilize a segment proceeding North the proposed access spot.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.
71	259	Michael Burks B.H.L.C.	I own property located at Blackhawk Loop in Arlee, MT and want to notify you of my complete disagreement of the proposal to use Blackhawk as the only access road from Highway 93 to the Jocko Valley. Not only is this not an efficient way to route traffic from the highway, it is also going to effect my property values as well as vacate my renters that are in a lease option to buy. With a little imagination and a left hand turn lane onto Coldwater, all of this can be eliminated. No matter how you draw it up, you are going to have traffic slowing down to go north from both directions of the Highway. This not to mention the fact that any traffic that wants to travel Agency Road will have to travel through the new Blackhawk Pass, travel south on Coldwater then turn left onto the road. As of now, the traffic simply makes a simple right and they are where they need to be. I have included a very simple draft that I believe can work for "dirty corner". From what I saw of the plans, you will be eliminating any blind spots with the construction, so there is no need to have the turn off into Coldwater on a straight away.	Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
72	259	Myron and Donna Townsend B.H.L.C. 2-4	<p>1. Coldwater Lane at dirty corner and 93 – move but don't close. We need this access for emergencies to Agency Road and Coldwater Lane. It will make it hard on all of us that live here in this area if it is closed.</p> <p>2. Access at 15604 Highway 93 needed for business and it would landlock us if removed.</p> <p>3. Blackhawk Loop is a private suburban area with children at play (not to access – bad move).</p> <p>4. At 15604 Highway 93 you will have to move mobile home rental back to new location – water, new well, power, and septic system.</p>	<p>1. Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.</p> <p>2. This parcel has direct access to Coldwater Lane. It will not be landlocked if access to US 93 is removed.</p> <p>3. Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.</p> <p>4. Comment noted. Relocation assistance is part of the R/W process.</p>
73	259	Angie Romero B.H.L.C.	<p>This letter is regarding the proposal to intersect Blackhawk Loop with Highway 93 in Arlee. I am writing in protest as I am a resident of Blackhawk Loop and have been for 6 years. Our reason for choosing this location was first for the beauty of the valley and secondly because this location would allow our children security to play and ride bikes, etc., without the fear of many vehicles driving on the road. I am curious as to the thinking on this extreme change in highway access. I feel that Cold Water Lane and Agency can be combined to make highway access less of an expense to the County and less of a burden to the residents of Blackhawk Loop. The widening of highway 93 will allow a "turn off lane" to Coldwater Lane that will better serve all the residents of Agency, Coldwater Lane, Jocko Road, Blackhawk Loop and other roads that intersect. We enjoy our neighborhood and the privacy it gives us. Please do not take that away.</p>	<p>Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.</p>
74	259	Gary & Diane Lucy, Rageen Lucy B.H.L.C.	<p>Do not like the concept. Increased traffic flow; doesn't like the way traffic flows (complained about passing her property going north and east back to her property, rather than the way it is now.) Fears for safety of their pets. Feels routing causes inconvenience.</p>	<p>Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.</p>
75	259	Tracey Gardner B.H.L.C.	<p>Doesn't really feel affected by the concept. Feels it affects those along Blackhawk more so. In general, feels it's a good concept.</p>	<p>Comment noted. Please see the Re-evaluation text at page 10 addressing changes at Dirty Corner.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
76	279	Mitzi Miland	We have a backhoe business we run out of our home on 93. With the proposal we lose so much frontage that it will be hard to get the hoe and trailer in, much less turn around. We will then have to take more pasture from our animals to allow room. We are going to have no trees or shrubs to buffer us from the highway. And the danger of turning from the fast lane across 2 lanes to get into the house. People in the fast lane are not looking for a stopped vehicle. I am sure there will be deadly accidents.	<p>The R/W requirements in this area are being evaluated as the preliminary design is finalized. Where the requirement lessens, we will consider reducing the amount of R/W takes.</p> <p>This section of highway was designated as 4-lane divided by the MOA. This was due in part to the safety issue you raise. As such, individual accesses will be right in and right out only. Instead of left turns into your properties, it will be necessary to take the extra time to go past your property, turn around and come back. One possible route would be to turn left at Dirty Corner, where there will be left-turn channelization, and come back to US 93 on Jocko Road.</p>
77	288	Danny Kraus	Yes, this plan is much better than surrounding this little town with 2 separate roads and pets and kids would be at a big risk with south bound couplet. The MDT estimate for traffic in 2024 is +/- 15,000 cars and this plan would handle it.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
78	288-300	Vicki Thornton	The attached article by Pat Williams reflects my concerns over the proposed couplet design by S-C. I would like to add the S-C employees that were present at the last meeting in Arlee were anything but welcoming to our ideas as the ad in the Missoulian suggested. They only defended their plans, and some of them did so almost sneeringly. One man even tried to compare Arlee to Ronan. It makes me wonder if they put any thought into this at all. After all, Arlee has people living next to the highway. Arlee has children and pets crossing the highway (not necessarily near the crosswalk) all the time. This same S-C man said it sounded like a police problem when I mentioned the above, not a traffic safety problem. Perhaps so. But surely, when designing a traffic pattern through a community, one would factor in the actual habits and problems of the community. There is available an alternative that members of Arlee have designed. Surely, it will cost less than the proposed couplet. I support that alternative, as does everyone I know in Arlee, and hope that MDT will give some thought to this before finalizing.	<p>FHWA, MDT, and CSKT have spent a considerable amount of time discussing and analyzing the proposed couplet near Arlee.</p> <p>The couplet proposal resulted from extensive consideration of several factors including: pedestrian safety, safe circulation of local traffic, ability to carry future traffic, level of service, impacts on local businesses, and environmental impacts.</p> <p>The couplet proposal represents a solution that balances a wide range of needs and objectives. The couplet solution provides a high degree of safety and accommodates future traffic growth, while at the same time having minimum social, economic and environmental impacts.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
79	288-300	Frank White & Carol Toleno	My wife and I live a few miles east of Arlee. We own property in the town of Arlee, which abuts the existing Highway 93. We want to go on record as supporting improvement to Highway 93 through Arlee following its current route. We are opposed to the couplet route, which would split Arlee into zones and create an island between two channels of traffic. If a compromise must be made we are in favor of having the couplet property purchased for future road improvement should that be necessary, with the caveat that this be merely not a stalling tactic. We would support the building of the couplet if the proposed four lane highway through town proved to be unsafe or contributing to the safety liability of the highway North and South of town.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
80	288-300	Arlee Business Community	Transmitted petition signed by Arlee business and property owners. Want a two-lane highway through town with continuous two-way center turn lane, 8 foot shoulders, sidewalks, curb, gutters, ped-activated signal at B Street. Want to know why consultant is working only on the couplet which is opposed by the majority of the community. Why is R/W in excess of current project needs being acquired? States that two lane through town is consistent with the CSKT preferred alternative in the FEIS.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
81	288-300	Joe Berlin Arlee	In favor of the Couplet in Arlee, which basically bypasses Arlee.	Thank you for your comment. The couplet concept will be retained.
82	288-300	Richard Fluke Arlee	With your present plans, your suggested alternative, which is the couplet design, yes it does directly impact me, that is it cuts my property in half, totally destroying it's value. How does it directly impact me? I think it's going to ruin the entire character and being of the town of Arlee. I think it's unnecessary, I think it's overly expensive for what's its going to actually obtain. I don't think it's going to improve safety – I think if anything it's going to impact adversely on safety. I think we're going to see more fatal accidents within the present roadbed in Arlee, because persons coming from the South going to the North approaching on a four-lane pattern are going to continue at high speed until they reach the center of Arlee, and there won't be any possibility of changing their minds at that time. So yes, you can put me down as 100% against the Arlee Couplet Project. I like so many other citizens in Arlee objected to this plan from the very beginning of when it was first suggested. Unfortunately, it seems as though no one in the MDT or especially the study contractor, has ears for anything except for what they have already made up their mind to be.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
83	288-300	Alice A. Ammen Arlee	I am opposed to the couplet in Arlee. Any town with 2 one-way streets is destroyed without a center, unified feeling of community. Look at Puyallup, WA or Anaconda, MT. Don't destroy Indian Communities – we've done enough damage to their culture already.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
84	290	Gerald Gauthier Arlee	I feel that this idea will preserve and strengthen the businesses in Arlee.	Thank you for your comments.
85	290	John Powers Polson	I am in favor of a couplet in the town of Arlee. I am a commercial property owner in the Arlee area. I think the new highway design with 2 lanes and passing lanes - then 4 lanes, etc., is going to be very dangerous. Too many lane configuration changes. Going from a four lane to a two lane is going to create bottlenecks and dangerous situations. Regarding the Ninepipe area; it doesn't make sense to disrupt more land by moving the highway west. Leave it where it is, but build bridges to accommodate wetlands and animal crossings.	Thank you for your comments. The southbound passing lane has been extended all the way to the 4 lane section north of Arlee for that very reason. This is part of the Ninepipe Supplemental Environmental Impact Statement (SEIS) being prepared as a separate action. Your comment will be forwarded to the SEIS project team.
86	290	M. Bacon	I would prefer the proposal of both lanes of traffic going through Arlee as proposed by the Arlee merchants.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
87	290	Jim Ammen	Do not build a couplet in Arlee. Increase speed - less safe. Only a smaller highway is needed.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
88	290	Carl Seifert	I am glad to see the MDT addressing the traffic problem with a couplet. This should make the traffic flow.	Thank you for your comments.
89	290	Malcolm O'Leary	Consider what's in the box I sent you. It could be a solution to the conundrum of the Arlee factor.	Please see item #4 for a discussion on lane configuration. Please see the re-evaluation text at page 12 addressing changes at Arlee.
90	290	Geneva Samples	First off - many thanks for the excellent job of displays that were set up for meeting, also for the way each and every one of you carried on the job of answering all of our questions. It was a pleasure to attend the meeting. It certainly will be a plus for our community regardless of route chosen. When will the project start developing? Thanks - love in Christ.	Thank you for your comments. Design should begin in October 2001; construction in 2004.
91	290	Maurice Malone	You have an excellent plan with the couplet in and around Arlee. I'm not in favor of passing lanes but if that is the best you can do, ok. Just get to building some road. We are twenty years late now - thank you. Is much safer than a two way road through town.	Thank you for your comments. Please see the Re-evaluation text at page 12 addressing changes at Arlee.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
92	290	Joseph Berlin business owner	Re: Arlee couplet - I am concerned about access going south bound opposite parcels 2-68, 2-70, 2-72, and access to 2-73. I am in favor of a couplet if access concerns are met.	Your request for access on the southbound leg is noted and will be taken into consideration in future stages of the project. Please see the Re-evaluation text at page 12 addressing changes at Arlee.
93	290	P. Hurley	1. Please use a 2-lane through, into, and out of Arlee. The proposed 4-lane & couplet design insures speeding and decreases safety for townspeople. 2. Please invite Richard Eggert (406-246-3222) to serve on the SEIS Citizen's Advisory Committee.	1. Please see the Re-evaluation text at page 12 addressing changes at Arlee. 2. Richard Eggert is on the SEIS Advisory Committee.
94	290	Keith Kovich	Being a commercial land owner in Arlee, I am in favor of the couplet! !	Thank you for your comments. Please see the Re-evaluation text at page 12 addressing changes at Arlee.
95	290	Thornton	I feel the Arlee couplet is a terrible idea and will destroy Arlee as a town. There is an alternative idea proposed but you are completely ignoring it. I feel your "local town meetings" are a joke. You don't want our input, don't listen when it's given, and don't care. You are ramming your design down our throats. We don't want the couplet through Arlee, dividing it.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
96	290	Janet McGahan	Please listen to the Arlee community who does not want the couplet. It is not safer than the proposed 78' plan with stoplight & median. Other studies in other states have shown that this smaller version is safe. Our family strongly urge the DOT to listen to the people who live here. It would destroy the business community & the small town feel of Arlee to have the couplet dividing everything.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
97	290	John Adams	Regarding the Arlee area - I'm in favor of the couplet approach to going through the Arlee area.	Thank you for your comments. Please see the Re-evaluation text at page 12 addressing changes at Arlee.
98	290	Jerry McGahan	We wish for minimal disturbance to the land and community. No Arlee couplet - minimal widening. We don't want more land covered with asphalt. We don't want Arlee to become a bedroom community to Missoula. We'd like our Arlee businesses to survive. Please help save our place.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
99	290	Lynn Weaver	After reviewing the proposal for highway 93 - I feel the couplet idea is a good one for the Arlee area.	Thank you for your comments. Please see the Re-evaluation text at page 12 addressing changes at Arlee.
