

PUBLIC HEARING TAKEN WEDNESDAY, JANUARY 23, 2013
PROJECT NO.: DHP-NH-4110 (156) KEY NO.: 9294 U.S. 95 THORNCREEK ROAD TO MOSCOW PROJECT

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3 U.S. 95 THORNCREEK ROAD TO MOSCOW PROJECT
4 WEDNESDAY, JANUARY 23, 2013
5 2:00 - 8:30 P.M.
6 BEST WESTERN PLUS UNIVERSITY INN
7 MOSCOW, IDAHO
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10 TRANSCRIPTION OF TAPE-RECORDED PUBLIC HEARING
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13 TAKEN BEFORE HEARING OFFICER: WADE CHRISTIANSEN
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MS. NICE: Okay, welcome, and thank you. We're going to get started here. We really appreciate your coming and your comments are very important. I'll be managing this along with Wade Christiansen, the public hearing officer with ITD. This is a verbal testimony room. You each will get four minutes to give verbal testimony and I will be going through and calling everybody row by row and that's how we'll be running this, so this gentleman would like to come up first. If you could also state your name and spell it for us, we'd appreciate it.

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TESTIMONY

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BY MR. JIM MACDONALD:

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Jim MacDonald, M-a-c-D-o-n-a-l-d, four minutes, so I'll mostly read this, barely, quickly. I thought I had more time. Even though I've lived on Paradise Ridge Road for 35 years, I didn't get involved last time because I just assumed that something so ~~inane~~ ^{insane} could have no real support. Who is really supporting this? After all, the Moscow community has two major landmarks: Moscow Mountain and Paradise Ridge. Exactly who would have any interest in defacing either? Would you build a road over Moscow Mountain? Would you strip mine it?

1 Would you -- and there are interests that probably would
2 clear-cut it if the laws didn't prevent that, but for the
3 environmental laws, there are interests that would.

4 Then, since I retired a few years ago, I
5 started hearing rumors that what seemed ridiculous was in
6 fact a done deal. The power company guys, ITD surveyors,
7 a former state legislator, these rumors that it's a done
8 deal. Well, that was my basic reaction, how could this
9 be a done deal, what process has it been gone through.
10 What could possibly explain persisting with the
11 self-evident stupidity. Again, who, who's responsible
12 for this, and what process could have resulted in the
13 alleged rumor done deal. No process. Do these interests
14 assume they're so powerful they don't need process?

15 Months later many of us got in the mail the
16 slick PR package, you know, slick, corporate-looking.
17 Again, whose money? Are tax dollars paying to deface the
18 ridge? Whose money paid for the slick materials? Then
19 you show up today, is this taxpayer stuff? Is there
20 somebody else behind this? Most strangely of all is the
21 supposedly neutral, supposedly neutral, state agency.
22 The ITD recommends the ridge ruining route without
23 providing any convincing rationales and not even seeming
24 to try very hard if you really look at the materials
25 carefully, a sense of hubris, conceit, again,

1 circumstantial evidence of this done deal mentality.

2 Then a couple of well-connected locals with
3 public -- write public letters blaming them, another
4 local citizen, for the ITD's failure to do anything about
5 the area five miles south of town. If the idea is
6 somehow the grotesque charge that blood is on someone's
7 hands, those hands are those of the ITD and whoever it
8 might be in cohorts with, but Al Poplawski is not a
9 safety officer. Al Poplawski can't get out in the road
10 and put rumble sticks. He can't put danger signs,
11 warning signs. He can't lower the speed limits or do any
12 of that. Why don't they do that for 10 years --

13 Is the idea some sort of blackmail, our way or
14 the highway? No safety for 10 years unless you bring an
15 interstate-like highway to the very city limits. What is
16 going on here? Again, do either of these
17 blame-it-on-Al-letter-writers have any connection to any
18 of the likely ITD cohorts?

19 Feeling I might be getting closer to some, any
20 explanation for this, I went to the informational meeting
21 last Saturday where someone mentioned that last time
22 around the lumber company had openly lobbied for a faster
23 way out of town, literally a straight line or the closest
24 thing to a straight line. Think of a slurry line. Any
25 of you involved in the mining industry might know what a

1 slurry line is. What these folks want to do in effect is
2 set up a slurry line to run their chips and chip trucks
3 up the ridge faster and more efficiently, a few cents'
4 cost savings per chip load truck.

5 Bingo, finally I started to get an answer to
6 who could possibly be behind this. Then I asked someone
7 in Boise about the reputation of the ITD.

8 MS. NICE: I'll have to stop you.

9 MR. MACDONALD: Another bingo. Follow the
10 money -- excuse me, I'm going to continue here. I
11 haven't got much longer. Follow the money was the Boise
12 political observer's advice. The ITD turns out to be
13 handmade for industry and the very companies that its
14 designed to regulate call its shots. That was the word
15 from Boise.

16 I now suspect that a syndicate in effect of the
17 ITD itself and logger/trucker/mill interests have
18 cynically used the EIS process with no public purpose in
19 mind. If you believe safety, I've got a bridge to sell
20 you. The circumstantial evidence is there. For example,
21 after all these years, why wait until the dead of winter
22 to release the DEIS. It reminds me of a White House
23 policy of releasing bad news on Friday afternoons, and
24 even more damning are the DEIS in supporting PR materials
25 themselves.

1 They're an intellectual hoax. On their own
2 terms, designers don't remotely support the
3 industry-friendly recommendation, and what they leave
4 out, the truth, is scandalous. They contain numerous
5 factual misstatements and misrepresentations that you
6 hear a lot about or be able to read a lot about later.

7 Not to bring myself down, and I'm almost
8 through here, but I was a corporate securities lawyer
9 years ago. A primary job was drafting and filing
10 disclosure documents on behalf of corporations for the
11 Securities and Exchange Commission in Washington, D.C. A
12 basic rule with public documents is that it's every bit
13 as wrongful to not disclose material information as it is
14 to just straightforward lie. The idea is full and fair
15 disclosure, transparency.

16 Well, the DEIS is not yet an official public
17 document, not yet. If filed in its present form, it
18 would naturally be subjected to both federal and state
19 legal challenges. If you doubt my credentials on this
20 sort of stuff, look me up. The federal DEIS implications
21 are obvious. I would talk to my old student Larry
22 Wasden, my old student, about state charges here. Again,
23 I suspect that this is all part of an essentially quasi
24 criminal fraudulent conspiracy, the slurry line idea.
25 That's what is really behind this.

1 All right, this leads to yet another material
2 misrepresentation in the DEIS itself. When comparing
3 total expenses, legal and administrative expenses are
4 ignored. Again, why this obvious deception by omission?
5 Who is responsible for that? These are public documents,
6 folks, not the private property of industry. Why is this
7 self-evident difference in ultimate expenses ignored?
8 Why is this not a cost factor? Could it be that ITD
9 would spend our public dollars on lawyering to save the
10 industrial complex a few cents per load?

11 Finally, what is key for everyone involved is
12 to keep in mind the ITD's apparent acceptance of the
13 straight line engineering trucking efficiency argument.
14 You'll see the weather stuff is just a crock. What's the
15 idea, go out for safety? Yeah, go out for safety? Does
16 that make sense? I have lived on Paradise Ridge for 35
17 years. The idea that going up for safety is --

18 MS. NICE: Excuse me.

19 MR. MACDONALD: This is talking truth to power.
20 There are powerful interests here. They have no interest
21 in sharing the truth. Thank you.

22 MS. NICE: Again, please, try to keep comments
23 to four minutes and be respectful that everybody needs to
24 speak, so I'm going to start again. Who's next? We're
25 going row by row, so does anyone in this -- would you

1 like to stand up, sir? Thank you. Wade, do you have a
2 timer? If you don't finish your comments after the four
3 minutes, take a seat and we'll circle back around once we
4 have -- everybody has had a chance to speak.

5 TESTIMONY

6 BY MR. JACK FLACK:

7 Okay, I'm Jack Flack. I live south of Moscow.
8 I came to the University of Idaho in 1956, went there and
9 got a degree in civil engineering and got a job offer
10 from the Snow family and married one of their daughters
11 and I've been in the area ever since, so I've been out
12 there for about 54 years, and my picture windows on my
13 house look right out to Paradise Ridge.

14 I grow a big garden every year, and I will
15 address the first issue, and those of you who garden know
16 that if you don't want your tomatoes frosted and you
17 don't want your cucumbers frosted, go higher. It doesn't
18 frost on Paradise Ridge when it frosts on the western
19 route. The western route is the coldest route. The cold
20 air goes down in the flat and draws.

21 Some of the farmland that is the most valuable
22 farmland is the farmland that lays west of Paradise
23 Ridge. There's a huge block of some of the finest
24 farmland in Whitman County and Latah County that lays in
25 there that's very valuable. It probably produces more

1 per acre than any other farmland in the world, and it's
2 very valuable. I don't know we ought to have a highway
3 on it, and I would prefer not to have one there.

4 Our main concern is that we get a highway built
5 soon, that we get the safest highway that we could
6 possibly have and that the alignment would be fairly
7 consistent in elevation and it would be fairly straight
8 and that's unlike what we have now, and we've watched a
9 lot of people be killed since this process started and we
10 would like to have this road, this environmental impact
11 plan completed, hearings held, approved and the road work
12 started to get us a new road put in.

13 There are some safety factors that are
14 involved. I don't think there's any question that the
15 E-2 route is the safest route. It involves the least
16 number of land. It will be the least destructive to the
17 traffic flow while they're building it. You will be able
18 to build a highway and when you get through with it, you
19 can connect it at both ends and there will be
20 free-flowing traffic. The traffic going south to
21 Lewiston will be not interrupted in any way until they
22 start connecting it.

23 Also, the elevation of the highway in my years
24 that I have been there, I think the elevation at the top
25 of Paradise Ridge is about 3,000 feet. The fog level

1 usually comes down to about maybe 29-2,800. Most of the
2 time this E-2 route will be fog free. If it has fog on
3 it, it will also come down into the old 95 and the
4 western route. The western route will have much more
5 drifting snow area that it has to blow snow across those
6 flats and pick up snow for drifts will be good. I want
7 to commend the Idaho Department of Transportation for the
8 road that they have built already. The engineering on it
9 is very good.

10 As you go south to Lewiston, you will find very
11 few places where you have any drifting on that highway.
12 The safety of it is very good. You have good vision on
13 both sides of the road. You have not got any places
14 where you don't have good visibility as you're driving
15 that route. The E-2 route will be an extension of that
16 and I think that's another reason we would like to have
17 the E-2 route. I think the E-2 route is the preference
18 of most, the majority of the major landholders in that
19 area. I think it should be a factor to the Idaho
20 Department of Transportation that they take the weight of
21 the people who are going to be impacted the most by this
22 highway.

23 Thank you.

24 MS. NICE: Thank you. Is there anyone else in
25 this row that would like to come up and give a comment?

1 Again, if you could state your name and spell it out for
2 Wade, we'd appreciate it.

3 TESTIMONY

4 BY MS. JOHAME MUNETA:

5 I'm Johame Muneta and my last name is spelled
6 M-u-n-e-t-a. Moscow is in some ways not as fortunate as
7 our neighbors to the south. We live in the confluence of
8 two mighty rivers, the Clearwater and the Snake, or our
9 neighbors to the north who live on the shores of
10 world-class lakes, Coeur d'Alene and Pend Oreille, but
11 here we do have some advantage. We are happily cradled
12 by the scenic and wonderful Moscow Mountain and by our
13 treasured Paradise Ridge.

14 Can you wonder why the Moscow community is
15 speaking out to preserve the integrity of our cherished
16 Paradise Ridge area from becoming the site of a four-lane
17 highway that could more easily and sensibly be built
18 along the current highway route using alternative C-3? I
19 speak not as a member of any community group, but as a
20 concerned citizen.

21 I'm a citizen who values her quality of life
22 and our exquisite and natural land area, but also the
23 safety of our residents and the integrity of businesses
24 and homes along the route. My question now, as it was
25 when this was first proposed in 2003, is why, why, why.

1 I know that the Idaho Department of Transportation is
2 dedicated to providing safe and sure highways for both
3 local and not local travelers and we thank the ITD for
4 that, but that's what makes it impossible for me to
5 understand why they would choose E-2, a route with a
6 higher elevation subject to more ice, snow, wind, and
7 rain over C-3, an alternative that is more satisfactory
8 and will do far less damage to our culture, our scenery
9 and our environment and our quality of life.

10 The information provided by ITD states -- lists
11 the many advantages of C-3. This is the one they don't
12 prefer. It requires less new right of way, paves only
13 have as much prime farmland, has much less noise effects,
14 has less than half of the visual impact, provides better
15 emergency response time to local residents. All that
16 sounds pretty good; however, the only substantial claim
17 that's made for E-2 is that it is safer.

18 Now, part of this whole safety business is
19 extremely questionable because a lot of it is based --
20 the claims you just heard, but based on weather studies
21 that were made for only one-half of the winter months
22 starting in January in 2005, an unusually mild year with
23 no snow impact.

24 We all want a highway soon and safe. I
25 understand just talking to someone in the other room that

1 one of the major safety differences between E-2 and C-3
2 is in the number of access points in the last five miles,
3 the number of access points that could be reduced by
4 having a frontage road, and this has not been part of the
5 study or even considered. Everyone I've spoken to joins
6 me in asking ITD to reconsider the unwise and unfortunate
7 choice of E-2. Make the decision that would be safe and
8 at the same time save our natural landmark, preserve
9 Moscow's identity and unique natural beauty.

10 I understand that even Idaho Fish and Game and
11 the Corps of Engineers prefer alternative C-3, a safer
12 and better choice. We want this highway soon, but it's
13 going to be built for a long, long time, so we want to
14 make a wise choice now. Please, ITD, don't let us down
15 and persist in making the wrong decision. Thank you.

16 MS. NICE: Thank you. Can everybody hear?

17 AUDIENCE: No.

18 MS. NICE: All right, so this is the one. We
19 should have said that sooner, sorry. Is there anyone
20 else in this row that would like to stand up and give
21 comment? Okay, in this row? All right.

22 MR. CHRISTIANSEN: Give your name, please.

23 TESTIMONY

24 BY MR. FARRELL BYINGTON:

25 Farrell Byington. It's F-a-r-r-e-l-l

1 B-y-i-n-g-t-o-n.

2 MR. CHRISTIANSEN: Thank you.

3 MR. BYINGTON: I'm speaking in support of the
4 easterly route (E-2) in the realignment of Highway 95. E-2
5 is the shortest and the straightest and most direct route E 2
6 for the last nine miles between Lewiston and Moscow on
7 Highway 95. The need for realignment of the highway in
8 this section --

9 MS. NICE: Let's move this up real quick. I
10 don't think they can hear you.

11 MR. BYINGTON: Can you hear me back there now?
12 The need for realignment on this highway in this section
13 is obvious and necessary for several reasons, the first
14 one being safety. How great it would be if we had the
15 lives back that had been lost in the last four years on
16 this section of road, not to mention those suffering
17 perhaps that have been injured. Route E-2 is the
18 straightest and most direct route. It also saves driving
19 time and gasoline consumption, thereby helping to protect
20 the environment due to the reduction of both fuel
21 consumption and gasoline emissions.

22 E-2 has the fewest access points of all the
23 suggestions of realignment, which is a safety benefit and
24 there are enough access points to serve the city area.
25 All of us are concerned about the environment and let's

1 not compromise the safety of those we love and must
2 travel on U.S. 95. I urge you to support route E-2 in
3 the realignment of 95. Thank you.

4 MS. NICE: Is there anyone in this row that
5 would like to -- you would like to? Okay.

6 TESTIMONY

7 BY MR. NEIL MARZOLF:

8 My name is Neil Marzolf. I live at 3455
9 Highway 95 South, just right at the bottom of the
10 ~~Reisenauer~~ Hill.

11 MR. CHRISTIANSEN: Neil, could you repeat your
12 last name, please?

13 MR. MARZOLF: Marzolf.

14 MR. CHRISTIANSEN: Could you spell that for me?

15 MR. MARZOLF: M-a-r-z-o-l-f.

16 MR. CHRISTIANSEN: Thank you.

17 MR. MARZOLF: You're welcome. You know, I
18 heard a lot of people come here and talk about
19 visibility, unable to see the road. They see it every
20 day. What I see every year is people that crash through
21 into my yard where my four kids are. I pick cars out of
22 my yard every winter. You ask the Idaho State Police,
23 they're always there. I go to bed every night worrying
24 about a car coming over that hill and crashing into my
25 house.

1 My alternative, W-4, C-3 or E-2. W-4 takes my
2 house. C-3 takes my house. This is a route -- this is a
3 house -- we moved to Moscow, my wife works at the
4 University. We moved here, fell in love with the
5 community. You guys all know why. That's why you're
6 here, right, great place. We love it here. Bought this
7 house from the ~~Reisenauers~~^{SP}, built in 1921; turned it into
8 a five-bedroom, three-bath house, planted an orchard,
9 built a fence, bought goats, decided to live here for the
10 long haul and I love it.

11 I have read the reports and I'm going to tell
12 you what, if I honestly felt that where we live was the
13 route that the road would go, I'd start looking for a
14 house to buy. Unfortunately, I'm not willing to give up
15 my house so that somebody could look at a ridge and not
16 see the highway that goes through there, so all I'm going
17 to say is that when you guys are thinking about this
18 discussion, think about in the last 10 years.

19 The last 10 years there's been 13 severely
20 debilitating crashes on that road or 18, excuse me, 18.
21 There have been five fatalities. Since I've lived there
22 six years, you guys all drive by and see my house, I've
23 lived there six years and I've improved the house. I've
24 picked, I think, 11 vehicles out of our yard. The road
25 needs a change. Idaho, I think you guys are doing a

1 great job. The environmental study impact, I read it
2 cover to cover. I read everything about it. E-2 is the
3 most logical sense. If it wasn't, I'd pack up and move,
4 so I hope that everybody follows through with E-2.

5 Thank you.

6 MS. NICE: Is there anyone else in this row
7 that would like to stand up and comment? Okay.

8 TESTIMONY

9 BY MS. WILLA GEFFRE:

10 My name is Willa Geffre, G-e-f-f-r-e. I came
11 to listen. I hadn't planned to speak, but it's really
12 hard to listen when you've lived in your home 44 years,
13 raised your family and have businesses that before my
14 husband passed away, he built those businesses knowing
15 that I'd be secure in where I'm living, and I can't
16 compete with all these people and their knowledge. I
17 just know that that's my home and that's where I want to
18 stay, and thank you.

19 MS. NICE: Anyone else in this row? Okay,
20 anyone in this row would like to stand up and comment?
21 Anyone, okay.

22 TESTIMONY

23 BY MS. NORA LOCKEN:

24 Hello, my name is Nora Locken, L-o-c-k-e-n, and
25 I live in Moscow. I've read over a number of the

1 documents and asked some questions here today of the
2 various technical experts, and I guess it's really hard
3 for me to say that I think it was a great study that was
4 done, especially the weather impacts. To me, that
5 portion of the study was majorly lacking.

6 The only point at which C-3 is mentioned is on
7 ~~Reisenauer Hill~~ which all three of the routes would pass
8 through, and then following that, there's a point on the
9 easterly side and a point far on the westerly side that
10 actually isn't even on the west route that's located in
11 Washington, so I have a hard time believing that C-3 was
12 given any real credence with the weather study, and just
13 having lived here for a number of years and looking up
14 towards the ridge, I can tell you the fog settles.
15 There's a fog line and that fog line, frozen fog line, to
16 my mind would certainly be encompassed in the easterly
17 route and doubtfully encompass any other routes.

18 Now, unfortunately, I am no scientist, nor am I
19 providing you a scientific study, so I'm just astonished
20 that there was only a one-year study done, 2005. It was
21 not a typical year and seven years have gone by past then
22 and yet there was no further information gathered. I
23 mean, ITD has done some good work, but that's a big-time
24 hole, a big hole, in the plan, and I think we should be
25 talking a little bit about what the safety would look

1 like if we had real weather data, and it's so hard to
2 compare the current roadway as it is where you've got the
3 situation, unfortunately, of coming down a curve on those
4 slopes and you go into oncoming traffic and, yes, it's
5 scary and, yes, something needs to be done about it, it C-3
6 really does; however, if we were to have the divided
7 highway, 34 feet in between, I really do think we'd see a
8 major difference on that central route and we'd get to
9 use some of the current roadway that we've already done
10 so much work on over the years, and it's unfortunate that
11 people are impacted no matter where you put it, but let's
12 impact the least amount of ground and go with alternative
13 C-3.

14 MS. NICE: Thank you. Is there anyone in this
15 row that would like to go? Okay, anyone on this back
16 wall right here? Over here? Go for it.

17 TESTIMONY

18 BY MR. GERARD CONNELLEY:

19 My name is Gerard Connelley. I reside at 1824
20 East E, Moscow. I was born in Gritman Hospital in
21 downtown Moscow in 1951. I graduated from St. Lewis's
22 Kindergarten, St. Maries Elementary, Moscow High School,
23 and the University of Idaho. My parents, grandparents,
24 and two sisters are buried in the Moscow cemetery. I
25 have two daughters who attend Moscow High School. The

1 oldest is a senior and will be attending the University
2 of Idaho in the fall.

3 I owned and operated Tri-State, Idaho largest
4 independent retailer, for 33 years. I am a past
5 president of the Moscow Chamber of Commerce. I still own
6 the Tri-State building, as well as other commercial
7 property in Moscow, so I get the import of sound
8 infrastructure to a thriving economy. We all depend on a
9 thriving economy.

10 Many years ago I came to the conclusion that
11 it's impossible to do the right thing, so I gave up
12 trying. I just try to be wrong in the right direction.
13 You can't give your spouse the exact right amount of
14 affection. You can't give your kids the exact right
15 amount of discipline. You can't give poor people the
16 right amount of assistance, so I try to give my spouse
17 too much affection. I try to be too gentle on my kids
18 rather than too hard on them. I try to be too generous
19 with poor people rather than too stingy.

20 Regarding the placement of the highway, we can
21 come fairly close to having our cake and eating it, too,
22 if we're smart about it. By using the (E-3) route, we
23 could have a much improved road without degrading the
24 environment. Palouse Ridge in my view based on living
25 here for over 60 years is one of the crown jewels of the

1 Palouse. I am from the Teddy Roosevelt wing of the
2 Republican party. I am for a strong economy, free
3 enterprise, and environmental conservation.

4 The thought of ripping up the landscape east of
5 the current highway so that my children and grandchildren
6 will only know a degraded environment in that area is
7 profoundly depressing to me. Whatever the highway
8 department does, it will be wrong. Everybody has
9 explained to them why every option here is wrong, so I
10 respectfully urge you to be wrong in the right direction.
11 Do not do E-2. Do E-3.

12 If you degrade the natural beauty of one of the
13 best parts of our area, you could never go back and
14 restore it. If you err on the side of environmental
15 conservation, you can always go back and wreck it later.
16 Thank you.

17 TESTIMONY

18 BY MR. DAN SCHOENBERG:

19 My name is Dan Schoenberg, S-c-h-o-e-n-b-e-r-g,
20 and I live at 3306 Cameron Road. That's kind of sitting
21 right on top of the ridge right near the E-2 boundary
22 areas. First of all, you know, I think ITD, I think we
23 need to compliment the staff just in all the
24 information --

25 MS. NICE: They can't hear you.

1 MR. SCHOENBERG: I do think we need to
2 compliment the staff on all the information they had to
3 wade through, present, give to the public. There's pages
4 and pages and pages of information. That information
5 allows everyone to form an opinion. You know, I'm
6 directly adjacent to where the preferred alternative
7 goes, and looking at all the information, I can say that
8 I prefer that E-2 option. E-2

9 I've sat on the Moscow Transportation
10 Commission, so I had a long time to look at all the
11 information, look at all the studies and the different
12 alternatives that are out there. You know,
13 unfortunately, one knows with everything that's out there
14 that you're not going to please everyone. It just isn't
15 a possibility and we need to recognize that and take the
16 information that's presented, have your opinion, everyone
17 has a right to that opinion, and as I said, ours is that
18 we would prefer to go with the alternative as presented.

19 MS. NICE: Thank you. Is there anyone else on
20 this back wall that wanted to comment? Okay. I'm going
21 to start -- if there's anyone else, we've gone through
22 every row throughout the whole room, if there is anyone
23 else who wants to stand up, raise your hand. Okay, well,
24 then we're done. The next session is at 5:30.

25 MR. CHRISTIANSEN: We have one right here.

1 MS. NICE: One more, okay.

2 TESTIMONY

3 BY MS. SUSAN FLACK:

4 Thank you. My name is Susan Flack, F-l-a-c-k,
5 and I would like to say that my preference is E-2 based
6 on a lot of reasons, some of which have already been
7 mentioned. I'd like to add to that that my family -- my
8 maiden name is Snow. I came here -- my family came here
9 in a wagon train in the 1800's, along with the Clyde
10 family and we have lived in the area, my husband and I
11 have lived in the area, 40 years farming directly across
12 from the butte and have a lot of years of experience with
13 the weather and all the other factors that have been
14 mentioned.

15 There is clearly a difference of opinion in
16 terms of the weather, but having lived there all those
17 years, most of my life, I can tell you that even though
18 the study that was done was of a short amount of time,
19 the facts that have been put out by some of the
20 opposition are clearly not true, and the weather is
21 warmer up on the butte, up on the ridge, than it is down
22 below, and the fog line is definitely higher than where
23 the intended E-3 road would be, and as far as the beauty
24 is concerned, I can't think of anything more attractive
25 to people entering into our community than coming across

1 the ridge and seeing the beautiful area of Moscow, and in
2 my opinion, a road is not ugly. A road -- if it's well
3 done, and the road to Genesee you can tell is well done,
4 so the beauty factor to me is that it can be done well
5 and it can be an addition to our community.

6 I would also like to say that I think the
7 people who live in the area who are impacted more by the
8 road because they own property, they pay taxes on it,
9 they are there impacted every day, I think some of their
10 opinions should be considered more than people who are
11 not as involved, and I would like to again express our
12 opinion is that definitely the E-2 route is the best, and
13 we think that the ITD has done an excellent job of
14 putting this information together, and we thank you.

15 MS. NICE: Do you have a comment? Okay.

16 TESTIMONY

17 BY MR. JIM ANDERSON:

18 I'd like to read a statement. My name is Jim
19 Anderson, vice president of the Greater Moscow Alliance.
20 The Greater Moscow Alliance is a 300 plus group of
21 business people, community leaders and concerned citizens
22 who support free market enterprise, private property
23 rights and limited government. The GMA has long been
24 supportive of the Highway 95 improvement project between
25 Lewiston and Moscow and we commend the Idaho

1 Transportation Department for its thoughtful work in
2 providing a plan that will be safer for all of us,
3 increased mobility for all of us, and improved economic
4 opportunities for all of us.

5 We believe it's time to put this plan into
6 action and move forward without any further delay. If 10
7 years of study in the different routes says the eastern
8 E-2 is the way to go, then let's go on with it. We can
9 all appreciate the various concerns individuals may have
10 against one route or another, but it's time to put those
11 interests of the greater Moscow ahead of individual
12 interests in making Moscow a greater place to live, work,
13 and do business.

14 Thank you.

15 MS. NICE: Thank you. Is there anyone else
16 that would like to testify? Okay, we're done. The next
17 time is at 5:30. Thank you all for coming.

18 (Recess.)

19 MS. NICE: All right, can everybody hear me?
20 Okay, welcome, and thank you for attending. I am Kate
21 Nice. I'm facilitating the public hearing and this is
22 Wade Christiansen, the public hearing officer. All of
23 your comments are very important to us and we want to
24 make sure that everybody gets a chance to give us their
25 comments.

1 Each of you will have four minutes to give your
2 comment, and if you run long, I'll stop you and then you
3 can come back up here if would you like after everybody
4 else gets a chance. The comments are being recorded. We
5 do have tape recorders on and we do also have the radio
6 station and media, TV outlet here, just so you guys are
7 aware.

8 Will you also make sure to spell your name,
9 state your name and spell it out for Wade to make sure
10 it's recorded, and I'm going to be starting row by row
11 and just starting at the front and working my way back,
12 and then anyone -- if there's anyone in the back, we'll
13 go there, so thank you again. We appreciate your
14 attending. I'll start here.

15 TESTIMONY

16 BY MR. AL POPLAWSKI:

17 Go ahead and turn off your cell phones. I'm Al
18 Poplawski. That's A-l P-o-p-l-a-w-s-k-i with the
19 Paradise Ridge Defense Coalition and we support a safe
20 route from Thorncreek to Moscow and also feel there 63
21 should be consideration of both environmental and
22 socioeconomic factors, consequences, and proof safety is
23 a major part of the purpose and need of the DEIS, and the
24 DEIS states that all three analyzed alternatives, E-2,
25 C-3 and W-4, meet the purpose and need; however, the DEIS

1 also states that E-2 is the safest of the three
2 alternatives, and this is based on a safety study that
3 does not include weather and this is a big concern for
4 us.

5 The DEIS states that 57 percent of the
6 accidents on this stretch of the highway occur during
7 inclement weather, so weather is a huge factor here in
8 terms of safety, and weather is not included because the
9 DEIS weather analysis concluded that weather is not
10 different between the three different alternatives. The
11 people -- everybody I've talked to that lives on Paradise
12 Ridge will argue with you about that quite vociferously.
13 The weather analysis was done for only January to May of
14 2005, five months, not even one complete winter, and this
15 was one of the mildest winters in recent history.

16 There wasn't even any snow on the ground, so
17 they were unable to analyze snow because there wasn't any
18 snow on the ground, and in addition, only the eastern and
19 western alternatives were included in the weather
20 analysis, not the central alternative, so we consider the
21 weather analysis very deficient, and without weather
22 considerations, we consider the safety study seriously
23 flawed, so we really don't feel that the safety study can
24 be used reliably to predict differences between the
25 different alternatives.

1 In terms of socioeconomic factors comparing C-3
2 to E-2, C-3 requires less new right of way, paves over
3 only half as much prime farmland, much less noise
4 effects, less than half the visual impact, more
5 compatible with Moscow land use goals. This is all in
6 the DEIS, and better emergency response times to local
7 residents. C-3 is 0.09 miles longer. It's going to be a
8 little slower and C-3 will dislocate several more
9 businesses. Still, by my count, C-3 seems to be superior
10 in terms of socioeconomic factors.

11 In terms of environmental factors, there's no
12 comparison. E-2 affects twice the wetland acres of C-3.
13 E-2 wipes out 4.4 acres of moderate unglid habitat; C-3,
14 none. E-2 destroys four acres of sensitive species; C-3,
15 none habitat; and E-2 has at least twice the impact on
16 the native Palouse Prairie that C-3 has, and I think it's
17 probably even more than twice, because -- well, Tim will
18 tell you about that next, but it has a huge impact on the
19 prairie up on the ridge. C-3 is clearly superior in
20 socioeconomic and environmental considerations, and we
21 feel no valid comparison can be made with safety between
22 these alternatives, so we encourage ITD to take a closer
23 look at C-3 and how it might be made even better or
24 safer, for example, by the addition of frontage roads.

25 Thank you.

1 MS. NICE: Thanks.

2 MR. CHRISTIANSEN: Thank you.

3 TESTIMONY

4 BY MR. TIM HATTEN:

5 My name is Tim Hatten and that's H-a-t-t-e-n,
6 and I'm on the board of directors with the Palouse
7 Prairie Foundation. If you're not familiar with the
8 Palouse Prairie Foundation, it's a nonprofit organization
9 dedicated to the conservation and restoration of the
10 Prairie Palouse Bioregion. An important point I'd like
11 to make here is the Palouse Prairie is recognized by
12 numerous scientists as an endangered ecosystem with less
13 than point or with less than 0.1 percent of the prairie
14 remaining. Let me repeat that, less than 0.1 percent.
15 That's less than one-tenth of a percent of Palouse
16 Prairie remains.

17 Palouse Prairie Foundation is unequivocally
18 opposed to the preferred alternative E-2. The primary
19 reason we're opposed to it is because the technical
20 reports and the draft EIS show in the various analyses
21 that over twice as many prairie frontage will be impacted
22 by the preferred alternative than by the other routes,
23 C-3 or W-4. That's unacceptable to us.

24 The primary way that the prairie is going to be
25 impacted by E-2 in a way much more seriously than the

1 other alternatives is going to be from weed infestation.
2 If you look at the technical reports and dive into those
3 technical reports, the vegetation technical report, it's
4 very good, I highly recommended you get into it, and what
5 is shown in the report by Dr. Lass and Dr. Prather from
6 the U of I is that they predict weed infestation will
7 extend one kilometer on either side of each of the
8 alternatives. Now, one kilometer on each side.

9 The reason why that's very troubling for the
10 Palouse Prairie Foundation is on E-2 because it's further
11 east and because it's higher in elevation, closer --
12 farther up the ridge, that one kilometer zone of weed
13 infestation is going to take those weeds right to the top
14 of Paradise Ridge, not just part way up, to the top, and
15 the top of Paradise Ridge from people that live around
16 here, they can tell you that's where the most pristine
17 pieces of Palouse Prairie reside, the largest patches,
18 the highest quality patches. The technical reports bear
19 this out quite well, so we cannot accept the preferred
20 alternative.

21 I'd also just like to make a statement that in
22 the DEIS, it says that the Palouse Giant Earthworm does
23 not occur in the project area. That's completely false.
24 There's been at least four specimens found in the last
25 three years, I believe it's three, maybe four years, but

1 four of them found up on Paradise Ridge, two of them in
2 prairie, two of them in forest. They're up there.

3 The report also states that there's no suitable
4 habitat for the worm up on Paradise Ridge. That's
5 complete nonsense. It's absolutely their habitat.
6 That's where they're found, and then I'd just like to say
7 that I would certainly like to see some inclusion, some
8 discussion in the next version of the DEIS concerning
9 pollinators that's not been in this report on
10 pollinators. I think the reason being is there's very
11 few threatening or endangered pollinators in our region,
12 but nevertheless, flowering plants cannot exist without
13 their pollinators and the weed infestation and
14 deterioration that I'm talking about here as discussed in
15 the technical reports, that will affect pollinators.
16 That's going to have effects upon plant populations and
17 it's just a food web that's going to be hurt and in
18 decline from this, so Palouse Prairie Foundation is
19 opposed to the preferred alternative.

20 Thank you.

21 MR. CHRISTIANSEN: Thank you.

22 MS. NICE: Thank you. We're going row by row.
23 Would anybody like to make a comment? Anyone from this
24 row like to make a comment? Okay.

25 /

1 TESTIMONY

2 BY MS. MARY ULLRICH:

3 I'm Mary Ullrich, U-l-l-r-i-c-h. My husband
4 and I have had the good fortune to live in the beautiful
5 Palouse for almost four decades now and we highly value
6 its unique environment. As Tim just said, some of the
7 largest remnants of the original Palouse Prairie as well
8 as forests and diverse wildlife occur here. Paradise
9 Ridge deserves reverence. Paradise Ridge along with the
10 other Palouse buttes is a unique ancient mountaintop
11 remnant of the original western edge of the Rocky
12 Mountains in the North American continent.

13 My question today is why ITD would insist on
14 invading and negatively upsetting this ecosystem when
15 they have designed two other safe, acceptable alignments
16 meeting state and federal highway standards. I would
17 like to point out that in the DEIS report, it states the
18 Idaho Department of Fish and Game, the U.S. Fish and
19 Wildlife Service, the Environmental Protection Agency,
20 and the Army Corps of Engineers all indicated that their
21 preferred alternative is the central route, C-3.

22 Interesting that this information appears in
23 the executive summary in the DEIS in the section level
24 1.4, alternatives screening, bullet No. 1, public
25 involvement and agency coordination, page 8. Why didn't

1 ITD follow the preference of so many advising agencies?
2 Why did they even consult them?

3 The DEIS report also reveals that Idaho Fish
4 and Game has stood up against the eastern alignment from
5 the beginning; however, ITD has continued to pursue
6 support for the eastern alignment, spending more money,
7 more time to try to justify their preference. Both Dr.
8 Wayne Melquist, wildlife study done in 2005, and Dr. Bill
9 Ruediger, wildlife study done in 2007, concluded, "The
10 eastern E-2 alternative posed the largest concern for big
11 game among the three alternatives being considered."

12 Not satisfied, ITD then went to the outside to
13 garner support. December 2010 they hired Hall Sawyer of
14 Western Ecosystems Technology, Incorporated from
15 Cheyenne, Wyoming, and involved Holland & Hart, LLP of
16 Salt Lake City, Utah. In Hall Sawyer's report, he
17 states, "The eastern E-2 alternative posed the largest
18 concern for big game among the three alternatives being
19 considered.

20 In the executive summary of the DEIS under
21 topics of concern and controversy, it states, "There has
22 been disagreement between Idaho Fish and Game and ITD
23 regarding appropriate mitigation," and this is then
24 explained over quite a few pages over 2006-2007. In the
25 safety analysis of the DEIS in the section titled Wild

1 Animal Crashes, it states, "Alternative E-2 has potential
2 to have more wild animal crashes than C-3 and W-4 because
3 of the 1.98 mile long length of alternative E-2 within
4 ungulate impact area; however, a wildlife crash
5 countermeasure that clears the roadside of trees and
6 brush will be constructed"; in other words, mitigation
7 destroys additional wildlife habitat on top of that
8 destroyed by the four-lane highway.

9 Finally, my question goes back to why, why this
10 trail of insistence on pursuing the most environmentally
11 disruptive alignment when other alignments can satisfy.
12 What is ITD's hidden agenda here? It is proposed that we
13 request our local state legislative representatives look
14 into this matter.

15 MS. NICE: Thank you.

16 TESTIMONY

17 BY STEVE ULLRICH:

18 My name is Steve Ullrich. I'm related by
19 marriage to Mary. U-l-l-r-i-c-h, and I'm actually
20 delivering a testimony from Mark Wray and his name is
21 spelled W-r-a-y, and I'm going to read this. It came
22 from an email. He says, "Unfortunately, I'm battling 120
23 mile an hour winds right now and I'm in a slow jet on my
24 way home from Philly and Charlotte, so won't get to
25 Pullman until about 6:30 or 6:40."

1 I was going to give testimony to the real
2 weather differences experienced on the ridge and so I
3 offered to give his testimony. I have only been on the
4 west slope for two years. We have come to know that the
5 weather difference between the current alignment and the
6 proposed is substantial, and I would edit in here that my
7 two years is much longer than the five months January to
8 May 2005 weather study, so Mark lives up on Paradise
9 Ridge.

10 The worst weather differences seem to be when
11 the temperature is just above freezing in Moscow. As you
12 begin to climb, the temperature begins to drop with about
13 two degrees' difference. If there's moisture in the air
14 or you enter the fog as you climb, the temperature is
15 even more drastic, three to four degrees. This is
16 because of the difference between the dry and wet
17 adiabatic lapse rates that I believe is exaggerated
18 because of the upslope of the air mass as it pushes up
19 the ridge. See, he's a pilot, so he understands some
20 meteorology.