100	290	Victor Samples	Says his opinion is go ahead and get it done as figures engineers etc. have worked on this for two years and have done a good job. No matter how long you go, will not please everyone.	Thank you for your comments. Please see the Re-evaluation text at page 12 addressing changes at Arlee.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
101	290	Frank White	Thank you for the opportunity to respond. I am in favor of the "super-two" proposal through the town of Arlee, with traffic light and turning lane. I'm in favor of purchasing the couplet land and hold as a future option.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
102	290	Carol-Lynne Toleno	Building a couplet around Arlee will make it unsafe for children and dogs and walking persons. It will destroy any sort of peaceful life in the area between. It is unwanted for present small business. We can't grow around this project as you anticipate. Why four lanes in town? Why not the super 2 through town?	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
103	290	Bert Shultz	I like the idea of a couplet in the Arlee area.	Thank you for your comments. Please see the Re-evaluation text at page 12 addressing changes at Arlee.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
104	290	Merrill Bradshaw Arlee Volunteer Fire Dept.	<p>The Arlee Volunteer Fire Dept. perceives several interesting circumstances to be addressed. First, a little background is in order. The Arlee fire and ambulance company responds to an average of 215 requests for help per year. 73% of those page outs are medical related. Our district coverage runs from mile marker 8 to mile marker 26 on US 93. Fire and medical responders need quick and safe access to and from the AVFD garage at all times, as do the emergency response vehicles.</p> <p>#1 - AVFD garage driveway is offset north of Houle St. On US 93, creating an uncomfortable access to Houle and to the couplet.</p> <p>#2 - how do we stop traffic on US 93 northbound.</p> <p>#3 - couplet access to southbound US 93 will be through residential area on poorly maintained road surfaces.</p> <p>#4 - should we attempt to stop traffic on southbound US 93 couplet for emergency access (will visibility be an issue?)</p> <p>#5 - road distance changes for home insurance policies could raise premiums as well as increase time needed to respond to fire and medical emergencies (highway access to some residences will require a looping on and off US 93 via Blackhawk and White Coyote interchanges.)</p> <p>#6 - quick and easy response to elderly housing located on Lumprey Road via Pow Wow road is unclear, as well as access to proposed tribal housing, located on Pow Wow road.</p> <p>#7 - quick and easy response to proposed tribal business park located within Pow Wow, Lumprey Road/93 triangle combined with the southbound couplet reconnection location presents an interesting cluster.</p> <p>These are preliminary concerns. I am sure there are other things to be worked out, and other engineering challenges. I would like to encourage you to meet with the Arlee Fire Department personnel so you will have a better understanding of AVFD's operation and needs. It will also benefit us to learn more about the engineering and design of the proposed US 93 highway through the Arlee fire district.</p>	<p>#1 - There will be a cross street connecting the northbound and southbound legs of the couplet at Wessinger Street which connects with Houle Street at US 93. There will be four cross streets connecting the two legs of the couplet: North Couture Loop, Wessinger Street, Whitworth Street, and Finley Creek Road.</p> <p>#2 – Through the use of emergency vehicle detection system, signals with flashing beacons may be an option to look into regarding stopping traffic on the couplet for the fire department.</p> <p>#3 – Couplet access to southbound US 93 will not be on poorly maintained roads. The four cross streets will be brought up to MDT standards for local roads and maintained as such.</p> <p>#4 – see #2</p> <p>#5 – The changes in access should create a minimal change in response time. Please see the Re-evaluation text at page 12 addressing changes at Arlee.</p> <p>#6 – The access for Lumprey Road to US 93 is unchanged. Use of the cross streets should facilitate “quick and easy response” to the houses in question.</p> <p>#7 – Use of the cross street at North Couture Loop to Powwow Road should facilitate a “quick and easy response” to the area in question.</p> <p>A meeting is scheduled with the AFD to make sure all safety concerns are addressed.</p>
105	290	Dan and Gina Harbarbis 93 Feed and Supply	<p>Dan and I are business owners on highway 93 (93 Feed and Supply). Would like to see two lanes of traffic, northbound and southbound, going through the middle of town, with a light, turnout lanes, and a slower speed limit. It would benefit all of Arlee and all of the business owners.</p>	<p>Please see the Re-evaluation text at page 12 addressing changes at Arlee.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
106	290	Geneva Samples	Expressed concern that many who signed a petition in Arlee thought it was addressing safety when it is in fact being circulated in opposition to the proposed couplet. She wanted to make it known that many who signed it are not in opposition to the couplet.	Thank you for your comments.
107	290	Robin Nault	Bypass of Arlee would be a blow to economic development. Multiple lanes, sidewalks and shoulders would best benefit the community.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
108	290	Jim Ammen Tony Hoyt	RE: Arlee improvements – eliminate on-street parking, bike lanes to provide for a 12 foot right turn lane; side streets have 80' R/W which should accommodate widening for turning; reduce sidewalk to 6' to provide adequate shy distance. Add a traffic signal to allow safe crossing of US-93. Make the narrowing to two lanes a sufficient distance from the north and south ends of town to allow for traffic calming. Proposed concept is a three-lane section with 12' shoulders for right turn lanes.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
109	290	Jerry Kurzenbaum Lake Co. Community Development Corp.	References petition signed by 28 business and property owners in Arlee. Supports a proposal for 2 through lanes, a center turn lane, 2 local lanes, a sidewalk, and a bike lane within the existing 80' R/W.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
110	290	Robin Nault	What is the general feeling of the townspeople of Arlee towards the couplet design? What is the tribe's official statement for supporting the couplet design?	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
111	290	Margie Juris, John A., Rita Matt, Tony Edwards, Blaine Edwards	We, the undersigned, agree with Pat Williams editorial, and wish to see the implementation of a Super-Two alternative rather than the proposed couplet.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
112	290	Mitzi Miland The Daily Grind	We opened a drive through espresso stand in Arlee. I spent quite a bit of money to get electrical, etc. The new plans of the highway I will lose at least ½ if not more of my business. Also, I will not have an easy drive in-drive out with curbs and limited entrance. Signs are very expensive which will be a hardship on us. Just to try and catch a few southbound vehicles. We would also have to lease land to put signs on, added cost to a small business that is struggling to make it.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
113	290	Jim Thornton	I strongly urge the adoption of the Super-two alternative for Arlee rather than the costly couplet designed by Skillings.	Please see the Re-evaluation text at page 12 addressing changes at Arlee.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
114	290	Richard Eggert	Requests that MDT, FHWA, and CSKT make full consideration of 3-lane alternative within Arlee. Requests review of width of all wildlife crossings and reduction of width to two-lane configuration wherever practicable. Requests use of Canadian style signing at lane transition locations in order to give drivers full notice of imminent transition. Wants to be included on Citizens Advisory Group for Ninepipe Supplemental Environmental Impact Statement.	Please see the Re-evaluation text at page 12 addressing changes at Arlee. Mr. Eggert is on the SEIS Advisory Committee.
115	310-312	Larry R. King 2-88	I bought a small, 8 acre, campground, just a mile north of Arlee on the Hwy 93 corridor. This campground is one of the oldest privately owned camp grounds in the state. There is a structure here that is the remains of one of Montana's first motels. At present I am in communication with the Montana Historical Society to authenticate this. Plans for this new highway 93 expansion show that access to my property is to be totally eliminated! Not a single person has officially discussed this with me.	If the existing access is removed, reasonable replacement access will be provided for the campground. The remains of the old motel will not be impacted by the planned construction.
116	312	2-87 to 2-200	Is an important spring to the ecology of the Jocko hollow - do not restrict the flow.	Thank you. Your concerns will be passed on to the design team.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
117	312	Kathy Clarkin Two Rivers Autobody Arlee 2-200	<p>Our business is Two Rivers Autobody. We believe your current proposal would be detrimental to our business. It would be extremely difficult to find the access to get to us, not to mention follow or guess the correct way to navigate the country roads once the customer has left the highway. Most the time the customer is driving a wrecked car which means he could be sitting on glass or just stressed with the predicament. We would also have the issue of the length of response time for the fire department, which could lead to higher insurance rates on a young business. Could you please find a different way to access Dumontier? One of our bull sessions thought that you could use the "old" hwy 93 and join the highway at the top of the hill to the north or you could use the county bridge and go south with a frontage road to Saddle Mountain road. Please consider alternatives to your current 5+ mile country road trip route.</p> <p>On another note, there is a spring that runs under hwy 93 from the campground and runs north and joins the Jocko River. This spring is very important to the wildlife. It is a spawning ground for brown and rainbow trout. There is a nesting pair of wood ducks that nests there every year along with a gray heron. It is also a feeding site to a bald eagle (seen everyday). We (Clarkins and Flukes) also irrigate our properties with its water. Please make arrangements to keep this spring running at its current flow.</p> <p>And finally, when we purchased our property four years ago it was fenced just as it is today. The previous owners fenced part of the state's land to graze their horses on. We have never moved the fence and currently use it for the same. We have removed most of the weeds and garbage and trimmed trees so that they are now thriving. It is our understanding, from the meeting, that once the highway goes through, we may be able to purchase this property (please). We would greatly appreciate purchasing it and adding it to the current property tax rolls. Please consider our offer to purchase this small piece of property. Thank you for your attention to this matter. I hope to hear from you regarding our access to our business and the other issues I have addressed.</p>	<p>There is a frontage road to Parcel 2-200 along US 93 with access at Saddle Mountain Road. There are no country roads to navigate as mentioned.</p> <p>Dumontier Road will follow the old US 93 alignment with the access to US 93 moving approximately 950-1000 feet north.</p> <p>Please see the Re-evaluation text at page 14 addressing changes at Jocko River and Dumontier Road.</p> <p>Thank you for this information – it will be passed on to the design team.</p> <p>It is too early in the life of this project for determining the disposition of existing highway right of way.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
118	313	Jo Burland Francis, Richard, & David Burland	Would consider using old highway 93 for access above Dumontier Lane.	Please see the Re-evaluation text at page 14 addressing changes at Jocko River and Dumontier Road.
119	313	Francis, Richard, & David Burland	Dumontier access - our concern is higher insurance rates due to longer distance to the fire department.	Please see the Re-evaluation text at page 14 addressing changes at Jocko River and Dumontier Road.
120	313	2-90	Two Rivers Auto Body & Jocko River Auto Sales - Dumontier access - please use old highway 93 going north and meet it on the top of the hill to access new highway.	Please see the Re-evaluation text at page 14 addressing changes at Jocko River and Dumontier Road.
121	313	2-90	Our concern is loss of business due to re-routing traffic to White Coyote to Martz Lane and back to Dumontier and then to our businesses.	Please see the Re-evaluation text at page 14 addressing changes at Jocko River and Dumontier Road.
122	313	Francis Burland	I strongly object to the closing of Dumontier Road. I will be over 5 miles [from] highway marker 19 rather than 250 yards at present. I and almost all other users of Dumontier Road wish to have direct access via existing US 93 or other means. Leave one of the bridges and current road as a frontage road. Usage would be less than 10% of current traffic on US 93.	Please see the Re-evaluation text at page 14 addressing changes at Jocko River and Dumontier Road.
123	314	Jo Burland Carl Morigeau	Would consider using old highway 93 for access above Dumontier Lane.	Please see the Re-evaluation text at page 14 addressing changes at Jocko River and Dumontier Road.
124	316	Calvin Morigeau 2-90	One of five owners of undivided interest in trust land. There are two graves located on the parcel adjacent to station 316. The graves are of non-tribal people buried prior to his family taking ownership of the parcel. He thinks that the graves should be retained on the parcel and protected from project impacts either via avoidance or relocation.	Thank you for the information. Contact will be made to locate the sites and either avoid them or relocate them as necessary.
125	380	Don Winston, Department of Geology, University of Montana	I would be happy to contribute geologic information for the interpretive centers. Difficult to access web page link on home page. 2 lane - south of Ravalli, 3 lane at Spring Creek. These will become dangerous bottlenecks. Need to be 4 lanes. Need 4 lane on road north 93 to highway 200. Wildlife crossing at Evaro - keep kids off the crossing.	Thanks – you will be contacted at the appropriate time. We appreciate your comments on lane configuration. However, physical constraints south of Ravalli limit the design to two lanes. We believe the 3 lanes will perform efficiently at Spring Creek and through Ravalli. This will need to be addressed in the design phase.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
126	380	Don McCammon	Spring Creek passing lane should be northbound and not southbound. 2 lanes south of Ravalli will be a bottleneck. Good - 4 lane on Polson hill. 4-lane on Post Creek hill! ! !	See Response 125. After going through the canyon with 2 lanes it was deemed necessary to give southbound traffic an opportunity to pass.
127	410	Richard Giffin	Even though Ravalli curves is a ""sensitive area"", more should be done in that area because of the high accident rate. It is a shame not to fix an "accident area" as long as you are re-doing the road.	Ravalli curves is indeed a sensitive area. Some areas are proposed to be regraded and vegetated to reduce the scarring on the cut slopes. Intersection improvements are being made at North Valley Creek Road, including a left turn lane, to increase the safety of the area. Flattening curves is not feasible due to the proximity of the railroad and excessive cut slopes of sensitive areas that would be required. Eight foot shoulders are being added and will contribute to safety improvement.
128	435	Ravalli	Is the proposed ROW line and cut and fill actual?	What has been shown on plans is preliminary.
129	438	Calvin & Irene Morigeau 2-162	4 Star Bar - need to know what is really needed.	It now appears no right-of-way will be needed from your property.
130	438	2-161	We don't want sidewalks. We live in a small rural town and want it to stay that way.	Comment noted. However, current design has sidewalks on the northbound side of US 93 only.
131	438	2-161	Owner wants the animals to travel to her property from the parcel 2-154. She enjoys seeing them eat her plants. Maintain good drainage for the irrigation ditch so animals that use canal to go to property eat her grass and roses.	Proposed design should not change this.
132	450	Marianne Johnson 2-189 3-2, 3-4	Wants to know if US-93 and MT 200 will be coming closer to her house, and to discuss access control. Concerned that a "Walt Kero" who is unknown to them is listed as a trustee on her mother Annabelle Morin Zahn's property (3-2 & 3-4). Also noted three water rights that need to be maintained.	There are ongoing discussions with the property owner to maintain reasonable access to this property. Through the right of way acquisition process a concerted effort will be made to clear up the title issue mentioned.
133	539	3-48	Concerned about traffic moving in front of his property.	The design team has investigated ways to move traffic away from this parcel. The improved highway will move traffic more efficiently, which may help some. The curve in front of this property has been flattened, moving the road to the west which will minimize the impact.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
134	539	3-48	Why don't we move the roadway westerly to avoid as much impact as possible - same comment for 3-50.	See Response 133.