21 I believe there was testimony in this
22 afternoon's session that indicated that the temperature
23 rises up the ridge and it's cooler down below. Well,
24 that's true in the summer. We can actually see -- and
25 Mary and I live up on Paradise Ridge as well, we can see

1 10 degrees' difference between where Fountains' airstrip
2 is at the point of where the South Fork of the Palouse
3 River crosses Paradise Ridge Road and our house.

4 In the summertime, we don't cool off at night,
5 but in the wintertime, it's just the opposite, so when we
6 drove down today, this afternoon, it was 33 at our house.
7 It was 36 by the time we got down to Palouse River Drive.
8 Anyways, for experience, I have noticed it rain in Moscow
9 and an absolute blizzard at my house with feet of
10 drifting snow, and the history or the point that Al made
11 about no snow the year the weather study was concerned,
12 not only the snow and the wind were not considered, you
13 put those together and it makes a huge difference in the
14 drifting possibilities, and then he says I know that Mary
15 and Steve can attest to this, also.

16 Indeed, between our two properties, we observe
17 about 75 percent of the E-2 route and C-2 or C-3. I have
18 heard of a stretch of highway in southern Idaho that is
19 split four-lane. The westbound lanes climb up about 400
20 feet above the eastbound lanes because of the topography.
21 Apparently, the accident rate is much higher in the
22 higher side of the highway due to the weather changes.
23 Ice due to freezing fog and high winds are the biggest
24 reason.

25 Unfortunately, the person telling me this lives

1 in the south, but could not identify the stretch. She
2 knew it had factual, but no details. I'm to find out
3 more about this and report back with facts later. It is
4 my belief that the weather issue for safety sake needs to
5 be a highly discussed issue. It is something that
6 everyone can relate to because of how open and exposed
7 the E-2 alternative will be and its elevation changes as
8 it traverses the ridge, in my opinion, that you see much
9 more severe weather than any stretch of this highway.

10 Thank you.

11 MR. CHRISTIANSEN: Thank you.

12 TESTIMONY

13 BY JANICE WILLARD:

14 My notes are a little disorganized, so
15 hopefully, I'll be able to talk off the cuff here and --

16 MS. NICE: If you could state your name.

17 MS. WILLARD: My name is Janice Willard. I
18 live in Moscow, Idaho on the east side of town. My notes
19 are a little disorganized. Hopefully, I can remember to
20 express everything that I wanted to speak to you about.

21 MR. CHRISTIANSEN: Spell your last name.

22 MS. WILLARD: W-i-l-l-a-r-d.

23 MR. CHRISTIANSEN: Okay.

24 MS. WILLARD: A week ago last Thursday I was
25 trying to drive down to Lewiston. I needed to go down in

1 the afternoon to just pay a bill for something and it
2 wasn't an absolute need, and as I hit the road, I got met
3 by a combination of ice on the road, plus horizontal
4 blowing winds, winds coming out of the west and it was
5 scary. I have an all wheel drive car with good tires and
6 I was having a difficult time staying on the road.

7 When I passed the second truck pulled off the
8 road, I kind of took that as a sign that maybe this
9 wasn't a good time for me to be trying to make a quick
10 trip down to Lewiston, and right at Thorncreek, I turned
11 around and I came back to Moscow, again fighting the
12 winds and driving barely 35 miles an hour on the road.

13 I can't even imagine how bad it was up on the
14 ridge above me when it was bad enough that somebody who
15 grew up driving Idaho roads, I grew up driving southern
16 Idaho roads, really nasty ones, too, and I'm pretty gutsy
17 about what I'll drive through, decided that if I didn't
18 absolutely have to be on the road that day, it was
19 probably a pretty good idea that I shouldn't, and this
20 was on the stretch of road that's down protected by the
21 drainage is where it runs. This is on the current road
22 rather than up there on that hillside where I imagine the
23 winds are much, much worse.

24 Where I live east of Moscow, I have a private
25 road that runs north-south. The winds here blow

1 east-west. We get snowed in all the time and I can
2 imagine that up on the ridge there it's even worse.
3 Living on the east side of town where I am, I get up
4 every morning and I look out over Paradise Ridge, and
5 what I often notice is that Paradise Ridge seems to have
6 its own weather. Everywhere else can be clear and
7 there's a clump, like a hat of clouds, up on the ridge.
8 That hat of clouds which will be fog, which will give
9 freezing rain, which will put a lot of frost is always
10 right up coming to the brim of the hat right where they
11 want to put this highway, which makes me wonder why in
12 the world are they thinking that this is a safer way to
13 go.

14 I believe that the safety study done was
15 flawed. It was done at the wrong time of year and it
16 didn't take into account normal conditions for this area.
17 I think that the safety is also flawed because it has not
18 taken into account wildlife collisions, which are also a
19 fairly dangerous thing to have happen, and I just think
20 that the whole thing is not -- hasn't been well thought
21 through for the -- let's see how I'm going to put this.
22 We in Moscow, especially all of us on the east side of
23 Moscow, we look up over a beautiful jewel.

24 When we look south, we see this beautiful ridge
25 up there. How is that going to look when it has a whole

1 bunch of headlights coming right over the shoulder of it.
2 Our beautiful jewel will be gone. We will have light
3 coming over there. We will have more noise coming from
4 the cars coming over there. I personally just don't
5 understand ITD's constant insistence upon taking this
6 highway over Paradise Ridge.

7 I think somebody came up with this idea years
8 ago and they're so invested in maintaining this that
9 we've gone through all of this rigamarole and they come
10 right back around to what they came up with years ago
11 without really listening to the people who live here, who
12 see the ice and the snow up there and keep saying this
13 isn't fake. You need to pay attention to us, so I'm out
14 of time and I've covered some of the things here.

15 MS. NICE: You can come back after everybody
16 gets a chance.

17 MS. WILLARD: Yes, but I just want to say that
18 I just think this is a bad idea. I do not think E-2 --
19 I'm not certain as to whether which of the other two ones
20 would be better. I don't have a strong opinion on that.
21 Those of you who know me know that's a rare thing for me
22 to not have a strong opinion, but I do have a strong
23 opinion that E-2 is a poor choice.

24 MS. NICE: Thank you.

25 MR. CHRISTIANSEN: Thank you.

1 TESTIMONY

2 BY CINDY MAGNUSON:

3 Cindy Magnuson, M-a-g-n-u-s-o-n. I represent
4 the Great Old Broads for Wilderness, which is a national
5 organization of proponents for wildlands. Our local
6 group has spent the last few years helping to eradicate
7 the invasive weeds from the ridge. It's been wonderful
8 to see the native species flourish and it's such a
9 privilege to be on top overlooking our Moscow.

10 Last week I attended a hearing in Orofino to
11 try to protect the North Fork of the Clearwater River
12 from mining. Hearing the Nez Perce remind us all by
13 stating we belong to the land, not the other way around.
14 It moved me as to how precious our undeveloped lands are.
15 The lands will be here long after us if we're able to
16 protect them. The Nez Perce know plenty about losing
17 land.

18 Our Paradise Ridge with a highway close by will
19 be impacted by noise, all types of debris and pollution.
20 We will lose its beauty and the ridge will lose its
21 remaining native vegetations. I wish no malice towards
22 those whose homes and/or businesses are threatened by the
23 C-3 alternative, because 50 years ago we lost our home to
24 a highway. We didn't get to have deliberations or
25 anything. We received a letter in the mail and you will

1 be moving, you know, in six months.

2 Houses, businesses and, yes, highways are all
3 constructed for people. Please look to the future and the
4 ability we have to now protect those beautiful lands
5 which are irreplaceable.

6 MR. CHRISTIANSEN: Thank you.

7 MS. NICE: Anyone else in this row?

8 TESTIMONY

9 BY MR. JOHN SNYDER:

10 My name is John Snyder, S-n-y-d-e-r. I was
11 born in Moscow and raised here and I have absorbed the
12 quality of life. I moved away and I came back. I lived
13 along the Wasatch Front for 25 years and saw a lot of its
14 native virtues change by population growth and
15 development, and so there are things that I feel strongly
16 about, and I want to go on record as an advocate of prime
17 farmland preservation and as an opponent of the E-2
18 alternative.

19 All the alternatives, though, I think share a
20 common flaw and that is the amount of agricultural land
21 that's destroyed. The right-of-way is too wide. I think
22 it must be at least 100 feet. It's been applied to the
23 land. I think I'd simply like to say that I think that
24 we should fit the highway to the land and not the land to
25 the highway.

1 Apparently, the project director has decided
2 that the clear space between the two lanes, the four
3 lanes, and believe me, I'm an advocate of safety and safe
4 road, I understand the need for double lanes on both
5 sides, but the right of way itself, for example, between
6 the top of Lewiston Hill and Thorncreek Road, I think, is
7 overkill. I don't think we need something suitable for a
8 military invasion.

9 It's a state highway and I'd just like to
10 conclude by saying that the quality of life issues are
11 important, aesthetics are important. Agricultural land
12 once altered can never be replaced. We have the best
13 land in the world here and I want to speak to
14 preservation of that.

15 MS. NICE: Anyone else from that row?

16 TESTIMONY

17 BY MS. PAMELA BRUNSFELD:

18 My name is Pamela Brunsfeld, B-r-u-n-s-f-e-l-d,
19 and I'm the curator of the University of Idaho Stillinger
20 Herbarium and I have been a professional botanist since
21 the mid 1970's. Between these two roles, I have
22 firsthand over the decades watched the vegetation in
23 Idaho change. For those of you that don't know what a
24 herbarium is, it's like a plant library. The University
25 of Idaho Stillinger Herbarium is the official herbarium

1 for the State of Idaho and we have over 200,000 specimens
2 that were collected starting in the mid 1800's, so what
3 this does is it offers us a historical perspective of the
4 changing vegetation in Idaho.

5 When I first began to notice things were
6 rapidly changing around here was probably about the time
7 that we first started talking about climate change, maybe
8 15 to 20 years ago, and I don't think there's anybody in
9 this room who's been around two or three decades who
10 hasn't noticed changing ecosystems up on the Selway and
11 the Lochsa River. Before we used to have these beautiful
12 native vegetation stands, now it's full of spotted
13 knapweed.

14 What is being proposed here if we adopt E-2 is
15 the same thing will happen. Man-made activity opens up,
16 disturbs habitat and invasive species move in. Most of
17 these invasive species come from the Mediterranean.
18 Native vegetation can't outcompete them. Probably the
19 biggest problem is spotted knapweed. For those of you
20 not aware of what spotted knapweed does, it has
21 allelopathic properties and releases a chemical into the
22 ground. Within seconds the root cap of a native
23 vegetation explodes. Nothing can grow on that land, so
24 if we're talking about mitigation and we're just going to
25 plant more native plants, there's not a solution.

1 So like Tim mentioned, we're very, very lucky
2 to live in this beautiful place where we have this very
3 unique and endangered ecosystem, and I am like everybody
4 else, that what we need is an alternative to the road we
5 have. Reisenauer Hill is extremely dangerous, but I
6 encourage the ITD to look at another route other than E-2
7 so we can leave this incredibly beautiful, valuable
8 ecosystem to our children, our grandchildren, and future
9 generations.

10 MR. CHRISTIANSEN: Thank you.

11 TESTIMONY

12 BY MR. ZACHARY JOHNSON:

13 MR. JOHNSON: My name is Zachary Johnson. The
14 last name is spelled J-o-h-n-s-o-n.

15 MR. CHRISTIANSEN: Is that o-n?

16 MR. JOHNSON: o-n. All right, I disagree with
17 ITD's proposal to reroute U.S. 95 along the E-2
18 alignment. The E-2 alignment presents significant risks
19 to wildlife living on and moving through the Paradise
20 Ridge area. Additionally, by disturbing land close to
21 one of the largest remaining Palouse Prairie remnants,
22 E-2 will invite more invasive plant species to take over
23 native species along Paradise Ridge, as Tim explained
24 earlier.

25 According to the vegetation technical report,

1 weeds will extend to six-tenths of a mile from the
2 roadbed, and this will take weeds pretty much all the way
3 to the top of Paradise Ridge, and as the winds in the
4 area move from east to west -- I'm sorry, from west to
5 east, they will likely blow more seeds over to the top of
6 Paradise Ridge that will eventually create a giant
7 invasive weed patch along our beautiful Paradise Ridge.

8 I strongly am against this and the science
9 proves it. It's in the vegetation technical report. You
10 can read it for yourself. Okay; so this invasion will
11 further threaten rare species also found on Paradise
12 Ridge, including plants and animals. [I'm also skeptical
13 on the safety analysis compiled using weather data from
14 January to May 2005 which was a drought year and one of
15 the most mildest winters in recent history, so the
16 weather component of their safety analysis seems to be
17 really flawed.] [They're only looking at five months
18 during a year in which it was quite abnormal, much warmer
19 than normal, much less precipitation than normal, so this
20 weather data is flawed, and so how can such an analysis
21 based upon this data be anything but flawed, and why is
22 there no data from the past seven years?] Why is there
23 only data from this five-month period in 2005? I don't
24 understand.

25 While I do support the realignment of U.S. 95

1 to make travel safer, I doubt the DEIS findings on
2 weather analysis. I urge ITD to reexamine the flawed
3 safety study and seriously consider the C-3 route as a
4 preferred alternative. [Idaho Fish and Game, the EPA, the
5 Fish and Wildlife Service, the Army Corps of Engineers,
6 they all prefer the central route. Why does ITD insist
7 on the eastern route when the central route fills the C-3
8 ultimate requirements of highway standards and invites
9 less argument from these agencies?]

10 The central route has less miles of
11 right-of-way acquisition required. It's endorsed by
12 several pertinent agencies, the ones that I just listed,
13 and will sacrifice less prime farmland than the eastern
14 route. It won't damage the Paradise Ridge view as much
15 and will have the least amount of impact on our precious
16 and endangered Palouse Prairie. Again, I am for making
17 U.S. 95 safer, but I'm baffled by ITD's insistence on the
18 E-2 alternative located at Paradise.

19 TESTIMONY

20 BY MR. DAVID SASS:

21 My name is David Sass, S-a-s-s. We live on
22 Thorncreek Road. We have four boys traveling that road
23 every day to the University of Idaho. It's a very unsafe
24 road. I think it's too bad it didn't get built the first
25 time and we're fully supporting the current proposal and

1 I just hope it gets filled, and I think everybody that
2 has been injured or hurt since the road was stopped, you
3 know, who is guilty for that, and all I can say, we're
4 fully supporting the current proposal.

5 MR. CHRISTIANSEN: Thank you.

6 MS. NICE: Anyone else on this row?

7 TESTIMONY

8 BY MS. DEL HUNGERFORD:

9 Hello, my name is Del Hungerford, last name
10 H-u-n-g-e-r-f-o-r-d, and I see the four-minute thing
11 there. Okay, I am a resident of Benson's Mobile Home
12 Park which is in the proposed E-2 route. We all wore
13 T-shirts. Anyway, I am in favor of whatever road is
14 going to be the safest and if that includes me losing my
15 home, fine, because I know a lot of people who have died
16 on Reisenauer Hill, and I'm also going to speak in behalf
17 of my neighbors that live across the way from me, but a
18 couple of things that I need to bring up.

19 We keep talking about Paradise Ridge and the
20 habitat and I'm like okay, so I went and did this little
21 map server search thing on the Latah County. There are
22 55 homesteads up there right now that are on, in or near
23 Paradise Ridge. That doesn't count the five homes or
24 businesses at the base of Paradise Ridge Road.

25 If there are homes in the trees, you can't see

1 them from the air, so I'm only counting the 55 that I can
2 actually see. A large facility which I found out later
3 is a horse arena which is right smack in the middle of
4 all the trees. You can't miss it. Okay, there are five
5 plats of land in the center that appear to be completely
6 untouched. A sixth plat has a road going all the way
7 through to it which leads to a seventh plat that has
8 currently been designed -- divided into four more little
9 pieces of property in which I'm assuming people are going
10 to build homes on, so 55 plus four, okay.

11 The heaviest concentration of homes is on the
12 north end of the ridge, followed by the east end. The
13 west side, it looks like there's only eight homes that
14 are facing the west side, so from just the visual thing,
15 it looks like a pretty good portion of Paradise Ridge has
16 already been touched, so my question is if we're going to
17 leave Paradise Ridge untouched, move the homes off that
18 are there and return it back to its natural habitat, and,
19 you know, in looking at this, Pamela Brunsfeld just said,
20 man-made activity opens up harm to native habitat.

21 Every home on Paradise Ridge has had some
22 disturbance because they had to build homes. You dig up
23 dirt. You move dirt around. You put things there.
24 Everyone has weeds right next to their house, so if we're
25 talking about Paradise Ridge, think about the 55 homes

1 that are already up there.

2 Every time I look up there, that's all I see.
3 I see these beautiful, gorgeous 500,000, million dollar
4 homes up there. It's wonderful. That's part of what's
5 up there. Okay, again, as far as me personally is
6 concerned, if it's E-2, which to me appears to be the
7 safest route, I'm okay with losing my home, as long as
8 Idaho Transportation Department takes care of me. From
9 my neighbors' aspect, if we say I'm going to be living at
10 the foot of a very tall embankment leading directly to
11 the highway, I lived on a highway before, you know what
12 jake brakes feel like? They would shake my entire house.
13 I live in a trailer, so it's not a house.

14 There's a lot of things that will affect us
15 personally, which I will send a letter with that
16 information because I see I have one minute, 10 seconds
17 left. I'm a teacher, so I'm used to watching time.

18 The other question if you are coming from
19 Lewiston and you're coming down Reisenauer grade and
20 you're turning onto Eid Road, I have to put my blinkers
21 on at the top of Reisenauer and pump my brakes for the
22 idiot behind me who doesn't see that I'm trying to turn
23 onto Eid Road. There's many times I've had to turn so
24 fast I had to practically run into the people that -- up
25 their driveway so I don't spin out and land turning like

1 this.

2 People do not pay attention when you're trying
3 to turn on and off the current highway. Every other road
4 but E-2 has a lot more connecting roads into it. The
5 more connecting roads you have, the more accidents you
6 could see. E-2 is the only road that has the fewest
7 amount of connecting roads into it, so I'm saying safety
8 is more than just weather. Think of all the people who
9 live along the current C-3 and who they -- will be
10 living. Think of all the businesses there. It's all
11 about putting them all together, picking the best one and
12 choosing it and if I have to lose my home, I'm okay with
13 that for the better of the community.

14 Zero and I'm done. Thank you. Oh, one last
15 comment. If you guys are digging around in there and
16 feeling it, make sure you look for the little plastic
17 skeleton that we lost last year during the 4th of July.
18 He's missing a couple of arms. Thanks.

19 TESTIMONY

20 BY MR. GARY LESTER:

21 Thank you. My name is Gary Lester, G-a-r-y
22 L-e-s-t-e-r. I'm a resident of 1071 Eid Road. That's
23 Benson's Mobile Home Court. We do have a T-shirt say you
24 mess with me, you mess with the whole trailer court, so
25 we -- I have some concerns. I'm very concerned that we

1 need safety improvements. I've lived there since 1998.
2 Multiple times I have had to stop and on some occasions
3 I've actually went into a field and helped a young man
4 who was ejected from his car and he was, like,
5 immobilized in the field and fortunately, he survived,
6 but it's very frustrating to me to see this kind of
7 unsafe conditions year after year.

8 For the life of me, I do not know why Latah
9 County and the highway department, the state highway
10 department, have not straightened some curves, put a turn
11 lane into Eid Road, done some basic, simple things. I
12 don't know what -- why nothing has been done to this
13 point, so I -- the environmental concerns, I agree with
14 the closer Highway 95 is to Paradise Ridge the greater
15 the number of collisions with wildlife will be.

16 On the current route I have hit one deer right
17 across from Bob Clyde's house. I had a near collision
18 with a moose one night, and one night I was just about
19 run off the road by a large and vicious raccoon, but the
20 closer that this road is to the bedding area of the
21 wildlife up on the ridge, you will have a higher
22 frequency of wildlife collisions, so wildlife management
23 is going to be a key for that E-2 route.

24 I live directly under the proposed E-2 route.
25 I live in a mobile home. I own the mobile home next to

1 me. These two homes would be removed. Del is my
2 neighbor and she would potentially stay because she's not
3 under the right-of-way, so -- and I also have a few acres
4 1,000 feet to the east that I have that are undeveloped
5 and I will lose access to that property when the E-2
6 route comes through, so there's a right-of-way access
7 that I'm concerned about.

8 The E-2 route takes up the local water supply
9 for the community with a well and that well will need to
10 be replaced or moved, and if it is, I would like to point
11 out that it needs to be put upstream, a hydrologic
12 gradient from the highway so that when the road salt runs
13 off and everything and it will contaminate the
14 groundwater eventually, so that well needs to be
15 upgradient of the highway, and that's all I have to say.

16 Thank you.

17 MS. NICE: Anyone else from that row?

18 TESTIMONY

19 BY MR. JIM MACDONALD:

20 Jim Macdonald. There's a lot of questions
21 raised here, who and then whose blood, whose hands are
22 bloody from the wrecks and all that. No one has asked
23 about what's really going on. There's questions who --
24 what might explain this ridiculous idea.

25 The ITD itself, you know, go to Boise, check

1 the reputation of the ITD. The ITD itself is the lap dog
2 of industry. It's a water carrier for industry. Start
3 thinking about that in this part of the country who might
4 that be, who might have an interest in turning the
5 highway into something akin to a slurry line. If anybody
6 knows anything about mining, know what a slurry line is?
7 Well, who might have an interest in this.

8 The fact -- and it's put out in the slick
9 corporate brochures that it's .09 miles shorter. Well,
10 it's also a straight shot. What this would amount to is
11 a slurry line for the chip trucks. That's what's really
12 going on here. That's the undisclosed reason. That's
13 the why, who is politically powerful here. Who is really
14 running the ITD. It's the loggers. It's the chippers.
15 It's the trucking industry. It's the paper mill down
16 there, and if you have any illusions to the contrary, I'd
17 like to try to sell you a frig.

18 That's the practical point. That's what's
19 really going on. As usual, follow the money, money and
20 politics, and there's a lot of politics going on here
21 which will all come out if this is followed.

22 Another point, a legal point, we're ultimately
23 talking here about an official document that will be
24 filed with the United States government. I have some
25 experience in this area. Obviously, you can't make false

1 statements, nor can you fail to disclose material facts.
2 If you look through all this material in the DEIS, the
3 real reason for all this never comes out. The safety
4 stuff as has been pointed out is obviously a sham. The
5 whole report is a giant sham that was paid for by
6 industry. That's what's really going on here, and
7 there's going to be a lot of legal liability if you file
8 false documents with the federal government.

9 This crude plan seems ultimately to have gotten
10 some crude legal advice. Do they really think they can
11 file these false government reports? What naivete, and,
12 again, what naivete in general not to realize what's
13 really going on here. Follow the money, and money and
14 politics is the ultimate answer here.

15 Thank you.

16 TESTIMONY

17 BY MS. LAUREL MACDONALD:

18 Laurel Macdonald, so we live on Paradise Ridge
19 and I drive down that hill, so a lot of people have
20 talked about safety issues and it's so scary driving down
21 that hill. I put my rig into first wheel, you know, into
22 first gear and I still slide and I'm only halfway up the
23 ridge. We're right above Fab Tec, so that's only, you
24 know, halfway and I can't imagine that people think this
25 is going to be a safer route.

1 It's really ferocious up there. It's
2 outrageous. The wind is just pretty hard to reckon with.
3 In the mornings, you know, when the easterlies come in,
4 I'm kind of thrown as I walk out of my house, and later
5 on the westerlies come in and I'm thrown as I walk out of
6 my house, so, you know, for anyone to think that the wind
7 isn't a huge factor is really kind of astounding, and to
8 think that this could be safer than Reisenauer Hill, and
9 I really feel bad for all those people who have suffered
10 losses because we all know that is a dangerous hill, too,
11 but how come the speed limit hasn't been reduced?

12 How come things haven't happened there? Why
13 isn't the ITD doing something about that to make a more
14 safer road for us? Thank you, Jim. You have all the
15 legal stuff, but for most of us we're just wondering why
16 these things aren't happening and why we have to deal
17 with that road that is so dangerous on the one hand, 95,
18 and to think that there's going to be a four-lane over
19 Paradise Ridge that has immensely huge ice problems and
20 amazing winds just begs the question. I think most of us
21 have been confused.

22 Jim has a really good answer why these things
23 might be happening, but I think it's really something for
24 us to think about, and I love the scientists who say, you
25 know, the Palouse earthworms and the flies and, you know,

1 the weeds that are going to come in, there's a host of
2 problems, and all the EPA reports are saying of course
3 this is the worst route to take, but really, is anybody
4 really considering that? I think people just kind of go,
5 oh, yeah, that's a liberal thing, but yeah, I've dug up
6 the Palouse earthworm in my garden.

7 It's long and it's white and it's a big thing,
8 but the reality is for most of us is we're concerned
9 about the safety and people dying and, No. 1, people
10 should be concerned why 95 isn't getting fixed. No. 1,
11 why isn't ITD putting the speed limit down to something
12 safe? Why are they talking about raising it? It's
13 pretty outrageous. I don't understand and anyway, that's
14 all I have to say.

15 Thanks.

16 MS. NICE: Thank you. Anyone else from this
17 row?

18 TESTIMONY

19 BY MR. CASS DAVIS:

20 My name is Cass Davis, C-a-s-s Davis and I live
21 at 1041 Iverson Road. That's actually up on Paradise
22 Ridge in the southeast corner. I know a lot about
23 Paradise Ridge. I've lived there 17 years and I hike up
24 and down there all the time. I have a sign here. It
25 says E-2 everything but safe and science. Reading

1 through the DEIS, it's obvious that the science isn't
2 there, that all the science agencies and the scientists
3 who have looked at it and written EIS's have said that
4 E-2 is not really scientifically the sound way to go.

5 Then there's the argument of safety. I live on
6 Paradise Ridge. Many people here have testified about
7 actually the fact that the weather patterns aren't
8 exactly indicative of their three months at the station
9 in '05 when it was, like, a 30-year -- the warmest time
10 it's been in 30 years. I mean, it's just not real.

11 What is real is remember Y2K when everybody
12 thought the world was coming to an end? I had a party up
13 at my house. We were going to see the end of the world,
14 we were going to have a party on New Year's Eve, and the
15 next morning I woke up and my power was out. Well, why
16 was the power out? It was because a tree had fallen on
17 our electrical lines. As a matter of fact, all the trees
18 were snapping behind my house and it ended up getting
19 logged because of it.

20 These trees were snapping because so much frost
21 had set on us for days and days of us being stuck in a
22 cloud where we didn't see any sunshine. We didn't see
23 anything but fog, yet it built on the trees and built on
24 the trees. It went by for months and trees snapped off
25 and busted. There's constantly a band of fog out that

1 way. There's constantly weather change differences.

2 I ski up at my house when people in Moscow are
3 looking at a couple of inches. I live only 500 foot
4 higher, so it's 1,000 foot higher in all, but the roads
5 run at about that 500-foot level, and we when it's
6 raining here, like right now, marginal rain, it's likely
7 it's snowing up at my house. It's likely it will be
8 snowing where the E-2 alternative is going, too, when
9 it's raining in this marginal time, so it's not really a
10 safety issue to go up there. It doesn't really have
11 anything to do with safe or science.

12 Now, while I've got a little bit more time, I
13 want to say I speak for the worm. I found two Giant
14 Palouse Earthworms last year above my house and this
15 Palouse earthworm was petitioned to be put on the
16 endangered species list and was rejected by the Fish and
17 Wildlife Service because it was too rare. It was too
18 rare to bother listing under the Endangered Species Act.
19 That is what the determination was, so few of them are
20 found.

21 Well, the reason they are on Paradise Ridge is
22 because it hasn't been tilled up, because it isn't
23 farmland, it's rocks and trees, but that species belongs
24 here on the Palouse and used to spread all over the
25 Palouse, but when you till it, you kill it, and if that

1 species is ever to take foothold again on the Palouse, we
2 need not have a road that's a barrier to stop it from
3 spreading through the CRP lands and coming back down.
4 That does it no good.

5 Something is fishy here. I would like to
6 request that the state attorney general investigate this
7 whole thing because it stinks of corruption. It stunk of
8 corruption nine years ago. There's people who had a
9 conflict of interest that were working for the ITD who
10 had family members that would benefit from property sales
11 on the ridge. It has never been investigated. It needs
12 to be investigated. It should be investigated.. It's a
13 sham. The attorney general is a former student of mine
14 and if this goes through, I'll be in touch.

15 Thank you.

16 TESTIMONY

17 BY MR. FRANK MERICKEL:

18 My name is Frank Merickel. That's
19 M-e-r-i-c-k-e-l. I live at 2946 Highway 95 South and
20 I've lived there for nearly 25 years. I too have lived
21 in this area for one way or another through schooling for
22 approximately 40 years. I think I know a lot of you
23 people in this audience, okay. I will be submitting
24 extensive input. I guess from one fellow back there, I
25 must be one of those ones overflowing with naivete. I am

1 a little intimidated by this audience. I can probably
2 talk loud enough and I'm not going to be [inaudible]
3 pissed off and I'm really happy to see that there's law
4 enforcement here. I have not seen Al Gore yet, but I
5 anticipate him showing up.

6 I'm a bug person and I would dearly love to
7 have a specimen of the Giant Palouse Earthworm in my --

8 AUDIENCE: Hey, buddy, I'm hard of hearing, can
9 you please keep your mouth closer to the microphone?

10 MR. MERICKEL: Okay, I'm sorry. I wander. I
11 did that in my thesis. I have to keep within my four
12 minutes. I want to say that this I feel is a very good
13 day for Moscow and I feel it's a very sad day for Moscow.
14 I prepared about 100 renditions of what I wanted to say
15 tonight.

16 My family and me have been held hostage by this
17 highway. I have the strongest sentiments and I do not
18 want to be blamed by editorials for lack of concern for
19 the environment, because I've helped support many of
20 these studies that these people are documenting. I've
21 helped support the PCEI in all my efforts in outreach and
22 identification, so please, spare your poison pens with
23 me, and I've known Cindy Magnuson all my life. She
24 educated my young children. We have the same names of
25 our kids, so spare me the editorials, okay?

1 I feel that I have a transportation
2 environmental engineer who says this is the best DEIS
3 that the State of Idaho has ever produced. Now, I guess
4 I'm naive. I'm going to stick with that environmental
5 engineer, okay. I want to reserve my comments, though, I
6 think it's a good day, I support E-2. I think it will
7 be, I hope it will be, the safest highway system,
8 certainly much better and you don't need to tell me about
9 traveling Highway 95.

10 Every night we turn into our driveway and every
11 one of you probably passes our house. We risk our lives
12 and I won't describe -- the woman there described it
13 beautifully. I don't need to be redundant here. I would
14 like to comment on the process, however. I wanted to
15 have a little exercise in etymology. That's not
16 entomology, that's etymology, and I'm going to begin with
17 the word our, o-u-r. Our as in yours and mine. Ours as
18 in the North Fork of the Clearwater, God's grace to this
19 country. Ours in terms of the Selway Bitterroot
20 Wilderness. Ours in terms of the Frank Church River of
21 no Return.

22 There's no ours in Paradise Ridge. We all know
23 who owns that. That entire ridge is privately owned.
24 I've been thinking for 15 years while this process has
25 gone on what I have seen changed. It's as that woman

1 stated, it's the number of houses that have come up on
2 that ridge and do you know what this process -- this is
3 going to do nothing but increase the number of houses.

4 The second word I want to discuss is the word
5 dislodge. I've heard dislodge used in talking points
6 with some of these coalitions and resitants. I feel
7 like I'm living at a Star Wars. My residence is one that
8 will be dislodged. I have known editorial writers of
9 virtually all of these editorials for 30 years. I
10 dislodge bee stings from my hands. I'm a beekeeper. I
11 dislodge ticks from dogs.

12 What is happening to my home and my property
13 that I've cared deeply about for 25 years is being
14 destroyed and it means a lot of to me. Okay, bless me
15 with the use of the right word. It's not being
16 dislodged. It's not being dislocated, it is being
17 destroyed, and it is not only my property, it is eight
18 other residences as well as seven businesses if I have
19 the facts correct.

20 Okay, in all of these editorials that I have
21 read, not one has ever expressed a little bit of my third
22 word which is compassion. Where have we come as a
23 community? Can you not in your editorial say -- I
24 understand there was one exception just a day or two ago
25 that I must have missed -- for us that will lose

1 everything some compassion.

2 We care about safety. We care about the
3 environment. We care about all the same things. We have
4 a lot to lose. I have my home, my property that I care
5 immensely about. Do you know what this has done to me
6 over the last 15 years while people have cruised and made
7 improvements and built homes on Paradise Ridge? I would
8 like the facts of how many homes have been built up
9 there. I have done nothing because I cannot sell my home
10 because it might be taken out by a highway. Who is going
11 to buy a home that's going to be taken out by a highway.

12 I don't make enough money to put an improvement
13 in my home to take a loss, so I am held hostage by this
14 process and all I ask is for a little bit of appreciation
15 of that. If that is asking too much, I am ready to move,
16 because if you cannot use compassion as neighbors to care
17 about each other, I thought they did in this town. I
18 care about the mitigation processes on E-2. I care about
19 the people who will be impacted. I care about the
20 environment, and I will do all that I can.

21 I have helped these studies that are being
22 thrown back at me. I have helped the PERI or whatever.
23 I've done tons of outreach for this town. Show me a
24 little, just a bit, you know, in your pig poison pen just
25 a sentence for Frank who is going to lose it all, as well

1 as the other residents who will lose their entire home,
2 their entire property and everything they have worked
3 for. Thank you. I'm done.

4 TESTIMONY

5 BY MR. BRETT HAVERSTICK:

6 I'm going to do some jumping jacks here, stay
7 loose.

8 MR. CHRISTIANSEN: Your name, please.

9 MR. HAVERSTICK: My name is Brett Haverstick.
10 I live at 415 South Pope Street. I live here in Moscow,
11 Idaho.

12 MR. CHRISTIANSEN: Please spell your last name
13 for me.

14 MR. HAVERSTICK: Sure, Haverstick,
15 H-a-v-e-r-s-t-i-c-k.

16 MR. CHRISTIANSEN: Okay.

17 MR. HAVERSTICK: And I'm here today
18 representing myself. I speak for no one else or no other
19 organizations. I'm an environmentalist. I'm here to
20 tell everyone that I care about safety just as much as
21 the next man, woman or child. I'm here to tell everyone
22 tonight that we can have public safety and we can still
23 protect the place. My motto is why not have both. I
24 think it's really doable. Are there going to be winners
25 and losers? Of course there will be. That's life, but

NO-E-2

1 the public good must be served.

2 I've lived out on U S. 95 for two years between
3 Eid Road -- right near Eid Road, one slick, dangerous
4 stretch of highway. I feel bad, I feel terrible for the
5 families, friends, individuals that have suffered losses,
6 deaths, injuries. No one, particularly myself being a
7 proud environmentalist does not want to see that go on,
8 nor do I want to see it continue in the future.

9 Don't pave Paradise. It's about public safety
10 as much as it is about anything else. Fog, ice, snow,
11 rain, wind, visibility, wildlife crossings, a stretch of
12 highway that is going to be built to handle speeds of 70
13 miles an hour. Speed and weather conditions kill.

14 I'm going to double-check my notes when I go
15 here on the draft environmental impact statement and if I
16 am wrong, I'd like someone to correct me. I believe that
17 if E-2 is built that current stretch of Highway U.S. 95
18 is going to stay the way it is. So much for public
19 safety. So much for showing compassion for the men and
20 women and families that live along that stretch of
21 highway.

22 E-2, if E-2 is built, the same men, women, and
23 children that are testifying here tonight that still have
24 to travel to commute to their jobs, to the University,
25 what about them. I'm an environmentalist. I care about

1 you, too, but guess what, I don't think ITD cares about
2 you.

3 Palouse Prairie, we stand to lose a lot. It's
4 our job as human beings to give voices for the voiceless.
5 It's called ethics. It's called morals. It's called
6 compassion. Palouse Prairie was here long before we
7 were, ladies and gentlemen. It stands to lose a lot.
8 Aesthetics. I care about beauty just like the next man,
9 woman or child. You put a highway up on that ridge, big
10 impact, noise pollution, light pollution, look up, big
11 four-lane highway going across your mountain, not the
12 same place.

13 Natural history, that ridge is a part of the
14 Palouse. The more Palouse we pave over, maybe we should
15 consider changing the name of the region because there
16 ain't much more Palouse left. Quality of life. I went
17 to graduate school here. I've traveled all around the
18 country. I've been here for seven, eight years. I'm
19 proud to consider myself not only a resident of Idaho,
20 but a resident of Moscow and Latah County. I want to
21 stay here for a long time, and it's because of places
22 like Paradise Ridge that I want to stay here.

23 Last, but not least, a lot of emotion, a lot of
24 questions, a lot of anger. We need answers. There's one
25 thing we can agree upon tonight, let's extend the public

1 comment deadline. Another 30 days isn't enough. Let's
2 get another 30, another 60, another 90. If the Idaho
3 Transportation Department took eight years to put out
4 another DEIS, why can't we have an extension for the
5 public comment deadline.

6 Thank you.

7 TESTIMONY

8 BY MS. HEATHER STOUT:

9 My name is Heather Stout. I live at 1090 Wolf
10 Road, Moscow. I live just below --

11 MR. CHRISTIANSEN: Heather? Can you spell your
12 last name?

13 MS. STOUT: Sure, S-t-o-u-t. I work in
14 Lewiston, Idaho, so I have to go down to Lewiston every
15 Monday through Friday. I appreciate the new road that
16 was put in. It certainly made my life a lot easier;
17 however, I live up here. I'm a Latah County resident and
18 I come into Moscow a lot.

19 I have several comments. I'm not going to tell
20 you which one I appreciate the best of the three, but I
21 do have some comments that I'd like everybody to think
22 about. No. 1, I had two children go to the University of
23 Idaho. Go Vandals, they're Vandal graduates and they
24 would come down to my house and they had friends that
25 were from southern Idaho that weren't very good drivers

No specific preferences

1 up here. They weren't experienced and they lost friends
2 on the Reisenauer Hill.

3 I came up from my job tonight, drove all the
4 way from Lewiston up here to listen, to give my
5 testimony, and as I was coming up the Reisenauer Hill or
6 was coming down the Reisenauer Hill, it was raining. It
7 was 34 degrees. I checked on my car, and it was that
8 rain/snow mix and I thought um, do I continue up, come up
9 here, give my testimony, because when I go home, it will
10 be a sheet of ice as you all know, so I'm going to have
11 to climb very slowly up that road to get back home.