135	603	Laurie Charette 44 Bar 4-21	Wants to know if her property will be excepted out and dealt with in the Ninepipe SEIS; concerns of loss of parking, business and employment impacts.	Yes, it is excepted out and will be dealt with during the SEIS. However, there is a current intersection safety improvement project planned for this location. The project planning effort will include interaction with the property owners at this intersection.
136	603	Don Owen MP 39-40	Not opposed to moving US-93 three miles to the west. Is concerned about extra miles he would have to drive if existing highway is discontinued.	This comment pertains to the Ninepipe SEIS and has been forwarded to the SEIS study group for their consideration.
137	603 - 768	Bernard Bjorgen	Consider Overpasses in the Ronan/Ninepipe area. Wildlife is becoming a bigger issue than the safety of people.	This comment pertains to the Ninepipe SEIS and has been forwarded to the SEIS study group for their consideration. Wildlife crossings are part of the considerations in the SEIS.
138	603 - 768	Rev. M.J. Nicholas	Simple common sense indicates that one should not consume land, good agricultural land, to build 4 new lanes – with all the approaches, creek crossings, new intersections, etc., when it would obviously cost less and take less time to add two new lanes next to the existing road. The much smaller problems there can be much more easily and more cheaply overcome.	This comment pertains to the Ninepipe SEIS and has been forwarded to the SEIS study group for their consideration.
139	774		Wildlife crossing no. 37 - just north of station 774 - 776, there was 90' of quick sand next to the highway. Need to do geotech at side for wildlife crossing at station 773.	Thank you. This information will be used in the final design of the facility. Additional geotech work will be necessary prior to construction.
140	796	5-33 & 5-133	At Mud Creek - for new wildlife crossings on old highway 93 - take ROW from north side to avoid utilities and water lines on the south.	Thank you. This information will be used in the final design of the facility.
141	800	Steve Glow	I believe there should be an off-highway bicycle and pedestrian path between Ronan and Polson.	While that may be a worthy suggestion, it is currently not part of the project design outlined in the EIS and negotiated in the MOA.
142	805		There is an underground spring on the east side of the highway.	Thank you. This information will be used in the final design of the facility.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
143	825	Fred Steele, Chairman OSHA Tribal Committee -840	On behalf of the OSHA Safety Committee of the Confederated Salish & Kootenai Tribes in Pablo, Montana, we would like to request that consideration for installation of stop lights in Pablo area be addressed immediately rather than waiting until the highway expansion is complete. This concern has come to our attention since Mission Valley Power has moved its operation facilities to their new complex located at Pablo West Road just north of the Tribal Complex. This has created a traffic problem since there are at least 40 additional employees driving within the area between the hours of 7:30 am and 5:00 pm. Traffic is more congested now than ever before. We are also concerned for the welfare of the pedestrians that are crossing at various places along the same corridor. Vehicular traffic is not acknowledging the crosswalk areas and the students at Two Eagle River School have been seen taking numerous chances when crossing the highway, along with the employees at the Tribal Complex who frequent Joe's Jiffy Stop for lunch and breaks. With the start of the tourist season upon us, our concern is for vehicular and pedestrian safety of all tourists traveling throughout our area, as well as for our employees and children. There have been reports of several accidents within this area since traffic has increased. Although there has been no report of major injuries, we would like to be proactive in our approach to this problem. Rather than wait for a serious accident or fatality, we would like to see our request addressed as soon as possible, and arrangements made for implementing traffic controls in this area. We appreciate your consideration of this request and await your response.	<p>The MDT plan at the time of this comment was to put two signals in Pablo, one at Division Street, and the other at Pablo West/Clairmont Road. They have deferred these signals to this project since the amount of time it would take to have the signal projects out to construction is not much less than this project.</p> <p>In addition, the MOA calls for a road crossing access at College Street which will provide a crosswalk for pedestrian traffic. It also calls for a signalized intersection for Light Road.</p> <p>All three signalized intersections and the pedestrian crossing will be constructed as a part of this project.</p>
144	830		I'm concerned about pedestrian crossing between the tribal complex and college, Jiffy Stop, housing, etc. I suggest an overhead crossing between. I like the two stop lights in Pablo Division Street and Clairmont Road. I hope these are maintained.	Thank you for your comment. See Response #143.
145	830	Robert Starkel	Thinks that a reverse frontage road is a waste of taxpayers money considering it will only eliminate 1/2 of the accesses.	Please see the Re-evaluation text at page 18 addressing changes at North Pablo.
146	830-900	Bob Starkel	For ½ mile between Pablo and Polson it is ridiculous to make this frontage road. If you have 4 lanes, it should be easy to enter the highway.	Please see the Re-evaluation text at page 18 addressing changes at North Pablo.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
147	848	Glen Flaget Plum Creek	Our only concerns with the new Light Road proposal are the logging truck traffic (which includes several trucks with pups), residential truck traffic, and our truck transport traffic. The trucks may back up waiting for this turn and/or have a struggle making the 180° turn to the log yard/lumber loading area. Log truck traffic during the busy season averages 80-100 loads per day, and during the slow season, as few as 30 loads per day, with one month out of the year with no log yard truck traffic due to spring breakup. Our residual truck traffic averages 15 - 20 loads per day throughout the year. Our transport truck traffic averages 6 - 15 loads per day. Phone 883-7514 with questions.	Further operational analysis of this intersection will occur to ensure that the intersection works as planned.
148	865	Kenneth Rowley 8-83	He is concerned with the drainage from adjoining properties & property across the highway that were culverted to drain across the Mud Lake Trail/US 93 intersection.	Your concern is noted. Details like this will be addressed in the final design of the project.
149	865	Roger Mitchell 5-91	I do not support the Mud Lake Trail Revision Proposal. It will greatly reduce my business at parcel 5-91 and require an unacceptable amount of land from parcel 5-93.	Please see the Re-evaluation text at page 18 addressing changes at North Pablo.
150	865-873	Roxanne Reum	Very unhappy and opposed to the Pablo Reverse Frontage Road Concept. It means routing traffic by her business tire shredder (very unsafe). Semis access the back 20 acres – how would this function change? Why not shift the road to west and put frontage road just east of 93 in front of her business? Why is there such a big gap between the north and south travel lanes? Joe Hovenkotter says the Tribe wants to limit continued growth in the area – she feels this is a contradiction, when the tribe is building new complexes and business around Pablo. How are the Tribal accesses going to be affected south of her place near Pablo? (IGA, College, Tribal Complex, etc.?) She doesn't feel tribal access control is oriented around commercial business as hers is. She feels this concept and its implications are causing undo stress.	Please see the Re-evaluation text at page 18 addressing changes at North Pablo.
151	870	Jane Polson Auto Salvage	I very much like the plan. Someone was really thinking. It will be great to have better access to the back of our property and much safer for traffic.	Comment noted. However, the reverse frontage road proposed at this location has been eliminated. Please see the Re-evaluation text at page 18 addressing changes at North Pablo.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
152	881	David Salomon	I like the frontage road. However, it should continue north, the rest of the way through my land till Minesinger Trail.	Comment noted. However, the reverse frontage road proposed at this location has been eliminated. Please see the Re-evaluation text at page 18 addressing changes at North Pablo. Your suggestion to continue the frontage road to Minesinger Trail was considered but not implemented because the 3 governments only wanted the frontage road to continue north as far as the county gravel pit.
153	899	Dick Schafer Polson	Believes he owns the land corresponding to Parcel 5-134. He was concerned that Schafer Road would be cut off past Mission Valley Auto and moved to Caffrey Road.	The Schafer Road access at Mission Valley Auto intersects US 93 at a fairly severe skew angle. This is not a good idea from a safety standpoint. The decision has been made to move the Schafer Road access either to Caffrey Road or to US 93 just north of the Jehovah's Witness Church, vicinity station 902+25
154	901	5-138	Concern that access for those that come from the south to the Kingdom Hall (100 people on Sundays). Want it to be safe and well accommodated. There are 2 congregations with 3 meetings/week each.	Thank you for this information. The design team will investigate the need for turn or storage lanes.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
155	920	Thomas & Agnes Brown 5-118	<p>Thank you for sending us a map of the proposed so-called new road past our property, called Parcel 5-118 as presently designed.</p> <p>The plan you sent us is totally, and completely unworkable. It doesn't even make sense. We "gave up" 1 ½ acres of our land when the present highway was built. We will "give up" no more. There is vacant land and a big hill opposite our driveway.</p> <p>The Montana Highway Department had been talking, surveying, and spending money on these plans for over 10 years. They are not any farther ahead now. I see there is another "meeting" July 18th. No one agrees with anyone. Why can't the State and FHWA build a road south of Polson Hill, make a new bridge, and connect with the West Shore Hwy. beyond the river? That is what was proposed by the MHD in the beginning. We have lots of people now, and will have more. We need a good 4-lane highway, that is for sure, but make the present highway a frontage road, like they do in other places, and have a good un-congested road through to Kalispell north.</p>	<p>Please see the Re-evaluation text at page 21 addressing the Glory Road frontage road.</p> <p>Thank you for your comment. A decision on the Polson bypass will not be made as a part of the Re-evaluation. Your comment will be passed along when a decision is being pursued for this part of the highway.</p>
156	922	Steve Kenyon Manager, Nickel Cars	<p>In reviewing the proposal on the modification on Highway 93 (Glory Road Exhibit) the development would cause a severe impact to Nickel Cars. In reviewing the map proposed the road would come approximately 10 feet from the building, which would eliminate any possibility to continue doing business at this location. This proposal would greatly effect all of our employees and their families. Our business is very unique in the aspect that we can accommodate people's transportation needs in a facet that is unique to our area. Obviously this proposal would negatively impact our community, employees, and company. We strongly oppose the Glory Road exhibit. Please feel free to call to discuss the negative impacts of Glory Rd. exhibits – 406-883-6417.</p>	<p>The frontage road from Glory Road to US 93 has been reconsidered. The existing Glory Road access will be closed and a new frontage road constructed from Glory Road to a new access 600 meters to the north. The frontage road was moved from within the existing right-of-way to the east to reduce the impact on the vegetated hillside to the west. The access point to US 93 has impacts to parking for the businesses on the east. Further efforts will be made to minimize these impacts during project design. Please see the Re-evaluation text at page 21 addressing changes at Glory Road.</p>
157	922	Milton Nickle Nickle Cars 5-119	<p>Opposed to any further acquisition of his property. It will decrease the size of his sales lot.</p>	<p>Please see Response #156 and the Re-evaluation text at page 21 addressing changes at Glory Road.</p>
158	923	David and Susan Sohr Les Schwab 5-121	<p>Not impressed with proposed frontage road concept. Why is this being done? There have been no accidents as a result of the current alignment.</p>	<p>Please see Response #156 and the Re-evaluation text at page 21 addressing changes at Glory Road.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
159	923	J.R. Iman 5-120	I met with an engineer on the new proposal. I object to the 93 access for the realignment of Glory Road to the front of our business. If it was changed to enter east of our commercial park on the existing subdivision road and we retain our access to it would be better. Our business would be severely impacted by placing a county road across the front and eliminating any parking.	Please see Response #156 and the Re-evaluation text at page 21 addressing changes at Glory Road.
160	923	Susan Sohr Les Schwab 5-120	We feel that putting in a frontage road from Glory Road to enter highway at site 5-119 and 5-120 would cause too much congestion and traffic directly in front of our business. We have been doing business at site 5-120 for 4 years and have not seen any accidents at Glory Road Highway access – we feel this is a safe corner and would prefer not to change. NO FRONTAGE ROAD.	Please see Response #156 and the Re-evaluation text at page 21 addressing changes at Glory Road.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
161	923	Gil Mangels Miracle of America Museum	<p>We received a letter regarding parcel 5-122, from your office dated June 1. We had thought the access problem in this area was solved. Now we learn otherwise. It has been rumored that perhaps a frontage road will run all the way from Glory Road, in front of Nickel Cars and Les Schwab to exit here at Clearview Heights in front of the Miracle of America Museum. We have also learned from experience that what looks good to an engineer on paper is not always practical in reality.</p> <p>First of all it would greatly increase unnecessary traffic in front of the museum: secondly, as a general rule, the longer the road, the faster the speed. Forced traffic would be unsafe and unacceptable. We host many public schools, group homes and tours which must park their busses in front. The passengers must walk across our private frontage road to access the museum reception area. Many are handicapped and some are in wheelchairs.</p> <p>Big semi rigs already pull through the Museum parking lot to deliver to Les Schwab and Nickel Cars. Currently much of that traffic, upon seeing these busses, uses the Les Schwab access. The increased congestion by lessening the access to US 93 will be tremendous. However we see no danger of this by having the Odlands, Glory Rd. Tom Brown & Dutch Orchards sharing a common exit at the south end of Nickel Cars. The other access should be left as is or improved with greater shoulder paving near the exit/entrance.</p> <p>The Miracle of America Museum is a year-around 501-C-3 Non-profit Corporation. Governor Martz called it a "Premier Tourist Attraction". Senator Burns and Congressman Rehberg have also given it accolades. All have visited here more than once.</p>	Please see Response #156 and the Re-evaluation text at page 21 addressing changes at Glory Road.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
161 c o n t' d.	923	Gil Mangels Miracle of America Museum (cont'd)	<p>Economically, for the area, easy, safe and convenient access to the Miracle of America Museum is a necessity. Records show that we have "impulse stopped" tourists intending to just pass through Poison. After stopping here for several hours, they have gone on to eat and spend the night in Poison, boosting the economy for several businesses.</p> <p>You have already improved safety locally with a lower speed limit and the long "refuge" or leftturn-lane. Those of us who drive and watch traffic patterns daily in this area, know that the safest bet is a 4 lane with a fifth center "refuge " lane. This would give greater maneuverability for all concerned. We have traveled in over 40 states pulling a trailer and know how important easy maneuverability is. Also, the closer to town, the more entrances and exits are needed. We have noticed that the impatient drivers have lain on their horns when people turning right don't pull over soon enough because the shoulder paving is too narrow near the edge.</p>	
162	936		Concern about storm drainage runoff - effecting Eagle Nest RV - curb & gutter on 93 would send water down highway 35.	Runoff will go into an enclosed storm drain system. There is ongoing coordination with the MT 35 project designers.