12 Now, do I have a choice on those three? Yes
13 and no. I also consider myself an environmentalist. I'm
14 married to a farmer, by the way, but still an
15 environmentalist. Do I care about the worm? Yeah, I do.
16 Do I care about the wildlife crossings? Yes, I do. Do I
17 care about the Prairie? Yes, I do. I care about all
18 those things and I think -- I appreciate the people on
19 the hill that actually sued to have the environmental
20 protection done for this and this study. I appreciate
21 everything that you did. I wish ITD had done it eight or
22 ten years ago, because it would have saved, I think, a
23 whole lot of lives in the last ten years.

24 I live on the western end and I spent a lot of
25 time talking to, and I'm not going to get his name right,

1 but the weather guy, I'm going to call him the weather
2 guy, and I know from where we live, it is incredibly
3 cold, incredibly icy, sometimes icier than on the upper
4 elevations, so it really depends on where you live and
5 what road you're going on.

6 Please, please, no matter what is chosen,
7 Reisenauer Hill has to be fixed. People die on it all
8 the time and Zei -- I'm not going to get it right --
9 Zeitler or whatever that road is, what a mess. I'd never
10 turn on that one. I'd be dead. These things need to be
11 fixed, they really do, and Dr. Merickel, I so appreciate
12 every comment you made, every single one. We are a
13 community. We need to work together, and we need to
14 improve what we have and make it safe.

15 Thank you.

16 TESTIMONY

17 By MR. JACK FLACK:

18 Yes, I'm Jack Flack. I moved to Moscow in
19 1956, in the fall of 1956, to go to the University of
20 Idaho. I graduated in civil engineering in 1961 and I've
21 grown to really love this area. I now live in a house
22 about two miles due west of Paradise Ridge. Our land is
23 impacted by the western route. My wife Susan's family
24 came to this area in 1877. They were the Snows and the
25 Zeitlers who Zeitler Road is named after, which most

1 people don't like to turn off of because of the hazard.

2 Snow Road is the next one coming north and it
3 is very dangerous, also. There's no question that we
4 need a road that is safe and we need it soon, and the
5 more we argue and get distressed and blame people and a
6 lot of stall and want this process extended leads us on a
7 very dangerous road. We would like to see this study
8 completed. We would like to see the road start being
9 built, and I would hope possibly that it would be built
10 so that my wife and I can see it in our lifetime, because
11 I think when they do that, it will be a great asset to
12 the area.

13 I'm a firm believer in the fact that since I
14 grow a large garden and Mr. Johnson, he's left, but he
15 came out many times and took pictures of my garden.
16 Fortunately, he usually did it when it was growing well,
17 because in July or August I can get a frost that kills it
18 where I live and that's in the summertime. In the
19 summertime, the temperatures are much colder down in the
20 flat in front of our house than it is up higher on the
21 ridge.

22 The fact that the environmental study only
23 included the year 2005, I'm disappointed in that, too,
24 but I have lived here in this area for 54 years. I've
25 watched the weather, and when it's bad where I am and bad

1 on the 95, it's going to be bad on Paradise Ridge, and we
2 talk about not wanting to destroy Paradise Ridge, but
3 they all talk about going over Reisenauer grade with the
4 road. Whenever they cross the road, Highway 95, they
5 cross Paradise Ridge, because Paradise Ridge runs on the
6 east side of me and swings around clear to the south side
7 which is Bald Butte, and all of the wildlife that move
8 from Paradise Ridge into Washington and across 95 now
9 usually come in an area right around Reisenauer grade.
10 They move onto Bald Butte and the majority of the elk are
11 now not returning to Latah County. They're going down
12 into the Snake River canyon and have moved from there
13 down in -- there are also some elk that have come down
14 into Colfax and clear down to Hooper.

15 They had one bull elk that spent the winter in
16 McGregor's feedlot at Hooper that had migrated down
17 there, so who knows where the livestock is going to go or
18 the wildlife, but we love Paradise Ridge, but we also
19 love the people that live out there and own the land and
20 have paid taxes on it for 100 and however long they've
21 had property taxes, and we would like to see some of the
22 voices of those people heard as to which piece of
23 property they would prefer that road goes on, because all
24 three of the routes go through landowners that have
25 property probably on at least two or three of the routes,

1 and we would like to see those areas taken note of.

2 We are all, most of the landowners, I can't say
3 all, but the majority of them really like the E-2 route
4 primarily because of the safety, the disruption to the
5 lives of the people who have houses on the current
6 Highway 95 and who will be dislocated or moved. We
7 appreciate the people that live in trailer courts and
8 that area of Eid Road that would say, hey, I would be
9 willing to move my place to get a decent highway from
10 Moscow to Lewiston, and the current road that they have
11 from Thorncreek to the top of the Lewiston grade is well
12 done, it's well engineered. The snow does not drift on
13 that road badly.

14 As I said before, when we get the wind in the
15 Palouse and we get snow, it's going to be consistent
16 throughout the Palouse, and one of the things that the
17 protectors of Paradise Ridge, I respect their desire to
18 keep it clean from weeds and other things, but there have
19 been farm families here for 100 years in protecting that
20 environment, spraying weeds, keeping them down, and I
21 wish that the City of Moscow, the City of Pullman, and
22 some of those other areas would enforce their noxious
23 weed laws to keep the seed from spreading out, but I can
24 guarantee you if those weeds come into this area that the
25 highway is not going to spread them any worse than a

1 combine that goes through there and spreads chaff for 50
2 feet up in the air.

3 That moves the weeds, also, and it will be a
4 magnificent highway and for those of you that really love
5 Moscow and the Paradise Ridge area, you should be saying
6 isn't it great that anybody that comes from south to
7 north or north to south can get on that road and see what
8 a beautiful, magnificent area the Palouse is and they can
9 see how well the farmers have preserved the Palouse and
10 grown crops on it and it's a marvelous food-producing
11 area.

12 Thank you.

13 MS. NICE: Thank you.

14 TESTIMONY

15 BY MR. DONALD ARCENEUX:

16 Donald Arceneaux, A-r-c-e-n-e-a-u-x. I was 23
17 years old when I first drove on Highway 95. It was in
18 the nighttime. I was coming from south Louisiana to go
19 to graduate school at WSU and I hit the Lewiston grade
20 and wow, did this flatlander have a shock. I've heard a
21 lot of what people have said. I agree with a lot of
22 people. I agree especially with this gentleman here.
23 Something smells to me. I live in Benewah County and the
24 chip trucks run 95 all day and all night and the loggers
25 run all day and all night and I think that the loggers

1 and the chip truck drivers may be influencing this more
2 than we think.

3 You know, we're talking about a short stretch
4 of road. Yes, safety is important. I made some notes
5 here. The curves, the steep approaches and steep grades,
6 those are all important. Safety is very important. The
7 people who live on the road that will be impacted, that
8 is a very big consideration. I'm here to advocate why
9 not just take the road as it exists and really improve
10 it. We have a roadbed. You know, why can't we just take
11 that road and take some of the curves out, take some --
12 you know, we've got the technology to do whatever we
13 want, we're humans. We can do this, you know. It might
14 cost a little bit more money, but I'm speaking right now
15 for the people who can't speak, the children and the
16 grandchildren of the future.

17 You know, if we mess up Paradise Ridge, if we
18 go in there and disturb more closer to the ridge, it's
19 gone. We can't replace it. We can replace a road every
20 50 years, every 20 years. We can continually work on
21 that road and improve it as more money becomes available,
22 but we can't make more native Palouse. What we have is
23 what's left. The plants, the animals, the whole
24 character of the place is what we have left, and yes, I
25 understand that we as citizens can't control the

1 development on Paradise Ridge. It's private property.

2 We can hope that maybe the people who have
3 those rock piles up there are sensitive enough to realize
4 that they have something unique and want to protect it,
5 but we can control the road. It's our public road. We
6 can have a say-so in that, and so I think we should
7 consider possibly just improving what exists, maybe
8 taking a little here and there, making a new path for
9 hundreds of yards, and, also, why don't we just decrease
10 the speed for those six plus miles. Make it 50 miles an
11 hour. If safety is an issue, if we slow down in this
12 dangerous area, the chip truck drivers may lose 10
13 minutes on their way to Lewiston, you know, but we can
14 maintain the Palouse environment as it exists today.

15 That's about all I wanted to say right now.
16 Thank you for your time and I hope that -- I agree that
17 maybe some more time should be taken with this and we
18 should really study the alternatives and why this is
19 taking place. I think these truckers on 95 have more of
20 a say than we think and thank you.

21 TESTIMONY

22 BY MR. DAVID HALL:

23 David Hall, H-a-l-l. Safety is a primary
24 concern. Approximately 57 percent of crashes during the
25 past 10 years occurred during inclement weather where the

*Mo Action
Alternative*

1 police reports list snow, rain or fog as the weather
2 condition during the crash incident, page 116 of the
3 DEIS. In the weather study they say that measurements
4 began on January 1, 2005, and are ongoing, but -- well,
5 this report includes results from the date of measure
6 between January 1, 2005, and May 31, 2005. If
7 measurements are ongoing, where are the data for the
8 remaining six or seven years, eight years? Why are they
9 not included in this current draft? Some of the studies
10 have been updated. That one apparently has not.

11 The weather study goes on to say the ITD server
12 pulled and downloaded data from the three stations
13 approximately every five minutes. ITD uploads the data
14 to its public website where current weather conditions
15 may be viewed on the Internet. I just went there and the
16 page is non-existent, so I think that data definitely
17 needs to be part of the study. Why are they not there?

18 In terms of safety, ITD predicted slightly more
19 accidents for C-3 than E-2. That did not include the
20 possibility of frontage roads and other small
21 possibilities that very likely could switch those numbers
22 around to make C-3 have fewer accidents than any of the
23 others.

24 This argument is specious. They hang their hat
25 on that E-2 is the shortest route, but it's 9/100ths of a

1 mile, less than 500 feet, shorter than C-3. That's
2 ridiculous to go on that. Resource agencies are against
3 the eastern alignment. Fish and Game, Idaho Fish and
4 Game, is strongly against the eastern alignment. In a
5 letter to ITD, they say in closing, we feel it is
6 important to repeat one additional mitigation
7 recommendation we have made in the wildlife assessment
8 and at every other opportunity, we recommend avoidance of
9 the eastern alignment. It has been IDFG's position from
10 the start, a position supported by recommendations from
11 the other resources agencies, that the eastern
12 alternative will have the greatest direct and indirect
13 impacts to wildlife and other resources. Avoidance of
14 impact is the primary mitigation tool available. We
15 recommend avoidance of alternative alignment E-2, and the
16 EPA guidelines include maximizing reuse of existing
17 infrastructure which would indicate using the central
18 alignment.

19 They also state it will be important to use
20 extraordinary sensitivity in the design and placement of
21 the roadway to ensure that the natural values and
22 functions of the area remain intact, one of the most
23 critical aspects of the preservation of ecological
24 connectivity. This can be best achieved using avoidance
25 and minimization impacts. Why is ITD not listening to

1 these folks? This is, after all, an environmental impact
2 analysis and they're ignoring the environmental studies
3 from what I can see.

4 My final point was exactly what Mr. Arceneaux
5 noticed, said, is that is there a way to fix the existing
6 alignment with a smaller footprint. I can't remember,
7 Mr. Macdonald also said that the lanes don't have to be
8 so far apart and I think that would be the preferable
9 option, but it's not included in this draft DEIS.

10 Thank you.

11 TESTIMONY

12 BY MR. WAYNE OLSON:

13 Good evening. My name is Wayne Olson,
14 O-l-s-o-n. Every coin needs another side and I'm usually
15 the other side of things. My family and I have lived in
16 the corridor for close to 30 years. It's always been a
17 safety issue. I was there when the Lapwai school bus
18 fell on its side on the Reisenauer Hill corner and slid
19 down into the side. I was the one that called 911. I
20 have thrown more flares in the last number of years since
21 that first part of the highway has been completed than
22 ever before in that region.

23 When this whole thing started, my kids were in
24 grade school. My grandkids are now at risk. It's time
25 to fix the road. E-2 is the best. C-3 is acceptable. I

1 hear a lot of things about the environment and people are
2 what's important. Safety is what's important. I don't
3 get it, I really don't get it.

4 As was pointed out earlier, we sit there at the
5 bottom of Paradise Ridge and watch everybody build on the
6 ridge. There's roads into each one of those homes.
7 There's weeds along each side of those driveways. It
8 does not make sense. What it boils down to in my
9 viewpoint is the ridge. The folks up there do not want a
10 highway in their front yard.

11 Back to the start. E-2 is preferred, C-3
12 acceptable. W-4 is sort of out in left field, but
13 something needs to be done right now. Thank you.

14 TESTIMONY

15 BY MR. GREG MEYER:

16 My name is Greg Meyer, G-r-e-g M-e-y-e-r. I'm
17 a citizen of Moscow and I need a script. I tried to cut
18 it down to four minutes. I have not reviewed a great
19 deal of the DEIS, but as someone who has commuted nearly
20 every week day on U.S. 95 between Moscow and Lewiston for
21 23 years and someone who has been a citizen of Moscow for
22 nearly 30 years, I feel I can offer some relevant
23 perspective.

24 I feel strongly that ITD could immediately and
25 at little cost address many safety issues on 95 between

1 Moscow and Lewiston. We have been hearing and reading a
2 lot in letters to the editor, in the DEIS, and so forth
3 about safety concerns. I'm obviously as concerned as
4 anyone about safety since I've spent thousands of hours
5 driving this route. Safety on our highways is a
6 paramount issue, so I ask these questions, keeping in
7 mind that we are being told this is for the most part all
8 about saving lives and we are putting our trust in ITD,
9 why was the speed limit going down to Lewiston hill on 95
10 raised from 55 to 60 when we know that higher speeds mean
11 more serious collisions?

12 We were told at least in media reports that it
13 was because motorists were already driving at 60, so the
14 speed limit was altered to reflect that. We were told
15 years ago that this was also the rationale for increasing
16 the overall speed limit on 95 from 55 to 60 between
17 Lewiston and Moscow. Can you imagine if all traffic laws
18 were determined by this criteria? Now to throw out turn
19 signals and dimming your bright lights, right?

20 Next question. Where are the passing zone and
21 no passing zone signs on 95? They would be extremely
22 helpful, especially for drivers not familiar with the
23 road and also because some of the passing zones seem
24 unsafe. Next, why is there no signage as motorists
25 approach Reisenauer Hill warning them of the dangerous

1 grade and curves? A simple flashing warning sign on the
2 north and south end of the hill should have been in place
3 decades ago.

4 Finally, more importantly, is the infamous
5 northbound passing zone going down Reisenauer Hill. As
6 you know, there's already a passing lane coming up the
7 hill, which is dangerous enough, but this passing zone
8 going down the hill, while someone who is reckless enough
9 to make the decision to pass, cross over into the
10 oncoming lane and attempt to complete the pass in a very
11 short distance just before the road curves sharply to the
12 east. I have actually seen a close call on the hill when
13 a semi was trying to accomplish the maneuver. Can an ITD
14 engineer please explain to me why this zone was created
15 and, more importantly, why they haven't simply painted a
16 no passing stripe on the road to eliminate this
17 incredible danger?

18 I've posed this question to several ITD
19 officials tonight and they all said the same thing, good
20 question. We're talking about lives here. I'm concerned
21 that ITD picked the Paradise Ridge route and was
22 committed to it from the beginning and that their DEIS
23 reflects a bias towards E-2. I'm concerned that more
24 motorists will die on the E-2 route because of more snow,
25 more ice, more fog, and more wildlife on Paradise Ridge

1 and, of course, more wildlife will die as well, and I'm
2 concerned about environmental impacts.

3 It is my understanding that I and other
4 individual citizens are not alone when it comes to these
5 concerns as has been pointed out. Fish and Game prefers
6 the C-3 alternative, as does Fish and Wildlife and even
7 the EPA which is why we're doing this, because of NEPA.
8 After all, this is an environmental impact statement we
9 are discussing today. I request that ITD extend the
10 comment period for the DEIS and select an alternate route
11 to E-2 for the sake of the environment and the safety of
12 the public.

13 Thank you.

14 TESTIMONY

15 BY MR. JOHN CROCK:

16 My name is John Crock and I've lived in Moscow
17 over 30 years now, and the trip down to Lewiston has
18 always been a harrowing trip for the first few months --

19 MR. CHRISTIANSEN: John, would you repeat your
20 last name?

21 MR. CROCK: Crock, C-r-o-c-k.

22 MR. CHRISTIANSEN: Okay.

23 MR. CROCK: It's unbelievable to me that ITD
24 has taken so long to work on this road. I think that a
25 reduction in speed limit is the obvious thing to do, but

1 it hasn't happened. It's still 60 miles an hour through
2 the bad section. I don't want to see the project stalled
3 anymore. I do not like the E-2 alternative for several
4 reasons. Environmental reasons is one; aesthetics as far
5 as a four-lane highway cutting across Paradise Ridge. I
6 walk up there a lot and it's beautiful up there. I
7 wouldn't like to see a four-lane highway cutting across
8 there.

N-E2

9 I do not believe it's the safest alternative
10 because I believe ITD forgot to take an important thing
11 into account, both with weather, but also with the E-2
12 alternative, the existing roadway would still exist,
13 meaning it may have 10 percent of the traffic on it, but
14 I'll tell you, Moscow being a town of drunken college
15 students at times, what can be more thrilling than take
16 the old highway at full speed, and I still think there
17 would be one or two deaths a year on that section of the
18 road, because that road still exists in the E-2
19 alternative, so really, you need to add one or two more
20 deaths a year to the E-2 alternative, because people are
21 still going to drive that road, not at the rate that they
22 do now, but if you own a car and you're 21 and you've had
23 a few beers, let's take that road at 60 or 65, why not,
24 and the central alternative eliminates that roadbed.

25 There are no more existing deaths on that road,

1 because that road is now straightened, so I think the ITD
2 has not really carefully considered the total amount of
3 deaths that's going to occur on the E-2, plus I live
4 north of town. I look at Paradise Ridge every day when I
5 drive to work. There is often a fog bank, especially in
6 the wintertime, that wraps in a donut shape around that
7 hill because it's the most uplifting, this orographic
8 lift, just like Seattle has tremendous snow on the west
9 side because the winds lift there, and that road is
10 higher and it's going to be wetter. It's going to be
11 snowier.

12 There's far more snow on Paradise Ridge right
13 now than there is on Moscow Mountain or in the town of
14 Moscow because it's higher, so I think I would like to
15 see the road not even go over Reisenauer Hill. I think
16 that would be safer, but I don't see that that's a
17 possibility at this point, but I still think the C-2 is
18 being lower, it's away from wildlife. It eliminates the
19 old roadbed because that's still going to be a problem.

20 Thank you.

21 TESTIMONY

22 BY MR. BRIAN FUNKE:

23 My name is Brian Funke, F-u-n-k-e. I just
24 really have probably two questions is how do we address
25 the existing 95 when E-2 is up there? I mean, we're

1 saying all the entries and curves and Reisenauer Hill
2 still poses a danger, that danger is always going to be
3 there. Just like the gentleman previous to me said, we
4 still have that same problem. How are we addressing
5 that? Did the department address that yet, because we
6 have that issue. That's my biggest concern.

7 I have no interest, gains or anything, but I
8 will probably still use the existing 95 to go to work and
9 how are we addressing the curves and all the entries? I
10 mean, that's a big issue. We need to address that and I
11 mean, that needs to be looked at, and then I plow road on
12 our driveway. We live on the south end of Paradise Ridge
13 and, yeah, we're one of those guys that built on the
14 hill, but anyhow, that's the way it is, but anyhow, I've
15 got a driveway that goes north and south, so we get the
16 dominant east and west winds and the hardest where I've
17 seen the wind blow is right on Eid Road, and my question
18 is when they build that overpass over Eid Road through
19 the trailer court, what happens to the RV's going over
20 that bridge and semi trucks, because I see a potential
21 danger there. Anyhow, that's my two things.