163	937	R. Rosa	The intersection of 93 and 35 is dangerous because northbound cars must stop on a down grade which is often slippery. A reduction of grade at this point is exceedingly important.	We will review the design to assess the effects of stopping on a down grade, but significant changes appear unachievable.
164	937	Paul D. Gochis	I need to impress on your plans for highway no. 35, that we need direct access off the highway. We have a cherry stand directly in front of our home, any deviation of the access to us will kill our stand and cause substantial loss to us. Also, our son has an electric business right behind us requiring semi-trailer deliveries, etc. Please consider this in your planning.	This comment appears to be related to a different project, the MT 35 EA, and will be forwarded to the appropriate office.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
165	937	Ric Smith Century 21 Big Sky Real Estate	<p>Please consider this letter additional comment on the proposed Polson-east (Montana 35) environmental assessment.</p> <p>#1 - you will find attached a position statement. I have discussed the project with most of the business people in the area. While there is some disagreement on the preferred alternative all that I spoke with agree with this statement. Briefly, we are a very seasonal community; it would be devastating for us to lose the business from one season. I and those I spoke with believe the attached statement is fair and reasonable.</p> <p>#2 - I noted with appreciated the EA already addressed some of the issues that I and other business people have brought up. I appreciate your listening to our concerns, such as a group of area business people to help guiding the planning.</p> <p>#3 - the preferred alternative as drawn does not show where the curb cuts will be. First of all I have been told at meetings and I want to make certain that once completed I will have a curb cut onto my parking lot. Location and good access is key to success of any business, mine especially. How could the EA measure impacts to businesses without showing where the curb cuts are?</p> <p>#4 - I believe that an EIS is called for. While compared to many projects that MDT construct this one is small. However, the impacts are significant to this small town and our business community. I do not see how anybody could argue that the impacts are not significant. A small project has significant impacts in a small town.</p>	These comments appear to be related to a different project, the MT 35 EA, and will be forwarded to the appropriate office.
166	938	Wendy Peterson	I would like to see you start working on the Polson North section of the highway soon.	Comment noted. The MOA did not address improvements north of MT 35. Further negotiations among the three governments will be necessary.
167	938	Don Peterson	The Polson-North section should be commenced immediately to alleviate the severe congestion through Polson.	See Response #166.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
168	938	Mimi Werner Polson	<p>Concerned about conservation easements – would like to provide bird habitats along the south shore wetlands of Highway 35. Would like MDT to make a commitment to finding and qualifying for state funds for public transportation and conservation easements that would protect this south shore area.</p> <p>In what concrete ways are the State and Highway Dept. and the Tribes willing to produce, to implement commitments for limiting and directing the highway, reduce growth and development.</p> <p>Concern about the abundance of Agricultural land on the South Shore that is being left wide open to development and increasing the size of the road certainly is a precursor to that development. I know that the plans that are in circulation state that everyone seems to be committed to limiting and directing growth and development, but I want to know specifically what plans are going to be implemented to limit these problems.</p> <p>Would like to see the Highway Dept. prioritize lands according to their value – as habitat or as corridors for animals, and specifically, again, the South Shore is incredible bird habitat and migratory area for water fowl, and I don't get the sense that the State has recognized this. I would like you to take a better look at this issue in particular.</p> <p>Also, there is no citizen's group. There is no place that citizen's are represented in this planning, except at these Open Meetings, and comments get made, and then we never know what happens to them, so I'd like to see some citizens represented on the planning board, transportation department, and be part of this consultation group.</p> <p>Lastly, I'd like to see the bike lane on Hwy. 35, maybe, aesthetically curved a little bit, undulating instead of a straight line, and I'd like the State Hwy. Dept. to make a commitment for landscaping beyond the junction of 93 and 35 and really help this highway to look aesthetically a bit more pleasing to the area.</p> <p>What provision is available for public review, and to comment on these designs, after they've been made?</p>	<p>These comments appear to be related to a different project, the MT 35 EA, and will be forwarded to the appropriate office.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
169		Jo Crawford	This seems like a far more cost effective plan - not to mention less controversial and more appealing.	Thank you for your comment.
170		Lynn Kelly and Mary Gertson Polson	Please send me a copy of the "kinder, gentler project" by CSKT. Thank you! I think all of the long bridges are going to be very dangerous in the winter time. They will be slick and cause a lot of accidents.	A copy of the MOA was provided. MDT maintenance forces are aware of the icing problem on bridges and are doing their best to maintain them.
171		Rita Senkler	It is imperative that knowledgeable persons such as: Pete & Nancy Vaughan - Charlo, be consulted and their information be given serious consideration. As for me, highway 212 must not become highway 93.	Comment noted – Nancy Vaughan is on the Advisory Committee for the SEIS.
172		Howard Senkler	Leave highway 93 where it is going though the Ninepipe area based on economic factors and wildlife habitats. Too much farm land would be taken out of production by moving it to the west. Many potholes would be eliminated and existing wildlife habitats would be disturbed.	This comment pertains to the Ninepipe SEIS and has been forwarded to the SEIS study group for their consideration.
173		Lori Charette	I, Laurel and Lori Charette, think the road should stay on the existing road. There are just as many wildlife on the other side as on the main road. We don't need to make more turns in the road.	This comment pertains to the Ninepipe SEIS and has been forwarded to the SEIS study group for their consideration.
174		Mary Herak-Sand	Keep 93 where it's at in the Ninepipe area. Build bridges over wetlands. I agree with FRO considerations. Federal money needed for conservation easements. Super-2 in Arlee. More 2 lane sections, fewer 3 and 4 lanes. More federal money for public transportation. Bicycle trails. Public review on all aspects of design. Guarantee that multilane segments won't be expanded by repainting stripes.	Part of this comment pertains to the Ninepipe SEIS and has been forwarded to the SEIS study group for their consideration. Please see the Re-evaluation text at page 12 addressing changes at Arlee. Expansion of lanes would not happen until (a) warranted by traffic conditions, and (b) agreed to by the jurisdictional agencies.
175		Bill Bick	The new highway is going to be very dangerous because of all the merging traffic from the passing lanes and the long bridge decks that will be icy in the winter. The proposal to go around Ninepipe is a big waste of money and time because the increased length of the road will create more curves, increase pollution, and be detrimental to wetlands and wildlife in the Charlo area.	Passing lanes have been designed to provide ample opportunity for merging. See Response 170. This comment pertains to the Ninepipe SEIS and has been forwarded to the SEIS study group for their consideration.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
176		Charles Fudge	<p>On the entrance to Polson from the top of the hill use tree plantings to provide aesthetically pleasing experience and as a screen for construction structures. Incorporate bikeways and walkways as determined by public input of need. Incorporate trees/shrubs as a living snowfence in areas where blowing snow is most prevalent. If design uses concrete median barriers provide oval openings spaced reasonably close to provide for small mammal crossing. Where amphibians (turtles/frogs) occur in quantity design barriers parallel with alignment and design crossings under the highway.</p> <p>Use gravel pits as waterfowl habitat upon completion of use and plant appropriate vegetation as habitat and screening. Significant control access onto the highway from adjacent properties by adding connecting frontage/lanes to funnel access to key ingress/egress points. I support current lane configurations for Evaro-44 Bar and Ronan-Polson sections.</p> <p>The wildlife and fishing measures shown as examples on the charts are sound. The visitor center at the bison range and pullout on the top of Polson Hill are welcome. As part of the interpretive information at the Bison Range center at the top of Ravalli hill and the pullout at the top of Polson hill include the geologic interpretation of glacial Lake Missoula. Also include interpretive signing at other key points along the way. The technical stuff will take care of itself. Good luck.</p>	<p>A Polson Hill Overlook will be constructed to increase the vista opportunities. Native vegetation will be utilized to enhance the landscape.</p> <p>It is anticipated that amphibians would use culverts and wildlife crossing structures to cross under the highway. Wildlife crossing structures will be monitored after construction. If high rates of mortality among amphibians are observed, modifications to the crossing structures would be considered.</p> <p>Thank you for the suggestion. Project biologists are currently working with Tribal staff to identify appropriate mitigation for wetland impacts in the project corridor.</p> <p>Comment noted concerning geologic display of Lake Missoula.</p> <p>Interpretive signing has been included at key points.</p>
177		Rosanna M Longacre	Please send me a list of names and addresses of Montana highway commissioners.	A listing was provided.
178		Bob Bjorgen	Make this a 4-lane highway and be through with it. I like the way they have planned fencing the highway and then putting wildlife crossings under the highway. With that there is no reason not to make it a 4-lane. There has been enough bickering around. Think of the future. Population increase you cannot stop.	The purpose of the MOA was for the decision makers to reach a compromise on lane configuration, mitigation, and other features. Months of intensive work were spent doing just that, which was documented in the agreement signed by all three governments in December 2000. No additional four-lane sections are planned at this time.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
179		Mabel Reum Post Creek Area	We have lived here since 1954 and from personal experience we would much prefer a 4-lane highway 93 wherever possible as too many people think they are still on a freeway when they are dreaming along on a 2 or 3 lane highway and make a lot of bad passes - causing needless accidents. Thank you.	See Response #178.
180		Lloyd Smith	I would like to see everyone work toward a 4-lane divided highway with frontage roads and over and under-passes.	See Response #178.
181		Bernard Bjorgen	Quit creating so many problems. I once read a quote - want to know how to make money - create a problem, then get in the business of solving the problem. There has been enough problems created and money spent. We could likely have had this four-lane done.	Comment noted See Response #178.
182		Don Winston	Requests information regarding the natural history and geology of the area [be placed] at all interpretive sites.	This type of information is currently being developed and will be included as it fits the site and space is available.
183		Steve Day	Recommends four-lane configuration for full length of project out of concern that too many transition points will create unsafe condition.	See Response #178.
184		Alfred Suneson	Your public offerings at Polson last night showed you have made the "win-win" for all sides to date. Special interest groups lose sight of the purpose of a public highway - namely safe travel! Do your "magic" in the Ronan and Arlee area with those narrowly focused business (not public) interests for another win-win. Who would ever think designing a simple roadway could be so complex?	Comment noted, thank you for your confidence in our ability to forge solutions to the issues facing us.
185		Dorothy Clinkenbeard	Please send a copy of the [plan for the] Smoke Ring section.	A copy of the plan was provided.
186			We take our lives into our hands with a 2-lane - with 4 the morons will only go faster. This is stupid! !	Comment noted

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
187		Mayre Flowers Citizens for a Better Flathead	<p>We would urge to look for addition opportunities to expand the reduction of lanes. This reduction is important to ensure better functioning of wildlife crossings, and to discourage sprawl outside of the communities connected by these sections with increased lanes.</p> <p>We encourage serious consideration of ways to ensure that wildlife crossings can be complimented and made viable with accompanying land use protections such as conservation easements.</p> <p>We encourage you to support the Super-2 plan for the community of Arlee which we understand has broad support in this community. Careful additional attention should be given to identifying a design which this community can broadly support. Our highways should not divide our communities.</p> <p>An important element that seems to be missing from this plan is real funding for public transportation throughout the project corridor. This needs to be addressed.</p> <p>As this project moves forward please encourage broad public participation. Please be sure to add us to your mailing list for this process.</p>	<p>See Response #4.</p> <p>As the design phase continues every effort will be made to ensure the wildlife crossings are as functional as possible.</p> <p>See Response #4 and the Re-evaluation text at page 12 addressing changes at Arlee.</p> <p>The Final EIS identified the need for Transportation Demand Management measures including public transportation, but also acknowledged that TDM measures alone would not substantially reduce traffic demand. Such measures have been incorporated where practicable. Also, MDT has indicated a willingness to fund local transit development plans. It was resolved during the discussions that led to the MOA that CSKT would design and MDT fund an active van pool program which has begun operating in the US 93 corridor.</p> <p>Public participation is always encouraged. Your submission of these comments puts you on the project mailing list.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
188		Anais Woyciechowicz	<p>Where does project stand now?</p> <p>What was decided in the MOA? Has there been any progress since then?</p> <p>In addition to the Hellgate Treaty 1853 and the Upper Missouri Treaty, what legislation both federal and state is relevant to this case?</p>	<p>A detailed written response was provided. In summary: There are currently two separate projects – a NEPA Re-evaluation of the 1996 Final EIS (for the entire length except the Ninepipe area), and a Supplemental EIS for the Ninepipe segment.</p> <p>The MOA decided on lane configurations and wildlife crossings between Evaro and MT 35 at Polson, excepting out the Ninepipe section. There has been ongoing progress as evidenced by this Re-evaluation.</p> <p>The Re-evaluation and Supplemental EIS are being prepared in accordance with all federal and state regulations such as the National Environmental Policy Act and the Montana Environmental Policy Act.</p>
189		Robert McClellan Polson	<p>Wants to see study of alternative transportation solutions instead of more lanes. Who are the members of the POG and TDC? Is the FRO represented? Or the Polson Redevelopment Agency?</p>	<p>See Response #187. POG members: MDT - Dave Galt, Jim Currie, Gary Gilmore, Joel Marshik, Loran Frazier CSKT - Joe Hovenkotter, Lewis YellowRobe, Kevin Howlett, Lloyd Irvine, and Ron Trahan FHWA - Jan Brown, Mike Duman, Dale Paulson TDC members: MDT - Dennis Foy, Doug Morgan, Carl Peil, Loran Frazier CSKT - Joe Hovenkotter, Lewis YellowRobe FHWA - John Snyder Neither FRO nor Polson Redevelopment Agency are represented, but they may be included when issues arise for which their input may be necessary.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
190		Richard Eggert	Concerned that the multi-lane configuration from Ronan to Polson will foster growth and increase pressure to continue multi-lane north and south of this section. Opposes the couplet in Arlee and the configuration of the sections both north and south of town. Suggests 2 lanes from Agency Creek through Arlee to Jocko Hollow Bridge. Wants to see highway narrowed at wildlife crossings. Would like to serve on Advisory Committee. [see comment #66]	See Response #4. Also see the Re-evaluation text at page 12 addressing changes at Arlee and other areas. Mr. Eggert has been appointed to the SEIS Advisory Committee.