22 Thank you.

23 TESTIMONY

24 BY MS. KIRSTEN LAPAGLIA:

25 Kirsten Lapaglia, L-a-p-a-g-l-i-a, and I speak

1 as a citizen of Moscow of 15 years. I want to add to the
2 big picture about the Palouse. Today we naturally take
3 great pride in the fact that national parks have been
4 instituted in history at a time where few landscapes
5 receive protection in the world. We in the Northwest and
6 in Idaho take great pride to live in an area of the world
7 with vast areas of native landscapes and wild plant
8 ecosystems, wilderness to hunt, to re-create or to just
9 be.

10 In the last 15 years that I've lived here, I've
11 seen books and calendars published with vast public
12 success showcasing the Palouse, the wheat fields, the
13 remnants of old barns and also the native Palouse plants.
14 Both our local universities are recruiting employees with
15 local wild landscapes, so in our community we clearly see
16 value in our landscape Palouse and also economic value,
17 and people familiar with the Appaloosa horse breed around
18 the globe, not just here in Idaho or the nation, are
19 familiar with the Palouse landscape as a unique landscape
20 of native and agricultural land patches on rolling hills.

21 As a biologist with some background in plant
22 ecosystems and vegetation, it is obvious to me that a
23 native plant ecosystem landscape such as the native
24 Palouse will undoubtedly collapse over the next few
25 decades if we allow weeds to impact it in a major way,

1 such as through road construction. The E-2 alignment
2 proposal would do this in a major way since it brings our
3 biggest local native Palouse patch into the zone of weed
4 infestations as stated in the technical report published
5 by the Idaho Transportation Department, vegetation, page
6 16, and I request that no future highway alignment does
7 that, and I request that we as a community protect the
8 Palouse landscape as a nationally and internationally
9 known core value of our community and that we think long
10 term so that we can avoid contests between humans and
11 environment in the future if we do a bit more strategic
12 planning that way.

13 Thank you.

14 TESTIMONY

15 BY MR. MARK RIENDEAU:

16 My name is Mark Riendeau. That's
17 R-i-e-n-d-e-a-u. I know quite a few of you. I live in
18 the corridor, also, and I have an interesting
19 perspective. I own a wrecker business. I tow a lot of
20 cars, a lot of cars off of Reisenauer Hill specifically,
21 and to be quite frank with you, I'm actually quite
22 ashamed of this fiasco that's been going on.

23 I've lived in the corridor now for 11 years.
24 11 years ago this was an issue. I don't think we've made
25 much headway. It seems to me that we're putting prairie

1 grass which we've tried to plow under for years as
2 farmers ahead of people's lives. In 2006 in my driveway
3 a lady was killed. It wasn't a drunk driver and it
4 wasn't bad roads. It was a beautiful summer day. What
5 happened was a young man fell asleep. There was no
6 grassy median or anything to protect the oncoming
7 traffic. He crossed the center line and killed the lady,
8 orphaned three children.

9 Literally seconds before that my wife had
10 turned into our driveway. If she had been 60 seconds
11 later, it would have been her, and I would have to raise
12 my kids without my wife, and that's sad, but the point is
13 we keep dragging this out for several different things,
14 and the bottom line is we need to move the highway. We
15 need to do something. In my perspective, I see E-2 as
16 the best route. C-3 is acceptable.

17 I'm not sure why we're going west with a route,
18 but we need to do something. People die, and I'm up here
19 advocating we do something at the expense of my business,
20 because I will lose business, I guarantee you. You know,
21 in the wintertime that's an extra \$12-1500 a month out of
22 my pocket. That's the profit margin, and I will lose
23 that, but it's not worth it for people's lives. It's not
24 worth people being injured and we need to move that
25 highway and we need to do something about it, and I say

1 that I am truly ashamed of Moscow for hiding behind
2 environmental things. I don't care what route we pick.
3 Let's pick a route. Let's get it done. Let's start
4 saving some lives.

5 Thanks.

6 TESTIMONY

7 BY MR. STEVE FLINT:

8 I'm Steve Flint, F-l-i-n-t. One assumes that a
9 document like the draft DEIS is written to guide the
10 decision-making process. In this case, it appears that
11 the decision was made long before the document was
12 written with the assumption that producing a large volume
13 of paperwork would be sufficient even if the collected
14 data did not support the selected alternative.

15 Recommendations from other agencies are
16 ignored. If recommendations are given in the technical
17 report that are not to IDOT's liking, another authority
18 is hired to provide an additional opinion until an
19 opinion favorable to IDOT's desires materializes. There
20 are inconsistencies between different parts of the
21 document. One cannot even get a consistent number of
22 residences and businesses that will be displaced by a
23 selected alternative.

24 For example, the DEIS shows seven residences
25 being eliminated by C-3, but in the screening of

1 alternative documents, that's only three, so what to do?
2 I suggest that the inconsistencies be corrected, the
3 inadequate technical reports be fixed as much as
4 possible.] You have heard about the problems with the
5 weather report, among other things. They measured wind,
6 but it's not shown.

7 I mean, it's their assumption that wind is
8 going to differ with the different alternatives and
9 elevations, resulting in differences in drifting snow, so
10 once these problems are resolved, I suggest that the
11 alternatives be evaluated actually using the data that
12 was collected, and perhaps the best mechanism to do this
13 is to produce a supplemental EIS, and I hope you will
14 agree to the request that people are making for an
15 extension of the comment deadline, and I'll be submitting
16 detailed comments in writing.

17 Thank you.

18 TESTIMONY

19 BY MR. RAY RICHMOND:

20 My name is Ray Richmond, R-i-c-h-m-o-n-d. I
21 live south of Moscow in the study area, just south or
22 just north of Snow Road. Jack Flack is one of my
23 neighbors. A number of other people in here are
24 neighbors, also. Here's my comments that I want to make
25 are to identify some of the kinds of things that go on on

1 Highway 95 right now and how they potentially relate to
2 what the different alternatives are there.

3 This last year I lost the roof off of both my
4 garage and my house. We are not more than 100 feet off
5 of Highway 95, probably, what, a quarter of a mile south
6 of Snow Road, the entrance there. What I want to make
7 there is that we have a narrow corridor there. The
8 elevations change somewhat, but what you see at the
9 lowest elevations you also see at the highest elevations.

10 I've watched fog roll from the top of Paradise
11 Ridge all the way down to our drainage area. In that
12 area down through there on the east side of the ridge
13 there is a drainage area and it goes all the way down to
14 the breaks of the river, so the point being that, you
15 know, we talk a lot about the weather issues that are on
16 there. Depending on the time of year, depending on the
17 time of day, you're going to see the same conditions at
18 each elevation, and so the point I want to make there is
19 that there isn't a whole lot of difference when you look
20 at the cumulative patterns of weather from -- for the
21 entire season.

22 The other point I want to make is that people
23 have this tendency to think that that is a four-way
24 freeway down through there. My wife was almost rear
25 ended a couple of weeks ago. She was turning into our

1 place and across traffic and there was a white pickup
2 that came down through there and she had her turn signal
3 on, was tapping her brakes from the top of the hill where
4 Barbers live as we were headed south, and she's the one
5 that was in the car, I was at work, but anyway, the
6 pickup didn't see her and she's got a big white Subaru
7 and it was black payment, and just beside the pull-off
8 area for the mailbox, which is no longer there because we
9 can't keep a mailbox up, therefore, we have to do a post
10 office box, the pickup took that side at a very fast rate
11 of speed, honking his horn all the way.

12 Well, that's human nature in the sense that
13 people tend to think that they own the road and how dare
14 somebody be turning in off of that particular road, so
15 the point is that human nature is not going to change
16 just because we put in a four-way highway. What we are
17 going to see is that even if you reduce the speed limit
18 on that road, people are still going to go down through
19 there.

20 Right now the speed limit on that road is 60
21 miles an hour in front of our place. We routinely have
22 people go down through there at 70 and 75 miles an hour,
23 and when I go to pull onto the road, I basically don't
24 move until I can't see anything coming down the hill.

25 Okay, I have 14 seconds, 13 now, so the point I

1 want to make here is that that is a cow path. Putting a
2 four-lane road down through a cow path with all those
3 curves and everything else doesn't change the issue or
4 the problem. I'm very much in favor of the E-2
5 alternative and I thank you.

6 MS. NICE: Thank you. Is there anyone else?
7 We've gone through every row and throughout the whole
8 place. All right, then we're done.

9 Thank you very much. We appreciate it.

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REPORTER'S CERTIFICATE

STATE OF IDAHO)
) ss.
COUNTY OF CANYON)

I, CONSTANCE S. BUCY, a Notary Public in and for
the State of Idaho, do hereby certify:

That said tape-recorded transcript was taken down
by me in shorthand and thereafter reduced to computerized
transcription under my direction and supervision, and I
hereby certify the foregoing transcript is a full, true
and correct transcript to the best of my ability of my
shorthand notes so taken;

I further certify that I have no interest in the
event of the action.

IN WITNESS WHEREOF, I have hereunto subscribed my
name this 22nd day of February, 2013.

Constance S. Bucy

Notary Public in and for the State of
Idaho, residing in Wilder, Idaho.

My commission expires 9-05-18. CSR #187



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PUBLIC HEARING TAKEN WEDNESDAY, JANUARY 23, 2013
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PUBLIC HEARING TAKEN WEDNESDAY, JANUARY 23, 2013
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U.S. 95 Thorncreek Road to Moscow Verbal Testimony Participants						
First Name	Last Name	Title/Representing	Address	City	State	Zip
Ted	Allegri					
Jim	Miller					
Neil	Marzolf		3455 Highway 95 S	Moscow	ID	83843
Diane	Baumgart		494 Ridge Rd.	Moscow	ID	83843
Don	Meyer					
Roy	Druffel					
Steve	Barr		204 E. Eighth St.	Moscow	ID	83843
John	Thomas	Hidden Village Mobile Home Court				
Jack	Flack					
Susan	Flack					
Sandy	Blair					
Bill	Nash					
Gail	Byers		1116 Pincrest Rd.	Moscow	ID	83843
Norm	Metzker					
Steven	Redinger					
Buddy	Henson					
Alison	Tompkins					

**U.S. 95 Thorncreek Road to Moscow
Master List of DEIS Public Comments**

#	First Name	Last Name	Title/Representing
Verbal Testimony from Public Hearing			
V-1	Ted	Allegri	
V-2	Jim	Miller	
V-3	Neil	Marzolf	
V-4	Diane	Baumgart	
V-5	Don	Meyer	
V-6	Roy	Druffel	
V-7	Steve	Barr	
V-8	John	Thomas	Hidden Village Mobile Home Court
V-9	Jack	Flack	
V-10	Susan	Flack	
V-11	Sandy	Blair	
V-12	Bill	Nash	
V-13	Gail	Byers	
V-14	Norm	Metzker	
V-15	Steven	Redinger	
V-16	Buddy	Henson	
V-17	Alison	Tompkins	

TRANSCRIPTION OF PUBLIC HEARING:**US 95, THORNCREEK RD TO MOSCOW****Project No.:** DHP-NH-4110(156)**JANUARY 23, 2013****Key No.:** 9294**BEST WESTERN PLUS UNIVERSITY INN****LATAH COUNTY, IDAHO****Transcriber's Notes**

- Transcription date January 23, 2013
- Two standard-sized cassette tape
- [xxx] – Word(s) in brackets sound like word, but may or may not be correct word or spelling
- [...] – Unable to understand word
- [...] [...] – Unable to understand words
- (*text*) – Words in bold/italics/parenthesis are interjections from another person or persons

Key Number 9294, US 95, Thorncreek Road to Moscow, Latah County, Idaho. January 23, 2013, 2:00 to 8:30 p.m, Best Western Plus University Inn, 1516 Pullman Road, Moscow, Latah County, Idaho.

Lois Wood – This is Lois Wood. I am one of the Hearing Officers for the Idaho Transportation Department (ITD) that are taking oral testimony from the public on the US 95, Thorncreek Road to Moscow project, Project Number DHP-NH-4110(156), Key Number 9294. Testimony was received on January 23, 2013, at the Best Western Plus University Inn, Latah County, Moscow, Idaho.

Ted Allegri – My name is Ted Allegri. I live in Moscow and I have been following this project for what 10 years, 9 years. I'm concerned about using the C3 route. I don't think that the W4 is feasible at all. The C3 presents a lot of problems in my view because of safety, if you have so many entrance and access points, you are just increasing the possibility of accidents ten fold. E2, is it the E2 route, I think makes the most sense to me. I don't think that is going to impact Paradise Ridge or the environment and if it is, it is probably very negligible. I attended this group meeting for Paradise Ridge Coalition. I listened to a lot of their views. I think many of them are made up. I think they're exaggerated. The concerns are not viable. I think this community needs this road. It will be a safe route. Anybody that has driven the new section that you guys completed down by Genesee, it's a beautiful road, safe, perfect. I put my support behind E2 and I think that would be good for everybody in this whole area.

Jim Miller – I am Jim Miller, I am the Area Manager for the Prime Land Cooperatives and we own property on the northern boundary of the proposed project right along the current Highway 95 and I just want to come today to explain our position. We do not have a preference on which route is eventually decided on, we just are encouraging Idaho Department of Transportation to pick a route and proceed forward with the project and we are hoping that the public input will also concur with that. A couple reasons we want to support the project and moving forward, economic development and safety. The grain elevators which are a landmark on all the maps that ITD has put together are a part of our main business. We ship millions of bushels of wheat out of Moscow and the surrounding communities as well so we have a lot of trucks on the road. We have 200 licenced vehicles as a company and we are shipping a lot of products and we are very concerned about the safety of those truck drivers and the citizens that they are sharing the road with. And we are also concerned with the economic development because the lack of the project being

completed impeded our growth and expansion at our property on the south side of Moscow. We would like to expand our fuel site. There is a city street right of way through the middle of our property we would like to know what to do with, finish it, what and how that effects the rest of our property so we would just like to know where it's going to be and move forward on that.

Neil Marzolf - Yes. Neil Marzolf. I live at 3455 Highway 95 south, which is commonly called Reissenour Hill. So my comments, in regards to the relocation is that I am pretty pro for E2. For personal reasons, number one I guess, is that the fact that the other two routes would take out my house, the house that we love living at so that would probably be the primary reason for us. But there's many factors that come into effect on that. Over the past six years living at this house, we have had to open our house up many times at 1 or 2, 3 in the morning, 10 o'clock at night because of accidents that have happened on the hill. Four times we have pulled cars out of our yard, twice we had two vehicles that rolled over in our field, that were injuries. We've also had to go up and assist for accidents on the hill every time there's snow or icy conditions. We have four young children and of course the concern is that the hill being where it is right now, why we are pro moving it to begin with is I've got a teenage boy that is going to be driving in three years and I don't want him pulling out on 95, and then, too, I don't want anyone coming crashing into my house and injuring any of my kids. So that brings us down to location and where we should go. I spent quite a bit of time reading the ITD environmental impact statement. From what I could ascertain from there, it's one of the best research projects I think I've had the privilege of reading. Everything's suggesting that E2 is going to be the safest, the shortest, the least expensive and the least disruptive alternative to go. Currently, the opposition which is the Paradise Ridge Coalition, is made up of a lot of people that don't even belong in that coalition in my opinion cause they don't own any property. They have no vested interest in the direction that the route should go. 80% of us that have a vested interest in it have already reported to ITD that we wanted the road to go on E2 and I think that's valuable. If we look at the safety record of Reissenour Hill or the E20 progression, we've had in the past 10 years and I gotta look at my notes here. In the past 10 years, we've had...well let's look at the report. The report says that E2 is going to reduce the accident rate by 69% which I think is pretty powerful. That translates to 4 less deaths a year, 13 less severely dilapidating accidents and 150 less accidents over a ten year period. We've had, uh, I should have numbered these darn things (tape stopped so information could be organized). Safety is really ultimately the main reason why ITD and why we are even considering moving this road and why this is an issue. Three of the top thirteen most dangerous half-mile segments in all of Idaho highways are found in the 5 miles that we are talking about. Considering Idaho's terrain and climate this is remarkable. The high accident rate are due to many private accesses, curves, hills, bad weather conditions and ever increasing traffic volume. 5 fatalities and 18 severely dilapidating accidents have incurred since the current court imposed the delay of the road project nearly 10 years ago. Most of us will remember that, not too long ago, there was a young family lost on the Reissenour Hill and they are not included in these statistics. The preferred alternative, route E2, is the safest and is estimated to reduce accidents by 69%, the most of any of the alternatives offered. That would translate into 4 less deaths, 13 less severely dilapidating accidents. 150 less accidents over the past 10 years. More of these tragic crashes are projected to occur in the future as traffic volume increases. E2 is clearly the safest alternative of all that's offered. It's the straightest, the flattest, the shortest, the least expensive route with the fewer accesses and it will have the least poorer of the weather conditions. E2 is the only route that eliminates Reissenour Hill which minimizes curves and has minimum number of accesses and the most favorable for conversion to no access status for the generations that are

behind us. I think that in our opinion, my wife's and mine, she will be in here to talk later. I think that the major concern from what I'm seeing, is that people are concerned about the visual effect of a highway. Who cares about the visual effect when we're talking about safety for those people that are driving that on a daily basis. The environmental mitigations required and proposed on route W4 have 29 mitigations that will be required, on route C3, 30 mitigations that are required, and on E2, 29 mitigations that are required. So in speaking about the environmental concerns and the mitigations involved in that, all three routes are equal. W4, of course, offers more damage to the lower lands and is probably worse for the environment. I ride my horse throughout the Paradise Ridge area as well as the entire 10 mile radius around Reisenhour Hill and I can tell you that I have seen all the exact species in my valley which is the valley right next to Reisenhour Hill as I have up in Paradise Creek. In fact, I've seen more. I've never seen a Moose while riding through Paradise Creek and I have had to chase moose out of my yard at my house right next to Reisenhour Hill. So, my opinion is, that we should make the route E2 and if you don't own any property on that route, then stay out of that business, because it's really not yours. That's my opinion.

Diane Baumgart - My name is Diane Baumgart and I reside in the city of Moscow at 494 Ridge Road. I am a supporter of the C3 alternative. I believe that we have the technology and the knowledge to make that road safe and it meets all the criterion of not using prime farm land, no environmental impact that many of us are considered about. But in looking at all the three options, and coming from a construction, a commercial construction family, and a mortgage company family for 50 years, I was taught to ask this question "Qui bono? Who benefits?" It's often a consideration in construction projects and historically especially in government funded projects. So I looked at the land owners affected by each of the roads and it appeared to me that avoiding the W4 road and the C3 road gave an immense benefit to primarily two land owners whose land is currently west of our current Highway 95. Those land owners, according to Latah County Assessors Office, are Mr. Germer of Palouse Developers, LLC and Sherman Clyde. They both have their land plotted out. Mr Sherman has already plotted and developed one parcel of his farmland and with 95 vacated as a US Highway and I was told it would then turn into a county road, both of those land owners who already have planned to develop their land have much cheaper access to their land, in terms of development. Mr Germer for residential and Mr Clyde's land is currently in development for residential development. Previously, Mr Germer had tried to develop his land with the hopes of getting a road and a bridge off of Palouse River Drive but the Latah County and the Moscow city taxpayers said no to the 2 to 5 million dollar project so his land is currently landlocked and unavailable to be developed without some kind of access road. W4 divides his property in half which makes it much less valuable in terms of being split up, but also residential property development in a rural setting next to a large major highway isn't as development, as desirable for residential property. So I have serious questions about all the other alternatives. I strongly support straightening C3 and making it set, making it safe and I strongly hope that the development ties between the city, ITD and the various state organizations are not resulting in an undue influence in the steering away from C3 as a route for this highway. Thank you.