191		Thompson R. Smith Flathead Resource Organization	Forwarded copies of 323 identical cards with the following comment: "Please do not allow a four and five-lane superhighway to be built here. I support a safe, efficient Super-2-lane plan for Highway 93, with wide shoulders, turn bays, passing lanes, and other safety features, top-rate public transportation, & good facilities for bicyclists & pedestrians.	See Responses #4 and 178.
192		Larry Smith Smith Paving	At this date 6-08-01 our family has mixed feelings about losing front access off highway 93. We feel this will definitely impact our future reclamation and development of this property. We are rethinking our plans.	Comment noted.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
193		Todd N. Tillinger, PE USACOE	<p>Reference is made to your request for comments on the Draft Re-Evaluation of Final Impact Statement: Evaro-Polson highway reconstruction project, dated April 30, 2001. This letter includes the Helena Regulatory Office comments on that document.</p> <p>1. Water and Hydrology: The agreement reached by MDT, FHWA, and the CS&K Tribes include recommendations to create "ribbon marshes" parallel to the road that would be used to filter runoff. This is a good recommendation, and this office was interested in knowing if MDT would be seeking on-site wetland mitigation credit for these areas. If credit for these areas would be desired, it is suggested that the Corps, the CS&K Tribes and MDT discuss the issue at your earliest convenience.</p> <p>2. Wetlands: The 1996 FEIS identified nearly 200 wetlands in the project corridor, including many which may be isolated pothole wetlands with no surface connection to jurisdictional Waters of the United States. After consideration of a recent US Supreme Court ruling, these isolated pothole wetlands may not be considered jurisdictional wetlands with respect to Section 404 of the Federal Clean Water Act. As this project develops, further jurisdictional status of the wetlands on the project be considered and re-evaluated appropriately. Thank you for the opportunity to review and comment on the Draft Re-Evaluation of Final Environmental Impact Statement. If you have any questions, please call me at (406) 44-1375, and reference the Draft Re-evaluation FEIS, Corps File Number 2001-90-416.</p>	<p>FHWA, MDT, and CSKT will coordinate wetland mitigation efforts with USACOE.</p> <p>Comment noted.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
194		Thompson Smith Flathead Resource Organization (FRO)	<p>The Re-evaluation generally omits any mention of the growth-inducing effects of transportation improvement, and certainly provides the reader no means of comparing the various alternatives in this regard. Worse, the Re-evaluation reverts to the original EIS's pattern of failing to even consider Secondary and Indirect, and Cumulative impacts of the project on issue after issue. The table at the back of the Re-evaluation, for example, reflects almost no consideration whatsoever of these impacts. This is a violation of NEPA, and has been a problem cited by FRO throughout this process.</p> <p><u>Requested action:</u> Although MDT officials often assert that many of the actions that can "mitigate" the growth-inducing effects of highways are outside their domain (e.g., land-use planning), NEPA requires agencies to identify and analyze the environmental and social impacts of projects, regardless of whether the sponsoring agency or agencies are equipped to fully mitigate the problem. We urge amendment of the FEIS and Re-evaluation to provide meaningful analysis of this issue with clear comparisons between the different alternatives.</p>	<p>The Final Environmental Impact Statement (FEIS), published in 1996, evaluated impacts to the alternatives for this project. The Record of Decision (ROD), signed in 1996 and modified in 1998, selected the existing alignment and preserved a corridor bypassing Ronan but deferred a decision on lane configuration until agreement could be reached among the three governments involved. In December 2000, after months of negotiation, FHWA, MDT, and CSKT signed a Memorandum of Agreement (MOA) describing lane configuration and other features. The purpose of the Re-evaluation is to determine whether changes to the proposed action or new circumstances or information may result in significant impacts that were not evaluated in the FEIS. It is not intended as an opportunity to totally re-examine every alternative and impact, in effect re-starting the environmental review process. The FEIS was approved by the agencies in 1996, and this review will ascertain whether it is still valid or if it needs to be supplemented.</p> <p>We have again reviewed the 1996 FEIS and found that it did examine cumulative impacts to wetlands, fish and wildlife, threatened and endangered species, cultural resources, farmlands, land use, social, and economic resources. In addition, the MOA addressed secondary and cumulative impacts, in particular how the project would control growth through access management.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
195		FRO	<p>While road-size has been reduced from the MDT's original proposal, the MOA and Re-evaluation continue to propose the addition of traffic lanes through all but 7.5 miles of the project. While this has been presented as a compromise for both sides, we see the bigger part of the compromise falling upon the Tribes. Their original proposal (excepting the Ninepipes-Ronan segment) called for about 28.62 miles of two-lane without passing lanes. The MDT called for only 3.8 miles of two-lane. The MOA's "compromise" came in at 7.53 miles of two-lane. Similarly, the Tribes originally called for only 9.1 miles of passing lanes. The MOA's "compromise" increased it to 19.35 miles. The Tribes originally called for zero four or five-lane segments while the MDT called for 37.42 miles. The MOA's "compromise" comes in at 14.34 miles.</p> <p><u>Requested action:</u> First, that decision-makers reconsider Super-2-lane configurations (without passing lanes) in the Evaro Hill wildlife area (MP 7.6 to 12.0), at Jocko Bridge, north of St. Ignatius (sta. 541+86 to sta.600+24, about 4 miles), and from Ronan to Pablo (about 4.5 miles). Second, we request that decision makers reconsider Super-2 design with center turn bays in Evaro, Arlee, and Pablo. And third, we request that decision makers reconsider Super-2 designs with passing lanes between Pablo and Poison hill. We also ask decision makers to reconsider the cumulative effect of these proposed changes to the Highway 93 plan on the overall impact of this highway system on the environment and cultures of the area.</p>	See Response 194. The whole purpose of the MOA was for the decision makers to reach a compromise on lane configuration, mitigation, and other features. Months of intensive work were spent doing just that, which was documented in the agreement signed by all three governments in December 2000. The three governments have reviewed your comments and do not wish to amend their decision concerning lane configuration at this time.
196		FRO	<p>The planned extension of the undivided four-lane through Evaro would be dangerous, and it would also provide an exceedingly inappropriate entrance to the Flathead Reservation. With high-speed traffic moving up the four-lane highway on Evaro hill, it could be dangerous to continue this design into an area where there are frequent left-hand turns; those vehicles would be stopped in the fast lane, waiting to make their turns.</p> <p><u>Requested action:</u> A two-lane design with left-hand turn bays, with a reduced speed limit and possible implementation of remote enforcement cameras, would adequately handle safety and traffic needs at Evaro.</p>	See response #4.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
197		FRO	<p>The couplet design proposed for Arlee would result in serious problems in a number of areas: excessive traffic speed through town, safety problems for pedestrians and bicyclists, barrier effect in the community, noise impacts in town and in sensitive areas on the west side of town, economic health of this small town and its locally-owned stores, and exacerbation of sprawl. The design is based on an inaccurate assessment of what is needed to handle projected traffic volumes. If in fact four traffic lanes are necessary to handle future traffic, then a couplet design may indeed be the safest design without constructing a detour around town. But the fact is that Super-2 designs similar to what Arlee has always wanted - from the ID teams on the EIS to the present - are on the ground in towns around the country, and when well designed, they handle far more traffic than Arlee is projected to have by the year 2024. Improved two-lane designs, with turn bays, raised medians, bike lanes, consolidated entrances, and either stop lights or roundabouts, can efficiently and safely handle over 20,000 ADT and in some cases reportedly over 30,000 ADT. Pedestrians and bicyclists only have to cross one lane of traffic, rather than two as in a couplet. The Arlee community has done a tremendous amount of volunteer work in developing their alternative, but they have been summarily dismissed now for years. During the EIS process, when the five-member community ID team, which included tribal council representatives, voted unanimously for the Super-2 design, their conclusions were simply excluded from the EIS, and replaced with what the MDT wanted all along: a five-lane, Reserve Street design. Now, unfortunately, the same process seems to be happening all over again. Skillings-Connolly tried at first to tell people that the couplet idea originated from the Arlee community, but were forced to finally admit that it was their own idea. Other contradictions have emerged on this issue. On page 5, the Re-evaluation asserts that the couplet design would "improve the accessibility of main line travelers to stop and shop at existing businesses adjacent to US 93." On page 16, the Re-evaluation states that the couplet "could result in a decrease in numbers of drop-in customers."</p>	<p>See Response #78. Also, please see the Re-evaluation text at page 12 addressing changes at Arlee.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
197 c o n t' d.			Requested action: The Arlee design should be reopened for consideration. We strongly urge that the MDT hire Dan Burden to conduct a community design charette and arrive at a design that would make safety, not traffic speed, the primary goal, and also better preserve the character and economy of this small town. If a Super-2 design can be shown to work, it should be tried; the couplet route could still be preserved for future use if necessary. In addition, the planned four-lane segments on either side of Arlee should then be reduced down to a Super-Two design with left-hand turn bays where needed.	
198		FRO	<p>The planned divided four-lane design from Ronan to Poison, while envisioned with context-sensitive landscaping, would nevertheless increase speeds, take an enormous swath of land including prime seed potato grounds, impact wetlands, and create an extremely wide barrier in the Pablo area. By increasing average speed and raising driver expectation on this segment of the road, the plan will also increase pressure to expand the more southerly sections of Highway 93, and create intense pressure for an inappropriately wide lane configuration through the Ninepipe area, which has yet to be designed pending completion of an SEIS.</p> <p>What's more, this divided four-lane design would likely have a minimal advantage, if any, in terms of safety, and it would save a minimal amount of travel time for drivers. On safety, the Ronan to Pablo segment is currently the safest section of all of Highway 93, with an accident rate less than one-third the state average for two-lane highways (0.40 compared to a statewide average of 1.30). This is no accident; Ronan-to-Pablo is also the segment of 93 that most closely resembles a Super-2 type of design, with wide paved shoulders, relatively few access per mile, and left-hand turn bays at key intersections (Mission Meadows and old Highway 93). It is difficult to imagine that with higher average speeds, even a divided four-lane would be much safer than this road at present. As for speed, the total mileage from Ronan to the top of Poison hill, outside of reduced speed zones, amounts to about seven miles. Traveling that distance at 70 mph takes about six minutes. Traveling that distance at 50 mph takes about 8:24. So the total advantage in travel time, for all the enormous impact of constructing a divided four-lane road, would amount to less than two and a half minutes.</p>	<p>See response #4.</p> <p>Changing from a two-lane roadway to a divided four-lane would have added benefits to driver safety. See response #4.</p> <p>The goal of the divided four-lane roadway is not to appreciably decrease travel times, but to increase overall safety of the roadway, and at the same time provide an acceptable Level of Service for traffic in the design year.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
199		FRO	<p>We have two areas of comment: a few suggestions for additional or larger crossing structures, and places where a narrower lane configuration could aid the efficacy of the planned structures.</p> <p><u>Requested action:</u> We urge the enlarging of the following crossings:</p> <p>The planned creek crossing at Agency Creek (Fish & Wildlife Crossing #10), south of Arlee, as residents have seen many deer regularly trying to cross the highway in that area. This should at least be a larger sized culvert.</p> <p>Ravalli Curves #1 Wildlife Crossing (Fish & Wildlife Crossing #17). There is currently a crossing planned for one of the two major gulches on Ravalli Hill (Fish & Wildlife Crossing #24). We urge the addition of a crossing at the other major gulch on Ravalli Hill.</p>	<p>This comment will be considered during project design.</p> <p>Current plans are to build two wildlife crossings in the Ravalli curves area.</p>
200		FRO	<p>We urge the state, in the bonds they are preparing for Highway 93, to include funding for all necessary conservation easements. Perhaps the first two purchases should be of parcels which the MOA said MDT would try to acquire or protect for their importance to two wildlife crossings -- #2 (Evaro North), and #3 (Finley Creek/Railroad).</p>	<p>Funding issues are outside of the EIS/Re-evaluation process. The property on the NW quadrant of the railroad crossing has been purchased. The others would have to become available to consider purchasing.</p>
201		FRO	<p>The location of most or all wildlife crossings differs between the Re-evaluation (Tables 3 and 6) and the MOA (aerial photos at back of volume).</p>	<p>The mileposts in the Re-evaluation were intended to agree with the FEIS being re-evaluated. The MOA mileposts appear to be in error. Both tables had footnotes explaining that mileposts and stationing were approximate and would be field verified and corrected in the design phase.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
202		FRO	The Wildlife and Threatened and Endangered species section needs to be revamped to include secondary and cumulative impacts. In addition, peregrine falcons have been omitted from the Re-evaluation.	The Biological Assessment produced in conjunction with and referenced in the Re-evaluation does examine direct, indirect, cumulative, interrelated, and interdependent effects of the project on threatened and endangered species. These effects were considered in developing the determination of project effects for all species addressed in the BA. Peregrine falcons were removed from the threatened or endangered species list in 1999. Peregrine falcon use of the project area is concentrated at the base of the Mission Mountains, and there are no peregrine falcon nesting sites in the project area. This information has been added to the Final Reevaluation of the 1996 EIS and Section 4(f) evaluation.