Don Meyer - Ok. My name is Don Meyer. I live here in Moscow and I have lived in this area just about my entire life. My family owns farmland on the other side of the ridge from where the proposed E2 route is going to take place. But it doesn't really impact me personally from that area but I think I have a perspective because of working in the construction business for 21 years and a lot of that was laying out road beds and stuff and to me as well as having owned a trucking company for 15 years, and to me, it makes the most

sense to go with the E2 route because my experience driving through that area and working around there is that contrary to what some of the proponents against that route state, that it is going to be the safest, the most direct. In my opinion, there will be the least amount of ice up there because in my experience driving through that area, in the mornings if you get some kind of weather inversion, all of the ice and fog is in the lower spots, not up high on the ridge. And driving Highway 95 for many years, I have never, ever seen ice, even in the winter time, very seldom up on the high spots. That's where it melts first in the day time because of the sun and it doesn't usually come back with the different types of weather. It's gonna be in the shaded spots and the low spots so to me that is going to be the safest route, probably the most cost effective to build because it impacts fewer buildings and homes that are going to have to be moved. It impacts fewer road crossings which makes the road bed more expensive to build. You can cut costs because you are going to have most of your onsite dirt you can use for fill. You don't have to haul it in and it just makes a lot of sense on a lot of levels, its going to be the safest route and I think that is what we got to, we have lost too many people out there on that lower road and even if you straighten it out, I don't think that is going to change. You're still going to have problems, you're going to have accidents out there if they keep that low route because that is where the ice and fog build up is normally. Plus, you're going to impact more people, and destroy a lot more homes that way.

Roy Druffel - Hi, I'm Roy Druffel. I am a representative of Norm Druffel and sons. We are based out of Pullman, Washington. We farm the Idaho/Washington border over a 30 mile period/land. We actually own land to the, on the west version of the new 95 road and we farm in all versions for White Snow and estates properties, Mary Posche, and Gerald Snow properties, Norm Druffel and sons, Garrison, Verner Olsen and we feel that the west route is taking, there's a lot better choices for farmland. We're farmers. The far east one, the one up on the Butte is by far taking the less amount, if you are a farmer, it is taking for sure the least valuable farmland. We think, as we are truckers also, we think safety is a huge concern of this and we think it would be wonderful to keep the road at one level and head down to Moscow on it. The middle route, I can see the viability of the middle route. They're creating a few more up and downs, passes in that route. As we are trucker or traveler wise, these new things do go up and down better than they used to, but you are going to have to, it is not going to be as safe as the top road. I think safety is a big key, I think the property owners, the land up there is more marginal and the final thing I want to say is that we went through a condemnation before from the government and taking farm ground from us and we know that the valuations of farm ground is to everybody's benefit to be low on it. There are comps right now and I will help everybody that I can talk to. There are comps right now going on at \$3(000)-\$3500 an acre of farmland comps of good farm ground and medium farmground on it. We will give the land but we will fight for our rights. Thank you and I do represent Norm Druffel and Sons.

Steve Barr - *(Lois – now if you will please state your name)*. My name is Steven Barr. I live at 204 E 8th Street in Moscow. I have been a resident for off and on in Moscow for 59 years. I was both born and raised in Moscow and as a kid, they had talked about, I guess, north-south route through Idaho and it has been talked about for many, many years. Now it is getting to the point where we have routes selected and it just seems to me that a decision needs to be made. And E2 can provide a safe highway. It needs to be completed and I guess one of the things that I am concerned about is creating a safe highway. Six or seven years ago, I slipped on, on March 9th, I slipped on some black ice, and I think slipped and broke a couple vertebrae. I wouldn't want to wish this on anybody. I've had two seven and a half

hour surgeries and I'm not quite the same as I was and I think its part of living on the Palouse is dealing with ice and snow but we need to really provide a safe and efficient roadway for commuter traffic and I think that the E2 is the best choice. And I think it would benefit the whole community. That's my thought, and why not make it a win, win situation for everybody. Mitigate and find some additional east prairie land and it maybe it could be something really positive by, put a positive spin, create some signage for educational purposes, for east prairie folks. This could be a really good thing for Moscow and that's why I really support the E2 alternative. It really could help business just be a real positive thing for Moscow I guess. For one of the other good things of the E2 in some of the documentation that I have read is that the E2 would result in the greatest travel time reduction, shorten travel time would be a good thing, the vitality of the area, can benefit great transport, emergency services response, school access, bicyclists and pedestrians in the whole prairie. The C3 alternative would have the highest predicted fatal injury and total crashes of all of the actual alternatives. The C3 alternative would be the least safe because of the extra intersections, approaches and the suburban section would create turning traffic across US 95. The E2 alternative would have the shortest point and the fewest public road intersections, the fewest commercial and residential approaches, would have better weather conditions for roadway safety, compared to W4. E2 would also have the greatest length of four-lane divided highway. These factors all contribute to E2 having the lowest predicted crash rates compared to all the other alternatives. The E2 alternative is predicted to reduce the crash rate of the existing by 69%.

John Thomas - My name is John Thomas. We are the owners of Hidden Village Mobile Home Court south of Moscow there, adjacent to Highway 95, and my comments are related to E2 route and the possible impacts. The route is to the east of most of our property and I guess the impacts would be associated with the environmental side with the mobile home court and the 32 homes and the two wells there, related to quality of life, the possible impact to those wells that are certified through DEQ, actually there are three wells there. And, our water quality from the run off in the salt brine solutions. Some of those issues related to the run off with the highway being to the east and down sloped also there. I guess the second thing would be just the quality of life from the impact of the noise from the overpass and what impact that would be. The third thing would be access for the residents that have immediate access to I-90, or excuse me, 95, north and south. Some of our residents do work in Lewiston and some work in Moscow, so access issue is a concern, also. And, I think the final thing, is my experience with the weather there, that I think that the two things that are kind of being missed here is that the weather, at that level, it does have a dramatic change where E2 is and even though it is a straighter road and a faster road, you combine that with the weather, you could have increased accidents. It just kind of appears to me that if this most direct route might be the fastest, but I think there are some issues here to be looked at. I don't think they're unsolvable, but there is mitigation, some discussion that I would like to have further with those issues to our property, and those residents there and because this is a capital investment for Christy and I there also. I can't think of anything. I'll write, Christy and I will put a comment sheet together and send it in. So, I appreciate you guys. Thank you.

Regina Phipps - This is Regina. I am one of the Hearing Officers for the Idaho Transportation Department (ITD) that are taking oral testimony from the public on the US 95, Thorncreek Road to Moscow project, Project Number DHP-NH-4110(156), Key Number 9294. Testimony was received on January 23, 2013, at the Best Western Plus University Inn, Latah County, Moscow, Idaho.

Jack Flack – I'm Jack Flack. I'm a local farmer, south of Moscow, work for Snow Farms Incorporated. I came to the University of Idaho in 1956 and graduated in Civil Engineering in 1961. At that time, I went to work for the Snow family, farming south of Moscow. I've been involved with the Snow property south of Moscow for about 54 years now. My wife's family has been involved there for about 136 years so it is an area that we are very familiar with and pretty fond of and we think it is very important that the Idaho Transportation Department knows that we are very happy with the way that they have gone about the environmental study. We are hoping that they can go ahead and get this plan okayed and continue on and get us into a very safe highway soon. Our main concern is the safety of the highway and getting it built done. Primary concerns for us. We are also concerned about the safety of the different routes. Our natural preference is the E2 route, the farthest east route. We think that would be the safest route. We think it would disrupt the people involved that own the land in that area the least of any of the routes. We think it probably would be, in terms of the environment, probably disrupt less of the native Palouse prairie and the good Palouse soil that we farm down in the lower flats and the area that we are involved with. We are also concerned that the coalition to save Paradise Ridge is keeps missing the fact that they're very concerned that people in Moscow feel that the weather conditions are different up on the ridge than they are on the other two routes and I would like to say that in our 54 years of living in this area that we have observed that the western route would be the coldest route. The current location of the highway 95 is not quite as cold, but a little colder, a little warmer and the eastern route would be the warmest route because of the increased elevation. We have observed from our kitchen dining room that we eat dinner, breakfast, and all of our meals at as we look right out directly at Paradise Ridge that usually the fog level, when they do have fog on Paradise Ridge is usually somewhere above 3000 feet elevation and it may drop down to the 2800-2900 level but when it does, we usually have fog in the whole area. The snow line is similar to that. The snow line usually is about 2800-2900 feet and sometimes up to 3000 and I think that that would not be any problem for the safety of the E2 route. We also like that route because of the grade that they have on it. The highest elevation being at Reishaur Ridge which people that are wanting to preserve Paradise Ridge don't mention the fact that the Highway does go across it right now and that all three of the routes that are proposed and the current route goes over the ridge at Reishaur Hill and we think that that grade from there going into Moscow would be a very safe grade going in and it would not have much of an elevation change going along the top below the tree line and on Paradise Ridge until it drops down into Moscow. That would be a very good grade and it would probably be the only significant grade coming out of Moscow. We think that would be, in terms of the safety of the route, that would be very beneficial for the people of Moscow to have that route. One of the things that we feel is, someone that is very fond of Paradise Ridge, is that people that are concerned about having a highway up there, a safe highway, from my prospective, would be far superior to what we've been having in the past and the other routes, plus the fact that in terms of coming into Moscow, it would be one of the most beautiful scenic highways in Idaho, give people a better view of the Palouse than any of the other routes. And, in terms of the wildlife that's up there, we have considerable death of wildlife, particularly deer on Highway 95, which is similar to the central route and I feel that the amount of wildlife that will be impacted by the highway on E2 will not be significantly different than what we have already on Highway 95 and the other two routes so I do not have a concern about that. I do know that the visibility up on E2 will be very good and when we get four lane highway with a wide right a way, we'll give hopefully the drivers that are driving there a more visual significance of the surrounding area and they will be able to spot those animals before they get on the highway and take precautions not to hit them. And I would also say that we are concerned that this

process be terminated as quickly as possible by the Highway Department and they can get started on construction and we definitely want the E2 route. Thank you.

Susan Flack – My name is Susan Snow Flack. I am Jack Flack's wife, the one who just spoke previously on the tape and would like to say, in order to save time, I want to say that I agree with everything that he said but I would like to add my comments to that. We live on Snow Road. My family came here, the Snow family came here, 136 years ago and homesteaded this area and have a vested interest in seeing that it is preserved and that it is well taken care of as well as the Clyde family who came on the same wagon train with my folks back in the 1800s. We really love that area and would like to see it taken care of. And certainly, the Clyde family, has made continual efforts up in the area on the E2 route, which is definitely our preference, to preserve that area and they should be commended for that. And I would also like to commend ITD for the job they have done in putting all this together and the immense amount of work that has gone into the environmental studies and the effort to make this a safer place for future generations. My family has been here for 5 generations and we are very concerned about the safety because this road as it is very dangerous and as proven by the facts given by the ITD, it is definitely in need of improving, and we would like to see that done as soon as possible so that the safety features of it can be kicked in. Some of my additional comments involve the fact that I think that the opinions of the people that are directly involved by owning or living on the property involved should be given more impact than those who don't own property or deal with it on a daily basis and some who just like to be involved. I feel like these people have owned the land for all these years and their opinions should be heavily weighted. Safety wise, I feel very strongly that the human life is more important than the bugs and plants that are being concerned about in this study. I also think in terms of the noise, they say that the E2 route would be more noisy, but on the other hand, if they choose the E2 route, less people would be close to the highway because that route does not go close to as many homes. As you may have heard previously, my maiden name is Snow and our family homesteaded in the area which is probably the central part of the study that we've just been hearing about. So I would say that we definitely have a vested interest and I would say again that I appreciate ITD and that we strongly approve the E2 route. Thank you very much for taking our comments.

Sandy Blair – Hi, I'm Sandy Blair. And, thank you for giving us the opportunity and showing us all these studies you have done. I'd like to say that after looking at everything that I think, if we have alternatives that are good alternatives, we should not disturb people, their businesses, and the safety so the one that I would eliminate, absolutely, is C3 because of the safety issue and how many lives would be impacted as far as businesses, buildings and homes. Between the W4 and the E2. They both seem viable to me. I talked with the wetlands and she said it would not be that huge of an impact to them. I guess my favorite would be the west 4 but I am also happy with E2 because of the safety issue there.

Bill Nash – My name is Bill Nash. I am a resident of Moscow, Idaho. We recently moved to Moscow from Genesee and have been driving this highway one to two times a day for the past 15 years. Over those years, I have seen multiple slide offs, crashes, fatalities. I'm glad that the Idaho Transportation Department is finally taking some steps to get this done. I know that there have been some roadblocks along the way. But it certainly is something that has to be done for public safety. If there's any route, I think, that would be preferable, would be what would it be called the E3, E2 route (*Reggie – E2, u hah*), the eastern route, simply because it takes Reishenaur Hill out of the way completely, offers less of a grade and is

a straighter route than the others. I think that might be the more economical routes and one of the more safer routes.

Gail Byers – My name is Gail Byers. I am a resident at 1116 Pinecrest Road, Moscow, Idaho. I truly believe that the highway needs to be completed at this time. The 2E (E2) route seems to be the safest and the most logical and has been well researched and I think that the time to go ahead and build Highway 95 is now and not 10 years from now so my comment is this, let's please proceed. Thank you.

Norm Metzker – Ok. My name is Norm Metzker. I have been a resident of Latah County now just over 50 years. I believe it has been at least 45 years since I realized there needs to be an improvement. I am very much in favor of either west or central. I don't like the idea of this eastern route. I do know it needs to be done, the sooner the better, because it costs more the longer you wait. So I think this is the bulk of my concern and I think it should be taken seriously. Thank you.

(Reggie - say you're name)

Steven Redinger – What's that? *(Reggie – and say your name)* I am Steven Redinger. We own property in the study area along Jack Shaw Road. E3, is it E3 or E2 *(Reggie – it is E2)* E2 is by far the best route, looks like the safest route. I've lived in the area for 30 some years that I lived in the area and I am highly in favor of E2. Thank you.

Buddy Henson – Ok. My name is Buddy Henson and I am a retired state employee. I am in favor of the E2 route. It is a little shorter and I feel it is a little safer and the alignment is very good. The less impact on property owners and it is a better route because of the weather situation so that is the one that I am in favor of. Thank you.

Alison Tompkins – This is Alison Tompkins. My comments on this project are, I guess, I've lived in this area my whole life and I have been commuting this route for 12 years and the main thing I would like to get across is that I support this project and something being done. I see the three alternatives and I'm not partial to either one in particular. I guess, I would support something that results in the safest route with the least amount of impact to environmental issues and that's pretty much it. I guess, oh, actually, there's one other thing. Reisenhaur Hill, in my experience is one of the nastiest spots and I guess that one option, it still kinda takes it down Reisenhaur Hill and with the northern exposure and the two curves, and as steep as it is, that is just really a bad spot so I guess, I actually would be in favor of one of the other two routes that improves that area.

Lois Wood: This concludes all of the oral testimony received on the US95 Thorncreek Rd to Moscow Project.

END OF RECORDING

U.S. 95 Thorncreek Road to Moscow Master List of DEIS Public Comments			
#	First Name	Last Name	Title/Representing
			Letters
L-1	Steven M.	Watson	
L-2	Selma	Yocom	
L-3	Norbert and Janelle	Niehenke	
L-4	Jim	Anderson	Greater Moscow Alliance
L-5	Stephan	Flint	
L-6	Robert E.	Clyde	
L-7	Farrell	Byington	
L-8	Karen	Bylington	
L-9	Don and Maureen Taylor	Regan	
L-10	Keith G.	Haley	
L-11	Debbie Loaiza, B.J. Swanson and Robin Ohl		Latah Economic Development Council
L-12	Cindy	Magnuson	Great Old Broads for Wilderness
L-13	Joann	Muneta	
L-14	M. Duane	Nellis	University of Idaho President
L-15	Jim	Macdonald	
L-16	Al	Espinosa	
L-17	Jim	McIver	
L-18	Brent	Knapp	
L-19	Cass	Davis	Paradise Ridge Defense Coalition
L-20	Jack S.	Hammond	
L-21	Brad	Halter	
L-22	Frank and Cathy	Merickel	
L-23	John and Christie	Thomas	
L-24			Citizens for Safe 95
L-25	Ian	von Lindern	
L-26			US Department of the Interior-Office of Environmental Policy and Compliance
L-27	Kas and Deborah	Dumroese	
L-28			US Environmental Protection Agency Region 10
L-29	David	Hall	
L-30	Brad	Smith	Idaho Conservation League
L-31			Idaho Department of Fish and Game
L-32	Lahde	Forbes	
L-33	Ian	von Lindern	Citizens for Safe 95
L-34	Margrit	VonBraun	
L-35			Palouse Prairie Foundation Board of Directors
L-36	Shirley G.	Ringo	Idaho House of Representatives (District 5)
L-37	David M.	Skinner	
L-38	Wayne and Jacie	Jensen	
L-39			Paradise Ridge Defense Coalition
L-40	Michael	Haseltine	
L-41	Ray and Nancy	Richmond	

U.S. 95 Thorncreek Road to Moscow Master List of DEIS Public Comments			
#	First Name	Last Name	Title/Representing
L-42	Steve and Mary	Ullrich	
L-43			Paradise Ridge Defense Coalition (petition #1)
L-44	William H.	Goesling	
L-45	Gloria	Taylor	Citizens for a Safe 95 (includes petition)
L-46	Karen Knoff and Malena Braatne		
L-47	David and Darla	Port	
L-48	Al Poplawsky and Gary Mcfarlane		Palouse Group of Sierra Club and Friends of the Clearwater
L-49	James and Zoe	Cooley	
L-50	Audrey	Squires	
L-51	Chad	Hansen, Jr.	
L-52	Emma	Gregg	
L-53	Steven	Peterson	
L-54	Sebastian	M.	
L-55	Daniel	Orfe	
L-56	Evan		
L-57	Levi		
L-58	David P.	Couch	
L-59	David	Stowers	
L-60	Sherman and Janice	Clyde	
L-61	Norm	Metzker	
L-62	Marilyn	Johnson Jr.	
L-63	Henrienne	Westherg	
L-64	Kevin	Poole	City of Lewiston
L-65			Paradise Ridge Defense Coalition (petition #2)
L-66	Christina	Baldwin	
L-67	Stephan	Flint	
L-68			Green Sanctuary Committee of the Unitarian-Universalist Church of the Palouse (signed by 5)
L-69	Stephan	Flint	
L-70	Mary	Ullrich	
L-71	Diana	Armstrong	
L-72	Jason W.	Lyon	
L-73	Rachel JT.	Lyon	
L-74	Bill	---	Excel Transport, Inc. (owner)
L-75	Jerry	Kriegel	Excel Transport, Inc. (form letter)
L-76	---		Excel Transport, Inc. (form letter)
L-77	Michael Alan	Haag	Excel Transport, Inc. (form letter)
L-78	R---	O---	Excel Transport, Inc. (form letter)
L-79	Carmen	LaMontague	Excel Transport, Inc. (form letter)
L-80	Donald R.	Spears	Excel Transport, Inc. (form letter)
L-81	Neal	M---	Excel Transport, Inc. (form letter)
L-82	Walter	---	Excel Transport, Inc. (form letter)

U.S. 95 Thorncreek Road to Moscow Master List of DEIS Public Comments			
#	First Name	Last Name	Title/Representing
L-83	Jeff	M---	Excel Transport, Inc. (form letter)
L-84	Joe	Fiedler	Excel Transport, Inc. (form letter)
L-85	Richard C.	Haaland	Excel Transport, Inc. (form letter)
L-86	Maxine	Thompson	Excel Transport, Inc. (form letter)
L-87	Donald	M---	Excel Transport, Inc. (form letter)
L-88	---	---	Excel Transport, Inc. (form letter)
L-89	Roger	York	Excel Transport, Inc. (form letter)
L-90	---	---	Excel Transport, Inc. (form letter)
L-91	Jack	L--	Excel Transport, Inc. (form letter)
L-92	Wallace B.	G--	Excel Transport, Inc. (form letter)
L-93	Ben	V--	Excel Transport, Inc. (form letter)
L-94	Shawn	Thompson	Excel Transport, Inc. (form letter)
L-95	Levi J.	Kimball	Excel Transport, Inc. (form letter)
L-96	Steve	More	Excel Transport, Inc. (form letter)
L-97	B--	--	Excel Transport, Inc. (form letter)
L-98	Chad C.	Richardson	Excel Transport, Inc. (form letter)
L-99	---	---	Excel Transport, Inc. (form letter)
L-100	Frank	---	Excel Transport, Inc. (form letter)
L-101	Mark C. and Dori K.	Jackson	Excel Transport, Inc. (form letter)
L-102	Jody	Arrington	Excel Transport, Inc. (form letter)
L-103	David E.	---	Excel Transport, Inc. (form letter)
L-104	Gayle L.	Painter	Excel Transport, Inc. (form letter)
L-105	Jeff	Hilbert	Excel Transport, Inc. (form letter)
L-106	Kevin R.	Byers	Excel Transport, Inc. (form letter)
L-107	Cameron	Solberg	Excel Transport, Inc. (form letter)



I support the E2 alignment from Thorn Creek to Moscow for the following reasons:

It will have the least impact to residential and business properties, affecting no homes or businesses as other alignments do;

It will cause minimal disruption to adjacent properties, although some homes on Paradise Ridge could potentially see portions of the alignment;

Minimal noise disruption to adjacent properties;

It is safer by far than the current alignment;

The Central and Western alignments are longer and more expensive and will force homeowners and business owners out of their properties.