203		FRO	We have a number of concerns relating to the safety analysis in the MOA. The MOA's analysis provides no comparison between the safety of the different lane configuration alternatives (the summary in the tables at the back of the re-evaluation is not only inadequate but inaccurate at many points, and it conflates issues of safety and level of service).	See Response #194. The safety analysis recorded in the MOA was based upon numerous safety analyses referenced by MRI.
204		FRO	Level of Service analysis - We ask that the measure of LOS on Highway 93 be revisited to challenge MRI's insistence in the Re-evaluation that "following time" alone, regardless of speed, must determine the LOS of a road. Second, we urge an LOS standard for Highway 93 that is appropriate to the values of the Flathead Reservation - an LOS standard that puts safety first, and then environmental, cultural, and community health -and speed last. There is no reason why LOS D or even E shouldn't be acceptable here.	See Response #194. The MOA on pages 14-26 of the Traffic and Safety Report gives a detailed explanation of how Level of Service was determined. This explanation is in total agreement with current traffic engineering analysis procedures, updated to include the new 2000 edition of the Highway Capacity Manual, used as the standard for such analysis nationwide. The design Levels of Service used for US 93 are exceptions to MDT standards and were negotiated by FHWA, MDT, and CSKT specifically for application to the current project, as explained on page 15 in the MOA. No further exceptions are anticipated.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
205		FRO	<p>The author(s) note that "there is no NEPA requirement for public involvement on a reevaluation," but says, in effect, that the FHWA, MDT, and CSKT are showing their interest in the public process by holding "public open houses. . . upon completion of the documentation." First, the Re-evaluation was not released in advance of the open houses, allowing no time for the public to read and digest its contents, or referring it back to earlier NEPA documents, before the open houses. Second, the open houses were fine in as far as they went, but should in no way be considered an adequate substitute for a formal public commenting process. The carefully managed structure of the open houses is obviously designed to defuse public concerns and avoid the kind of democratic expression and exchange of views that tend to occur in the town-meeting style of forums. Third, the public was excluded from meetings held in development of the MOA in blatant contravention of Montana's sunshine laws.</p> <p><u>Requested action:</u> In all, we applaud the respect given to the CSKT as a sovereign nation with special needs for confidentiality in this process, but there needs to be far better inclusion of public input, including in the design stage, in the rest of this project and in future MDT projects. The Re-evaluation mentions that "a second round of public involvement meetings may be considered." Considering the past record in this area, we strongly urge the three entities to conduct such meetings. These meetings should be advertised well in advance and should provide both a town-meeting style forum and the opportunity for more private commenting to officials for those citizens who would prefer not to speak in front of others.</p> <p>In addition, the MOA details the structure of the Policy Oversight Group and the Technical Design Committees, but makes no provision for citizens or representatives of citizens' groups. We strongly urge revision of the MOA to provide for more public input. Many people have helpful knowledge, expertise, and ideas in areas of importance to the project, and the final outcome of the project will only benefit by eliciting their contributions.</p>	<p>The Re-evaluation was released for public and agency review and comment at the first public open house on April 30, 2001. The open houses were intended to be informational, to present the Re-evaluation to the public, and solicit any input. This was also the beginning of a 45-day formal public comment period. All of this effort was intended to inform and involve the public in the process.</p> <p>Meetings were held at the invitation of CSKT. The public was not excluded, however no invitations were made to the general public. Implementation of the MOA through the Re-evaluation has been a very public process.</p> <p>A second round of open houses is not planned at this time.</p> <p>See Response #194.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
206		FRO	<p>Public transportation -Throughout our commenting in this process, we have advocated that the Highway 93 issue be thought of not as a highway issue, but as a transportation issue - and, therefore, that the solution to the problem not be a simple highway solution, but an intermodal transportation solution. In the long run, we must find alternatives to automotive traffic. Public transportation must be part of any long-term solution to transportation problems in the Highway 93 corridor. This has been a part of our comments and was part of the message sent to the MDT and other parties by 323 people over the last few months who signed our cards on the Highway 93 issue. Yet there is no mention of any public transportation in either the MOA or the Re-evaluation.</p> <p><u>Requested action:</u> State-of-the-art bus and van service must be funded as part of this plan, along with money to find studies of other transportation options.</p>	<p>See Response #194. The purpose of the Re-evaluation is to determine whether changes to the proposed action or new circumstances or information may result in significant impacts that were not evaluated in the FEIS.</p> <p>See Response #187.</p>
207		FRO	<p>[The] MOA anticipates eliminating the rail line into downtown Polson and creating a new terminus for the line somewhere south of Polson hill. This would eliminate the possibility of future rail service into downtown Polson as part of an intermodal transportation system in the Mission Valley. Passenger rail service, while perhaps not economically viable in the near future, may well become an attractive and useful option in the future, depending on government support for rail, and other policies on issues ranging from fuel efficiency to global warming.</p> <p><u>Requested action:</u> We would advocate preservation of the rail corridor into downtown Polson in order to preserve the future option of rail service into town.</p>	<p>Even though FHWA, MDT, and CSKT would support terminating the railroad somewhere short of Polson Hill, so an independent bicycle/pedestrian facility could be built on the old railroad bed, that proposal is not a part of this project at this time. This project would maintain the railroad as it presently exists, with about ½ mile of relocation to provide additional room for the new highway and for a new safer interpretive overlook of the Flathead Valley.</p>
208		FRO	<p>Trucking takes a disproportionate toll on our roads and presents a major impediment to the flow of traffic, as well as a major safety hazard for the traveling public. Over the long run, the best solution, and perhaps the only solution, will be to move more of the freight traffic by rail, and less by road. Yet the re-evaluation makes no mention of this kind of intermodal strategy.</p> <p><u>Requested action:</u> We request the parties commit funding to an interdisciplinary team to study this issue and come up with practical recommendations for action.</p>	<p>The project study group has not determined the benefit of rail vs truck for freight traffic in the corridor. Additional planning by the affected governments is ongoing.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
209		FRO	FRO called in its original proposal in 1993 for Highway 93 for funding for increased funding for enforcement of traffic laws, and for the institution of tougher fines and penalties to make the laws stick. The MOA contains no mention of these ideas. <u>Requested action:</u> We request that the parties explore way to increase law enforcement in the corridor and include this as part of the plan.	Increased enforcement is beyond the scope of the environmental process.
210		FRO	The MOA notes (p. 8 of MRI report) that "all of the peak volumes of the year occur on summer weekends," and that much of that traffic consists of RVs. These pose a big impediment to traffic flow. Yet the MDT has long refused to seriously consider slow-moving vehicle turnouts - even though they can work well when police enforce the law that requires slow vehicles to use them. In addition, slow moving vehicle turnouts can have a much smaller footprint than passing lanes. <u>Requested action:</u> We urge reconsideration of slow moving vehicle turnouts, replacing passing lanes in some areas (e.g., at Evaro from MP 7.60 to MP 12, and also between St. Ignatius and Post Creek).	The three governments chose passing lanes to provide passing opportunities, as they believe passing lanes will be more effective than slow vehicle turnouts.
211		FRO	Specific facilities for bicyclists and pedestrians need to be mapped out in the MOA. We urge that these include separate bike/ped paths within a mile or two of towns.	It is intended that bicycles and pedestrians will use the shoulders in rural areas. In the urban areas (except Pablo) sidewalks will be provided for pedestrians and bicycles will be encouraged to use the shoulders. In Pablo there will be no facilities for pedestrian use adjacent to the highway. Bicycles would use the shoulders. Pedestrian use will be accommodated on internal facilities. There are separate bike/ped trails south and north of Arlee and a parallel bike trail on Polson hill.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
212		FRO	<p>A number of locally owned businesses could be forced to relocate by the Highway 93 project, both in this area and in the area to be analyzed in the Ninepipe area. If these businesses are forced to go under, it would further weaken the local economy and increase dependency on "big box" stores in Missoula and elsewhere, which in turn would increase automotive dependency and contribute to traffic volume on the road.</p> <p><u>Requested action:</u> We would urge full funding of relocation costs for businesses forced to move, or for highway-dependent businesses who lose direct contact with the highway due to realignment.</p>	Relocation impacts will be mitigated in compliance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and applicable state regulations.
213		FRO	<p>Like the EIS itself, the Re-evaluation does not consider induced traffic, or secondary and cumulative impacts, in analyzing the wetlands and water quality impacts of the project. In addition, it does not appear that enhancing the "curvilinear design" of the road, while desirable, meets the legal requirement of necessity to justify the destruction of wetlands.</p> <p><u>Requested action:</u> This section of the Re-evaluation needs to be redone to incorporate secondary and cumulative impacts.</p> <p>We also urge the project to avoid any impact to the unique pond north of Montana Naturals, which is at times home to a number of rare birds in our area, including avocets and trumpeter swans.</p> <p>We also urge avoidance of all anticipated impacts to O'Keefe Creek, which has suddenly been tacked on to the highway plan with little explanation or information about the ecological or social effects of this element of the project.</p>	<p>The 1996 EIS does contain an analysis of secondary (indirect) and cumulative impacts on wetlands. The discussion of indirect impacts is included within the general discussion of impacts on pages 7.10-1 to 7.10-7. Cumulative impacts are discussed on page 7.10-6 of the 1996 EIS. Secondary and cumulative impacts on wetlands resulting from the MOA lane configuration would be similar to impacts described in the 1996 EIS.</p> <p>Current road designs do not impact the pond north of Montana Naturals. Avoidance of wetland impacts has been identified as an important guideline for final roadway designs.</p> <p>Avoidance of impacts on all streams and wetlands is an important consideration in roadway design. Refinements to the design have already been made to eliminate the impacts at O'Keefe Creek.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
214		FRO	Like the EIS itself, the Re-evaluation does not consider induced traffic, or secondary and cumulative impacts, in analyzing the air quality impacts of the project. <u>Requested action:</u> This needs to be re-analyzed, in accordance with the approach outlined in "Use of Travel Forecasting Models to Evaluate the Travel and Environmental Effects of Added Transportation Capacity," by Daniel Brand, in appendix to "The Effects of Added Transportation Capacity," conference proceedings prepared by Gordon A. Shunk (DOT-T-94-12).	See Response #194. The FEIS included detailed information on air quality impacts and mitigation as Appendix F. The conclusion was that the project would result in an overall reduction of air quality impacts. The changes to the proposed action would not result in significant impacts that were not evaluated in the FEIS.
215		FRO	Like the EIS itself, the Re-evaluation does not consider induced traffic, or secondary and cumulative impacts, in analyzing the noise impacts of the project. <u>Requested action:</u> This needs to be re-analyzed, taking into consideration induced traffic and the probability of higher speeds.	See Response #194. The FEIS evaluated noise impacts for the MDT Preferred Alternative. The impacts of the MOA lane configuration would in most cases be less, and would not result in significant impacts that were not evaluated in the FEIS.
216		FRO	Lighting can have a tremendous impact on the ambient environment of the area. The MOA lacks any specifics on this issue. <u>Requested action:</u> We request the parties develop specific plans for lighting for the Highway 93 corridor in consultation with interested citizens.	Lighting plans will be developed in accordance with state policy and regulations in the design phase of the project.
217		FRO	The basic function of this kind of public process is to make agencies accountable for their decisions. Much of the Re-evaluation, however, is written (by authors unknown) in a passive-voice construction that obfuscates, rather than clarifies, exactly who did what. Thus, instead of clearly stating that Division X of Agency Y decided to do Z, this document prefers the phrasing, "a decision was made"	The MOA was the end result of some 2 years of negotiation and compromise between FHWA, MDT, and CSKT. The three governments have cooperated in the decisions made, which are detailed in expanded text of the Re-evaluation (pages 12-21).
218		FRO	We ask that our various suggestions regarding readjustment of lane configuration, addition of public transportation services, and other measures be considered as a cohesive alternative to the MOA alternative, in addition to being considered in a piecemeal fashion.	See Response #194.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
219		FRO	We strongly urge that before anything is finalized in this agreement, impacts be identified and analyzed regarding gravel pits, sites for obtaining fill material, and asphalt production plants. The siting of gravel pits and fill material sites could have significant impacts, especially considering the scale of this project. In addition, asphalt plants emit a wide range of toxic air pollutants, including carcinogens, and could negatively impact the Flathead Reservation's Class I Air Quality Designation.	These design issues, including such mitigation features as reclamation for borrow or gravel sites, will be addressed in the design phase, in full cooperation with CSKT.

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
220		Tom and Linda Greenwood	<p>[Comments on MOA] Feel bike trail discussion is inadequate.</p> <p>No discussion of billboards outside of R/W.</p> <p>Would prefer to see Arlee bypassed entirely, making it more bike/ped friendly.</p> <p>Raise the highway in the Allentown area. Improve the Jore intersection. Bypass Ronan as suggested for Arlee.</p> <p>In Pablo add vegetation screens for the Mission Valley Power complex.</p> <p>At Polson build a truck bypass diagonally to Kerr Dam Road, then north by the sewage lagoon and cross the Flathead River.</p> <p>Enlarge the radii at MT 35 and acquire businesses to allow ample space for landscaping.</p> <p>Pave all approaches to gravel roads or driveways. Place reflectors closer together and in roadway.</p>	<p>Although you may feel the discussion is inadequate, an effective way to deal with bicycle needs is to allow travel on shoulders.</p> <p>Billboards outside of right of way are a local government issue. FHWA, MDT, and CSKT are cooperating with the Lake and Missoula County governments to implement a policy on outdoor advertising within the project corridor.</p> <p>Please see the Re-evaluation text at page 12 addressing changes at Arlee.</p> <p>This is part of the Ninepipe Supplemental Environmental Impact Statement (SEIS) being prepared as a separate action. Your comment will be forwarded to the SEIS project team.</p> <p>Thank you for your suggestion.</p> <p>The MOA did not address improvements north of MT 35. Further negotiations among the three governments will be necessary before that part of the project can proceed.</p> <p>This comment appears to be related to a different project, the MT 35 EA, and will be forwarded to the appropriate office.</p> <p>The roadway will be designed and constructed in full compliance with applicable policies.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
221		Richard Eggert	<p>Water and hydrology – need to protect resources from development - include acquisition of land for buffers.</p> <p>Lane configuration – appears to be based on a desire to accommodate LOS B. Should look at C or D instead to reduce impacts. Would allow more modest lane configuration in Arlee and shorter wildlife crossings.</p> <p>Need to reduce road freight traffic by encouraging rail use.</p> <p>Wildlife crossings – need to protect from development and shorten them. Also reduce speed limits to increase safety and efficiency.</p>	<p>Project biologists are currently working with Tribal staff to identify appropriate mitigation for the project. The acquisition and reestablishment of protective buffers near important water resources is a mitigation option that will be considered during this process.</p> <p>The MOA was the end result of some 2 years of negotiation and compromise between MDT, FHWA, and CSKT. One of the compromises made during the discussions dealt with level of service. The lane configuration shown in the plans is a result of the level of service agreed to by the three governments. The impacts that result due to lane configuration will have to be dealt with. See Response #204.</p> <p>See Response #208.</p> <p>The MOA recognizes the need to protect lands near proposed crossing structures from development and to provide the shortest crossing length feasible. The MOA includes guidelines for acquiring lands near crossing structures and coordinating with local governments regarding zoning and development issues, particularly in the vicinity of major wildlife crossing area.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
221 c o n t' d.			<p>Threatened and endangered species – add peregrine falcons. Also, Spaldings catchfly has been reported in the Moiese-Charlo area.</p> <p>Wetlands – avoid disruption of existing wetlands. Consider secondary impacts.</p> <p>Canadian lynx – identify snowshoe hare habitat as it relates to lynx populations.</p> <p>Elimination of informal pullouts – many have a function such as for fishing and hunting access. Consider impacts if shoulders are used or new pullouts develop.</p>	<p>Peregrine falcons were removed from the threatened or endangered species list in 1999. Peregrine falcon use of the project area is concentrated at the base of the Mission Mountains, and there are no peregrine falcon nesting sites in the project area. This information has been added to the Final Reevaluation of the 1996 EIS and Section 4(f) evaluation. Sensitive plant surveys were conducted in the project corridor in support of the reevaluation and no populations of Spalding's catchfly were identified. Surveys will also be conducted once a preferred alignment is selected for the Ninepipe segment of the project.</p> <p>Avoidance of impacts on all streams and wetlands is an important consideration in roadway design. Opportunities to avoid impacts on wetlands and streams will be examined as roadway designs are developed and finalized. Secondary (indirect) effects on wetlands resulting from the project were described in the 1996 EIS and would not substantially change as a result of the MOA lane configuration.</p> <p>Lynx occurrence in the project corridor was determined based on vegetation communities and interviews with tribal biologists. Presence of snowshoe hare is an excellent indicator of habitat suitability; however, the identification of snowshoe hare habitat was not deemed necessary for the purposes of determining lynx occurrence in the project corridor.</p> <p>Thank you for your suggestions – they will be considered during project design.</p>

#	HWY STA	NAME LOCATION/PARCEL ID	COMMENT	RESPONSE
221 c o n t' d.			Arlee – four lanes would be unsafe and cause speeding. Why not move four lanes section to between E. fork Finley Creek and Agency Creek?	Please see the Re-evaluation text at page 12 addressing changes at Arlee.
222		June Normandeau	Please do not break up any more farm land. Due to the increasing amount of traffic the road does need to be widened. Whether it's widened or not, it needs to have a speed limit which should be enforced, say from Arlee to Polson. 65mph is too high for that narrow road.	See Response #4. Speed enforcement is beyond the scope of an EIS or this Re-evaluation. Rural speed limits are set by the Montana legislature and changes require a speed study be requested by the legislature.

APPENDIX B DRAFT RE-EVALUATION CIRCULATION LIST

FNAME	LNAME	COMPANY1	COMPANY2	STREET ADDRESS	CITY	ST	ZIP
		US POSTMASTER		US POST OFFICE	KALISPELL	MT	59901
		US POSTMASTER		US POST OFFICE	POLSON	MT	59860
		US POSTMASTER		US POST OFFICE	RAVALLI	MT	59063
		US POSTMASTER		US POST OFFICE	RONAN	MT	59864
		U S POSTMASTER		US POST OFFICE	ST IGNATIUS	MT	59865
JEANINE	ALLARD			PO BOX 460	ST IGNATIUS	MT	59865
GARRY	BACKES			PO BOX 154	LAMBERT	MT	59243
BILL	BARBA			463 LOST QUARTZ ROAD	POLSON	MT	59860
HORACE	BROWN	MISSOULA COUNTY SURVEYOR		200 W BROADWAY	MISSOULA	MT	59802
ROY	DUFF	HIGHWAY COMMISSIONER		PO BOX 185	WHITEFISH	MT	59937
RICHARD	EGGERT			STAR ROUTE	DIXON	MT	59831
KATHLEEN	EMERSON			7063 AVENUE B, #C	POLSON	MT	59860
BOB	FULTON	CITY ENGINEER		217 M ST	POLSON	MT	59860
PHILIP	GRAINEY	FRENCHER MERCER GRAINEY & O'NEIL		324 MAIN SW	RONAN	MT	59864
GORDON	GRANLEY			2200 TERRACE LK RD	RONAN	MT	59864
TERRI	HAYNAL			106 TERRACE COURT	POLSON	MT	59860
WILLARD	HILL			112 MEADOW DRIVE	HELENA	MT	59601
JASON	JOACHIM			420 ADAMS ST SW	RONAN	MT	59864
DENNIS	JOHNSON			250 CLEARVIEW DRIVE	POLSON	MT	59860
KYLE	KARSTENS			1312 9TH STREET E	POLSON	MT	59860
DAN	LARSON	HIGHWAY COMMISSIONER		110 RANT OAK	LIBBY	MT	59923
DONN	LIVONI	SUPERINTENDENT: SCHOOL DISTRICT NO 3C		532 4TH AVE SW	RONAN	MT	59864
GEORGE	MAHONEY			PO BOX 1127	POLSON	MT	59860
TIM	MCGINNIS			602 6TH STREET W	POLSON	MT	59860
AILEEN	MEYER			PO BOX 283	ARLEE	MT	59821
SANDRA & WILLIAM	MUNOZ			PO BOX 370	ST IGNATIUS	MT	59865
MARK	NELSON			212 1ST AVE SE	RONAN	MT	59064
SEAN	OGLESBEE			818 E BIRCH AVE	COUER D'ALENE	ID	83814
CHARLENE	PETET			PO BOX 354	ARLEE	MT	59821
SUE	PIEDALUJE	US POSTMASTER		US POST OFFICE	PABLO	MT	59855
TOM	PUGH			PO BOX 1713	HAMILTON	MT	59840
MEGGEN	RYAN HARTSE			17925 BEARGRASS ROAD	EVARO	MT	59802
BARBARA	RYOTAD			PO BOX 630031	RAVALLI	MT	59063
ROCKY	SHRIVER			115 5TH AVENUE WEST	POLSON	MT	59860
JERRY	SORENSEN	LAND SERVICES		106 4TH AVE E	POLSON	MT	59860
JOHN	STROMNES	MISSOULIAN		500 SOUTH HIGGINS	MISSOULA	MT	59807
GINGER	THOMAS	TRIBAL CONSULTANT-LIAISON		502 LIVINGSTON AVE	MISSOULA	MT	59801
GARY	WICKS			255 WESTSIDE DRIVE	POLSON	MT	59860
CAROL	GLEICHMAN	HISTORIC PRESERVATION SPECIALIST	AAA MONTANA ADVISORY COUNCIL ON HISTORICAL PRESERVATION - WESTERN OFFICE OF PLANNING & REVIEW	PO BOX 4129 12136 W BAYAUD AVE STE 330	HELENA LAKEWOOD	MT CO	59604 80228
DAN	FUNSCH		ALLIANCE FOR WILD ROCKIES	PO BOX 8731	MISSOULA	MT	59807
DUPRIE	LUTKE		AREA AGENCY ON AGING	12 15TH AVE E	POLSON	MT	59860
CHARLEEN	PERKINS		AREA AGENCY ON AGING	12 5TH AVE E	POLSON	MT	59860
			BLEM & HS DIST #2E	PO BOX 400	ST IGNATIUS	MT	59865
JIM	BOYER		BOYER CONSULTING	9 PLACER	HELENA	MT	59601
ERNEST (BUD)	MORAN	SUPERINTENDENT	BUREAU OF INDIAN AFFAIRS	PO BOX A	PABLO	MT	59855
CHUCK	COURVILLE	IRRIGATION MANAGER FLATHEAD IRRIGATION PROJEC	BUREAU OF RECLAMATION	PO BOX 666	ST IGNATIUS	MT	59865
NANCY	OMHOLT		CANYON CITIZEN INITIATED ZONING	PO BOX 118	MARTIN CITY	MT	59926
JENNNETTE	LOSTRACCO		CARTER & BURGESS	216 16TH ST MALL STE 170C	DENVER	CO	80202
RICH	FORBIS		KQRK/KQ92 RADIO	581 N RESERVOIR ROAD	PABLO	MT	59855
RON	BICK		CHAR-KOOSTA NEWS	PO BOX 278	PABLO	MT	59855
HONORABLE BILL	BOHARSKI	MAYOR	CITY OF KALISPELL	100 1ST AVE E	KALISPELL	MT	59901
HONORABLE MIKE	KADAS	MAYOR	CITY OF MISSOULA	435 RYMAN ST	MISSOULA	MT	59802
HONORABLE MIKE	LIES	MAYOR	CITY OF POLSON	112 1ST STREET E	POLSON	MT	59860
ROBERTA	THICK	CITY COUNCIL	CITY OF POLSON	PO BOX 238	POLSON	MT	59860
HONORABLE KIM	AIPPERSPACH	MAYOR	CITY OF RONAN	440 7TH AVE NW	RONAN	MT	59864
SHARLON	WILLOWS		COALITION FOR CANYON PRESERVE	BOX 422	HUNGRY HORSE	MT	59919
BILL	COFFEE		COMMUNITY DEVELOPMENT	PO BOX 1506	POLSON	MT	59860
LEE	PADILLA	DIVISION OF LANDS	CONF SALISH & KOOTENAI TRIBES	PO BOX A	PABLO	MT	59855
BOB	NEBEL		CORPS OF ENGINEERS, OMAHA DIST	215 N 17TH ST	OMAHA	NE	68102

APPENDIX B DRAFT RE-EVALUATION CIRCULATION LIST

FNAME	LNAME	COMPANY1	COMPANY2	STREET ADDRESS	CITY	ST	ZIP
KAREN	ATKINSON		CSKT	PO BOX 278	PABLO	MT	59855
DOUG	DUPUIS	AGRICULTURAL COORDINATOR	CSKT	PO BOX 278	PABLO	MT	59855
JAMI	HAMEL	CSKT TRIBAL COUNCIL	CSKT	PO BOX 278	PABLO	MT	59855
KEVIN	HOWLETT	CSKT TRIBAL COUNCIL	CSKT	PO BOX 278	PABLO	MT	59855
LLOYD	IRVINE	CSKT TRIBAL COUNCIL	CSKT	PO BOX 278	PABLO	MT	59855
D. FRED	MATT	CSKT CHAIRMAN	CSKT	PO BOX 278	PABLO	MT	59855
JOE	MORAN	CSKT TRIBAL COUNCIL	CSKT	PO BOX 278	PABLO	MT	59855
RON	TRAHAN	CSKT TRIBAL COUNCIL	CSKT	PO BOX 278	PABLO	MT	59855
TONY	INCASHOLA		CSKT CULTURAL PRESERVATION OFFICER	PO BOX 278	PABLO	MT	59855
LEWIS	YELLOWROBE		CSKT TRANSPORTATION PLANNER	PO BOX 278	PABLO	MT	59855
GERALD	NEWGARD		EDGEWATER REALTY	PO BOX 1479	POLSON	MT	59860
		DISTRICT 30	ELEMENTARY & HIGH SCHOOL	PO DRAWER R	RONAN	MT	59064
DAN	HAUGEN	SUPERINTENDENT	ELEMENTARY & HIGH SCHOOL DISTRICT 2	111 FOURTH AVENUE EAST	POLSON	MT	59860
		US DEPT OF TRANSPORTATION AIRPORT DIST OFFICE	FED AVIATION ADMINISTRATION	2755 SKYWAY DR #1	HELENA	MT	59601
		DIRECTOR EPA ENVIRONMENTAL REVIEW COORDINATOR	FEDERAL AGENCY LIAISON DIV OFFICE OF FED ACTIVITIES		WASHINGTON	DC	20460
DALE	PAULSON	US DEPT OF TRANSPORTATION	FEDERAL HIGHWAY ADMINISTRATION	2880 SKYWAY DRIVE	HELENA	MT	59620
		OFFICE OF ECONOMIC ANALYSIS RRP-3&	FEDERAL RAILROAD ADMINISTRATION	400 SEVENTH STREET, SW	WASHINGTON	DC	20590
MIKE	DUMAN		FHWA - ASST DIV ADMIN	2880 SKYWAY DR	HELENA	MT	59602
KATHRYN	NEISS		FLATHEAD AGENCY	PO BOX A	PABLO	MT	59855
MIKE	STOCKLIN		FLATHEAD BUSINESS & INDUSTRY	PO BOX 222	KALISPELL	MT	59903
		BOARD OF COMMISSIONERS	FLATHEAD COUNTY	920 SOUTH MAIN	KALISPELL	MT	59901
			FLATHEAD COUNTY LIBRARY	247 1ST AVE E+	KALISPELL	MT	59901
CAROL	DALY		FLATHEAD ECONOMIC DEVELOPMENT	777 GRANDVIEW DR	KALISPELL	MT	59901
CHANE	SALOIS	IRRIGATION MANAGER	FLATHEAD IRRIGATION PROJECT, BUREAU OF RECLAMATION	PO BOX G	PABLO	MT	59855
BONNIE	ELLIS		FLATHEAD LAKE BIOLOGICAL STATION	311 BIO STATION LN	POLSON	MT	59860
STEVE	HERBALY		FLATHEAD REGIONAL DEVELOPMENT	723 5TH AVE E	KALISPELL	MT	59901
TONY & MICHELLE	HOYT	C/O HUMMINGBIRD TOYS AND TREATS	FLATHEAD RESOURCE ORGANIZATION	PO BOX 281	ARLEE	MT	59821
THOMPSON	SMITH		FLATHEAD RESOURCE ORGANIZATION	PO BOX 541	ST IGNATIUS	MT	59865
DICK	DYER		FORSGREN ASSOCIATES	15 MADISON	W YELLOWSTONE	MT	59750
FRANCIS	AULD		KOOTENAI CULTURAL PROGRAM	PO BOX 155	ELMO	MT	59915
MIKE	HUTCHIN	COMMISSIONER	LAKE COUNTY	106 4TH AVE E	POLSON	MT	59860
PADDY	TRUSLER	COMMISSIONER	LAKE COUNTY	106 4TH AVE E	POLSON	MT	59860
ROD	JOHNSON		LAKE COUNTY ABSTRACT & TITLE	314 1ST ST E	POLSON	MT	59860
DAVE	STIPE	BOARD OF COMMISSIONERS	LAKE COUNTY COURTHOUSE	106 4TH AVE E	POLSON	MT	59860
			LAKE COUNTY EXTENSION OFFICE	300 3RD AVE NW	RONAN	MT	59864
JIM	BLOW		LAKE COUNTY LEADER	PO BOX 1090	POLSON	MT	59860
JOHN	SCHNASE		LOWER FLATHEAD VALLEY COMMUNITY FOUNDATION	2301 LITTLE MARTEN RD	RONAN	MT	59864
			LAKE COUNTY LEADER	229 MAIN ST SW	RONAN	MT	59864
KEN	PETERSON		LINCOLN COUNTY PLANNING	418 MINERAL AVE	LIBBY	MT	59923
LARRY	BRAZDA		MDT KALISPELL DISTRICT	85 5TH AVE EN	KALISPELL	MT	59904
RALPH	GOODE		MISSION VALLEY POWER	PO BOX 890	POLSON	MT	59860
			MISSOULA CHAMBER OF COMMERCE	PO BOX 7577	MISSOULA	MT	59807
		POLLUTION CONTROL	MISSOULA CITY-COUNTY AF	301 W ALDER ST	MISSOULA	MT	59802
		MISSOULA CO COMMISSIONERS	MISSOULA CO COURTHOUSE	200 W BROADWAY	MISSOULA	MT	59802
		MISSOULA CO PLANNING & GRANTS	MISSOULA CO COURTHOUSE	200 W BROADWAY	MISSOULA	MT	59802
			MISSOULA CO EXTENSION OFFICE	301 W ALDER ST	MISSOULA	MT	59802
BOB	LANDKAMMER		MISSOULA COUNTY	200 W BROADWAY ST	MISSOULA	MT	59802
PAT	O'HERREN		MISSOULA COUNTY	200 WEST BROADWAY	MISSOULA	MT	59802
BARBARA	EVENS	COMMISSIONER CHAIRMAN	MISSOULA COUNTY COURTHOUSE	200 W BROADWAY ST	MISSOULA	MT	59802
			MISSOULA COUNTY LIBRARY	301 E MAIN	MISSOULA	MT	59807
ZOE	MOHESKY		MISSOULA COUNTY RURAL PLANNING	200 W BROADWAY ST	MISSOULA	MT	59802
THOMAS	NEAL		MISSOULA ELECTRICAL COOPERATIVE	1700 W BROADWAY	MISSOULA	MT	59802
JANET	ELLIS		MONTANA AUDUBON COUNCIL	PO BOX 595	HELENA	MT	59624
FRED	BENTE		MONTANA DEPT OF TRANSPORTATION	2701 PROSPECT AVE	HELENA	MT	59601
LORAN	FRAZIER		MONTANA DEPT OF TRANSPORTATION	PO BOX 7039	MISSOULA	MT	59807
DAVE	GALT	DIRECTOR	MONTANA DEPT OF TRANSPORTATION	2701 PROSPECT AVE	HELENA	MT	59620
		STATE HISTORIC PRESERVATION OFFICEF	MONTANA HISTORICAL SOCIETY	225 N ROBERTS ST	HELENA	MT	59620
			MONTANA TAXPAYERS ASSOCIATION	PO BOX 4909	HELENA	MT	59604
JOEL	MARSHIK	ENVIRONMENTAL & HAZARDOUS WASTE BUREAU	MT DEPT OF TRANSPORTATION	PO BOX 201001	HELENA	MT	59620

APPENDIX B DRAFT RE-EVALUATION CIRCULATION LIST

FNAME	LNAME	COMPANY1	COMPANY2	STREET ADDRESS	CITY	ST	ZIP
MACK	LONG	REGIONAL SUPERVISOR	MT FISH WILDLIFE & PARKS	3201 SPURGIN RD	MISSOULA	MT	59801
		REGIONAL OFFICE	MT FISH WILDLIFE & PARKS	490 N MERIDIAN RD	KALISPELL	MT	59901
CANDACE	COEFIELD	LANDS SECTION	MT FISH WILDLIFE & PARKS	1420 E 5TH AVE	HELENA	MT	59620
DAN	VINCENT	REGIONAL SUPERVISOR	MT FISH WILDLIFE & PARKS	490 N MERIDIAN RD	KALISPELL	MT	59901
JEFF	CHAFFEE	CHIEF - AIR QUALITY BUREAU	MT DHES	PO BOX 200901	HELENA	MT	59620
STEVE	PRINZING		NEIL CONSULTANTS, INC	PO BOX 6350	GREAT FALLS	MT	59406
JANET	STEPHENS		OFFICE OF COM DEVELOPMENT	435 RYMAN ST	MISSOULA	MT	59802
KAREN	KRESS		OFFICE OF COMMUNITY DEVELOPMENT	435 RYMAN ST	MISSOULA	MT	59802
			POLSON CHAMBER OF COMMERCE	PO BOX 667	POLSON	MT	59860
			POLSON CITY LIBRARY	2 FIRST AVE E	POLSON	MT	59860
CORY	HILL	OUTSIDE PLANT MANAGER	PTI COMMUNICATIONS	290 N MAIN	KALISPELL	MT	59901
		DEPT OF HEALTH & HUMAN SERVICES	PUBLIC HEALTH SERVICES	PO BOX 280	ST IGNATIUS	MT	59865
RAVALLI COUNTY		PLANNING OFFICE	RAVALLI COUNTY	1709 N 1ST	HAMILTON	MT	59840
WILLIAM	ROBERTO	US EPA, MONTANA OFFICE	REGION VIII, MONTANA OFFICE	301 S PARK, DRAWER 1009E	HELENA	MT	59626
			RONAN CHAMBER OF COMMERCE	PO BOX 254	RONAN	MT	59864
MARILYN	KOESTER		RONAN CITY LIBRARY	203 MAIN ST SW	RONAN	MT	59864
TOM	BARTEL	CHIEF	RONAN FIRE DEPARTMENT	210 ADAMS ST SW	RONAN	MT	59864
JAY	PRESTON		RONAN TELEPHONE CO	DRAWER 2	RONAN	MT	59864
DR JOE	MCDONALD	PRESIDENT	SALISH KOOTENAI COLLEGE	PO BOX 377	PABLO	MT	59855
JERRY	SLATER		SALISH KOOTENAI COLLEGE	PO BOX 117	PABLO	MT	59855
			SALISH KOOTENAI COLLEGE - LIBRARY	PO BOX 117	PABLO	MT	59855
BOB	GAUTHIER		SALISH KOOTENAI HOUSING AUTHORITY	PO BOX 38	PABLO	MT	59855
RICHARD	WEAVER		SC - PROJECT MANAGER	1317 US HIGHWAY 93 S STE A	RONAN	MT	59864
BARRY	MOREHEAD	1278 RED CAP RD	SC - TRIBAL LIAISON	PO BOX 265	ORLEANS	CA	95556
BOB	HISLOP		SCHOOL DIST #23	414 6TH AVE W	POLSON	MT	59860
SUPERINTENDENT		SUPERINTENDENT SCHOOL DIST NO 8	SCHOOL DIST NO 8	PO BOX 37	ARLEE	MT	59821
SALLY	HAMMOND	BILLINGS-YELLOWSTONE BASIN GROUP	SIERRA CLUB	2935 RIMVIEW DR	BILLINGS	MT	59102
PATRICK	CROWLEY	DHES	SOLID WASTE PROGRAM	PO BOX 200901	HELENA	MT	59620
			ST IGNATIUS CHAMBER OF COMMERCE	PO BOX 216	ST IGNATIUS	MT	59865
			ST IGNATIUS COMMUNITY CENTER	212 N MAIN ST	ST IGNATIUS	MT	59865
		CHIEF	ST IGNATIUS FIRE DEPARTMENT	CITY HALL	SAINT IGNATIUS	MT	59865
TIM	BIGGS	HISTORY DEPARTMENT	ST IGNATIUS HIGH SCHOOL		ST IGNATIUS	MT	59865
		AGRICULTURAL COORDINATOR	ST IGNATIUS PUBLIC LIBRARY		ST IGNATIUS	MT	59865
LEE ANN	GOTTFRIED		ST IGNATIUS PUBLIC LIBRARY	CITY HALL	SAINT IGNATIUS	MT	59865
JOHN	MATT		ST IGNATIUS SCHOOL DISTRICT	PO BOX 440	ST IGNATIUS	MT	59865
			ST IGNATIUS SENIOR CENTER	MAIN STREET	SAINT IGNATIUS	MT	59865
PHIL	REESE		SYSTEM CONSULTANTS	PO BOX 8	SOMIS	CA	93066
HONORABLE KEN	HURT	MAYOR	TOWN OF ST. IGNATIUS	PO BOX 103	ST IGNATIUS	MT	59865
CLARICE	CHARLO	PRINCIPAL	TWO EAGLE RIVER SCHOOL	PO BOX 362	PABLO	MT	59855
JACK	STAMFORD		UNIV OF MT BIOLOGICAL STATION	311 BIOSTATION LANE	POLSON	MT	59860
		ENVIRONMENTAL LIBRARY	UNIVERSITY OF MONTANA	758 EDDY AVENUE	MISSOULA	MT	59801
		DNRC/CDD	US ARMY CORPS OF ENGINEERS	1520 E 6TH AVE	HELENA	MT	59620
HOWARD	KUTZER	REGIONAL SUPERVISOR	US DEPT OF HOUSING & URBAN DEVELOPMENT	1405 CURTIS ST	DENVER	CO	80202
		DIRECTOR OFFICE OF ENVIRONMENTAL AFFAIRS	US DEPT OF INTERIOR	1849 C ST NW	WASHINGTON	DC	20240
KEVIN	SHELLEY	FISH & WILDLIFE ENHANCEMENT	US FISH & WILDLIFE SERVICE	780 CRESTON HATCHERY RD	KALISPELL	MT	59901
GREG	EKLUND		US SEN MAX BAUCUS	18 5TH ST S	GREAT FALLS	MT	59401
KRISTEN	FORSETH		US SEN MAX BAUCUS	211 N HIGGINS AVE # 102	MISSOULA	MT	59802
BRENT	CAMPBELL		WGM GROUP	3021 PALMER ST	MISSOULA	MT	59808
WAYNE	MCREESH		YELLOWSTONE PIPELINE CC	6855 SOUTH HAVANA, #18C	ENGLEWOOD	CO	80112
DAVID	VANDERPOOL		YELLOWSTONE PIPELINE CC	600 N DAIRY ASHFORD RD	HOUSTON	TX	77079
		BLACKFOOT TELEPHONE COOPERATIVE		1221 N RUSSELL ST	MISSOULA	MT	59802