Thank you.

Steven M Watson
PO Box 61
Uniontown WA 99179

509-336-1936
Stevenwatson4@gmail.com



Commentary Concerning Highway 95 Re-route between Thorncreek Road and Moscow, Idaho

**Submitted to the Idaho Transportation Department Public Hearing,
January 23, 2013 -**

Submitted by Selma Yocom, 530 N. Adams St., Moscow, ID 83843

Comments

The Idaho Transportation Department's 6.5-mile, preferred alternative re-route of Highway 95 -- the eastern route or E2 -- between Thorncreek Road and Moscow, is not the route I prefer. The E2 re-route, as described in the Draft Environmental Impact Statement, has several glaring flaws. For example, the weather information for the E2 alternative is limited to the period from January – May, 2005. This is too brief of a winter review, and limiting the study to 4 months in 2005 captures no more than one mild winter season. What happened to the winter weather data from 2000-2004 and from 2006-2012? Since highway safety is one of the primary reasons given for the E2 alternative, why weren't weather patterns, up on Paradise Ridge, such as, snow depth, black ice formation potential, frost pockets, fog and other visibility concerns, reviewed? Or, if these weather conditions from the other years were taken into consideration, why weren't they included in the DEIS? Anyone who has lived in north Idaho for a few winters can tell you that road conditions at higher elevations, such as those encountered on Paradise Ridge, are more hazardous and last longer than those at lower elevations. Weather conditions along Paradise Ridge are unpredictable and have the real possibility of contributing to more highway injuries and fatalities than the existing Highway 95 route.

Another conspicuous omission in the DEIS is the disregard for the disruption and potential annihilation of rare, native Idaho plant and animal species. Various environmental organizations, foundations, public institutions, and individuals are working to save the few remaining remnants of Palouse prairie habitat – the landscape indigenous people and pioneers lived in and loved. Why does the ITD want to or have to pave over this part of Paradise Ridge? Why does the ITD want to unleash an infestation of noxious weeds that would spread 0.6 miles through a piece of prairie paradise on either side of the proposed (E2) new section of highway?

The answer is: The ITD does not have to choose the E2 alternative. A more central route, also identified by the ITD, is located away from the native prairie and more extreme weather conditions on Paradise Ridge. The C3 alternative route exists. The proposed C3

alternative is lower in elevation and stays away from the frost pockets and slippery road hazards that drivers would have to negotiate higher up on the ridge. The C3 route is safer and less environmentally destructive than the E2 alternative.

The question of the day is: Will the ITD "do the right thing" and choose the C3 route and get on with the task of building a safer 6.5-mile stretch of highway between Thorncreek Road and Moscow? The C3 re-route will save more lives, help prevent injuries, spare the native prairie parcels, cost about the same as E2, and will impact about the same number of private and commercial landholders as the E2 alternative. The C3 re-route is clearly the right choice for a safer, economical, and less environmentally destructive gateway from Highway 95 into the City of Moscow.

3125 Highway 95 South
Moscow, Idaho 83843
Phone: 208 883 9686
January 23, 2013

To: Public Hearing Officer
Re: US 95 Thorncreek to Moscow


We support the FHWA's and ITD's preferred Eastern alternative (E-2) route for the new alignment of Highway 95. Since we have lived along the existing highway we have seen far too many emergency vehicles respond to accidents so are anxious to support the safest route. We have driven Highway 95 all of our lives and know that you must be prepared to drive in snow, ice and fog in the wintertime no matter where the new highway is located. In recent trips to Lewiston we have encountered a snowstorm in the Genesee area and another time ice where the old Highway 95 intersects to Reisenauer Hill when the rest of the roadway was bare and dry. Wildlife will also be an issue no matter which alternative is chosen. We've hit a deer on Reisenauer Hill and straddled a carcass killed near Eid Road and have observed numerous road kills through the years. We have seen herds of deer and moose in our own backyard.

E-2 Alternative will displace the fewest number of homes and businesses and therefore disrupt the fewest peoples lives. Mobile homes can be moved more easily than permanent residences. To displace eight businesses with the livelihood and jobs they provide would seem foolhardy in this economic climate. We've been farmers all of our lives and know that (W-4) the Western alternative would destroy the most productive farmland in Latah County and (C-3) would take the best farmland out of the Clyde Farm. Again we think the economic impact the highway realignment will have on the people affected must have top consideration.

The Environmental Impact Study you have prepared for us is a remarkable in-depth study of the alternatives and we thank you. We agree with your determination that E2 will be the shortest, straightest and (with fewer access points) the safest with the least impact to those of us who live here. After the Feb 23rd deadline for public comment we urge you to prepare the Final EIS mitigating the areas of concern for the Eastern route and get on with building the road we've all been waiting for.

Respectfully submitted,


Norbert Niehenke


Janelle Niehenke



IDT Jan 23, 2013

Jim Anderson Vice President Greater Moscow Alliance

The Greater Moscow Alliance (GMA) is a 300-plus group of business People, community leaders and concerned citizens who support free-market enterprise, private property rights, and limited government.

The GMA has long supported the Highway 95 improvement project between Lewiston and Moscow and we commend the Idaho Transportation Department for its thoughtful work in providing a plan that will be safer for all of us, increase mobility for all of us and improve economic opportunities for all of us.

We believe it is time to put that plan into action and move forward without any further delay. If ten years of studying the different routes Says the Eastern "E2" is the way to go...then lets go on with it.

We can all appreciate the various concerns individual may have against one route or another, but it's time to put the interests of the greater Moscow area ahead individual interests and make Moscow a greater place to live, work and do business.



January 22, 2013

One assumes that a document like the DEIS is written to guide the decision-making process. In this case it appears the decision was made long before the document was written with the assumption that producing a large volume of paperwork would be sufficient, even if the collected data did not support the selected alternative. Recommendations from other agencies are ignored. If recommendations given in a technical report are not to IDOT's liking, another "authority" is hired to provide an additional opinion, until an opinion favorable to IDOT's desires materializes. There are inconsistencies between different parts of the document – one cannot even get a consistent number of the residences and businesses that will be displaced by a selected alternative (e.g., C3 eliminates 7 residences in Table 8 of the DEIS but only 3 in the Screening of Alternatives document (p. 17).

What to do? I suggest the inconsistencies be corrected, inadequate technical reports (e.g., weather) be remedied. For example, p. 3 of the weather document states the measurements are ongoing. Where are the data for other, more representative, years? Where are the wind data? It's common knowledge the ridge is windy and likely the three alternatives differ in wind and the resulting drifting snow. Once these problems are resolved, I suggest a reevaluation of the different alternatives be conducted using the data. This may be best done in a supplemental EIS.

I will submit detailed comments later – I hope you will agree to an extension of the comment deadline, which I expect someone to request soon, if they haven't already.

Stephan Flint
4961 Lenville Rd
Moscow ID 83843



The eastern route (E2) starts at Thorncreek, crosses a corner of Gerald Reisenauer's field and comes on to Clyde property. The route goes east of the cell tower, through a field that is farmland in CRP. E2 then proceeds north $\frac{1}{2}$ mile to a small trailer court on Eid Road. It will take out a storage shed that is owned by an absentee owner. One well and six trailer spots will be affected. *Three of the six trailer spots are rental units. The owners of the two double wide units want them to be moved to new locations.* The route then crosses Eid Road with a bypass. One house will be removed and one well (the house has sold three times in the last 10 years and the state had a lawsuit against it by the previous owner.) After crossing Eid Road the route goes on to a piece of farmland owned by a lawyer in Denver who has indicated a desire to sell.

The route continues north and crosses a small patch of timber, which was planted by the CCC Boys in 1934. Next the route comes back onto Clyde property. It is on farm land all the way except for the two ditches that run a little water in the early spring and are dry by the first of July. The highway would be at the base of Paradise Ridge 100 yards below any Palouse Prairie native grasses. Most of the native grasses are seeded on Clyde's former farm land in a restoration program with Fish and Game Department. Because unless we take care of the Palouse native grasses, Ventenada and Tuber Oat Grass will take over.. After leaving the Clyde property the route goes on to Mike Snow's farm for $\frac{3}{4}$ of a mile north, then on to the Cameron land which is being sold for houses. The route then crosses a corner of Ray Jensen's farm and back on to Clyde property proceeding northwest to join Highway 95 at the Primeland Grain tanks.

E2 is the shortest route, can be built without disrupting current traffic, takes the least prime farmland out of production, and has the fewest people (severn) directly impacted. As for the people who fear Paradise Ridge will be paved, E2 does not impact the area nearly as much as

building houses all over the same space, which is the current direction that Paradise Ridge is going. So, to the individuals who say don't pave Paradise, let's just forget about the plots of native grasses above E2 and build houses on it.

The following picture shows the frost line on Paradise which is 3/4 mile above the E2 Route.

013-01-5_16-54-25_284.jpg (JPEG Image, 1872x1056 pixels)

file:///C:/Documents%20and%20Settings/Pat/Local%20Settings/Temp.

Thurs Jan 15, 2013



Robert E. Clyde



January 23, 2013

TO WHOM IT MAY CONCERN:

This letter is written in support of the easterly route (Route E2) in the realignment of Highway 95. Route E2 is the straightest, shortest, and most direct route for the last nine miles between Lewiston and Moscow on Highway 95. The need for realignment of the highway in this section is obvious and necessary for several reasons, the first one being safety. How great it would be if we had the lives back that have been lost in the last four years alone on this part of Highway 95, not to mention the suffering of those who have been injured.

Because Route E2 is the straightest and most direct route, it also saves driving time and gasoline consumption, thereby helping to protect the environment through the reduction of both fuel consumption and gasoline emissions.

Route E2 has the fewest access points of all the suggested realignments, which is a safety benefit, and there are enough access points to service the area it will pass through.

All of us are concerned about the environment, but let's not compromise the safety of those we love who must travel on Route E2.

I urge you to support Route E2 in the realignment of Highway 95.

Farrell Byington

1009 Cedar

Lewiston, Idaho

83501



January 23, 2013

TO WHOM IT MAY CONCERN:

This letter is written in support of the easterly route (Route E2) in the realignment of Highway 95. Route E2 is the straightest, shortest, and most direct route for the last nine miles between Lewiston and Moscow on Highway 95. The need for realignment of the highway in this section is obvious and necessary for several reasons, the first one being safety. How great it would be if we had the lives back that have been lost in the last four years alone on this part of Highway 95, not to mention the suffering of those who have been injured.

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All of us are concerned about the environment, but let's not compromise the safety of those we love who must travel on Route E2.

I urge you to support Route E2 in the realignment of Highway 95.

Karen Byington
Karen Byington

1009 Cedar av
Lewiston Idaho
83521



January 22, 2013

LETTER ABOUT THE U.S. 95, THORNCREEK ROAD TO MOSCOW PROJECT

We live in Moscow, support environmental sustainability and have followed the U.S. 95 reroute project for 10 years.

We support the E-2 Eastern Alternative for the U.S. 95 reroute which is FHWA'S and ITD'S Preferred Alternative.

Our reasons for supporting the E-2 Eastern Alternative:

- Safety is the first priority, E-2 has fewer curves
- Fewer access points reduces the risk of crashes
- Smaller impacts on businesses and residences

The Paradise Ridge Defense Coalition does not want the E-2 alternative in their backyard and continues to manipulate the importance of environmental issues to the Moscow community, putting these issues ahead of human safety, businesses and residences.

Proceed with the E-2 Alternative, the FHWA'S and ITD'S Preferred Alternative.

Let's make it Happen!

Thank you,

Don Regan 1/22/13

Maureen Taylor Regan 1/22/13

Don Regan and Maureen Taylor Regan

1810 Lorien Lane

Moscow, ID 83843



A WIN – WIN OPTION

A few important thoughts on Highway 95 relocation!

The realignment of 95 south of Moscow will be permanent!

It is very important we get it right! I feel certain that the C-3 alternative route is absolutely the best choice!

My first reason is highway elevation. Anybody that has lived on the Palouse for more than a summer knows that the hill to the north of Moscow, Steakhouse Hill & to the south Reisenauer Hill are the winter danger spots! Black ice, blowing snow and unpredictable weather issues begin in November each year and can last till late spring! I have been driving highway US 95 for 35 years! The current proposed highway relocation route E-2 increases the elevation of Highway 95 entering Moscow by directing the route up Paradise Ridge. This is unnecessary, as the C-3 alternative route takes advantage of the lower elevation and incorporates portions of the existing highway grade. I can see no justification for climbing that hill, in fact in a typical weather year it will, in fact be more dangerous. They call that area Windy Ridge for a reason! My second issue is the unnecessary destruction of the unique and delicate flora & fauna of Paradise Ridge. The serious impacts of highway construction and relocation associated with this project have been well documented. If there were compelling reasons why the E-2 site was the only option I would support the project without objection. This is not the case! I see the C-3 Highway 95 alternative as a very important WIN - WIN option! I urge the citizens of Latah County to support the C-3 route to the ITD.

Keith G. Haley

Moscow

320. E. Lewis Moscow
509-5958923



PO Box 9406
Moscow ID 83843
Phone: 208.883.2279
Email: ledc@moscow.com



January 17, 2013



Jerry Whitehead, Chair
Idaho Transportation Board
c/o Sue Higgins, Secretary
3311 W. State St.
P.O. Box 7129
Boise, Idaho 83707-1129

Brian Ness, Director
Idaho Transportation Department
3311 W. State St.
P.O. Box 7129
Boise, Idaho 83707-1129

Re: US95 Thomcreek Road to Moscow Project

Chairman Whitehead and Director Ness:

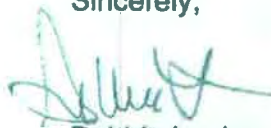
The Latah Economic Development Council has voted unanimously to fully support Idaho Department of Transportation's proposed E2 route to improve the US Highway 95 Thomcreek Road to Moscow Project.

Safety is of utmost importance to all traveling that very dangerous section of our major state transportation link. A safe transportation corridor will also provide more reliable movement of commerce and result in greater economic value to all in Idaho.

LEDCC applauds ITD's diligent work at finding an excellent solution to this long time problem and hope that the project will begin soon.

Thank you.

Sincerely,


Debbie Loaiza
President


B. J. Swanson
Executive Director


Robin Ohlgren
Asst. Executive Director



326 East A
Moscow, Id
83843

Cindy Magnuson,

I represent the Great Old Broads for Wilderness, a National Organization of proponents for Wild Lands.

Our local group has spent the last few years helping to eradicate invasive weas from the ridge, it's been wonderful to see the native species flourish and it's such a privilege to be on top overlooking our Moscow.

Last week I attended a hearing in Orofino to try and protect the N. Fork of Clearwater River from mining. Hearing the Nez Perce remind us all by stating "We belong to the land, not the other way around" move me as to how precious our undeveloped lands are. The lands will be here long after us, we're able to protect them. The Nez Perce know plenty about losing land.

Our Paradise Ridge with a highway close by will be impacted by noise, all types of debris and pollution. We will lose its beauty and the ridge will lose its remaining native vegetation.

I wish no malice toward those whose homes and businesses are threatened by the C-3 alternative, 50 years ago we lost our home to a highway.

Houses, businesses and yes highway are all constructed for people.

Please look to the future and the ability we have now to protect the lands which are irreplaceable.

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ITD and public testimony
Joann Muneta / 203 S Howard / Moscow

January 23, 2013

ITD Representatives and Moscow/Latah County Community:

Moscow is in some ways not as fortunate as our neighbors to the south, who live at the confluence of two mighty rivers, the Clearwater and Snake, or our neighbors to the north who live on the shores of world-class lakes, Coeur d'Alene and Pend Oreille. But here we are happily cradled by the scenic and wonderful Moscow Mountain and by our treasured Paradise Ridge. Can you wonder why the Moscow community is speaking out to preserve the integrity of our cherished Paradise Ridge area from becoming the site of a four lane highway that could be more easily and sensibly be built along the current hwy using alternative C3? I speak not as a member of any organized group, but as a citizen who values our quality of life and our exquisite and unique natural land area.

My question is now, as it was when this first was proposed in 2003....Why? Why? Why? I know that the Idaho Department of Transportation is dedicated to providing safe and sure highways for both local and non-local travelers. And we thank you for that. But that's why it makes it impossible for me to understand why you would choose E2, a route with higher elevation subject to more ice, snow, wind and rain, over C3, an alternative that is more satisfactory and will do far less damage to our culture, our scenery, our environment, and our quality of life.

The information provided by ITD states lists the many advantages of C3 : it requires less new right-of-way, paves over only half as much prime farmland, has much less noise effects, has less than half of the visual impact, and provides better emergency response times to local residents. The only substantial claim made for E2 is that it is safer. However this safety claim is extremely questionable given that weather studies were made for only ½ of the winter months in 2005, an unusually mild year with no snow impact.

Everyone I have spoken to joins me in asking ITD to reconsider the unwise and unfortunate choice of E2, and to make a decision that would save our natural landmark and preserve Moscow's identity and unique natural beauty. I understand that even Idaho Fish and Game and the Corps of Engineers prefer alternative C3, a safer and better choice. Please don't let us down and persist in making the wrong decision.

Only difference in length is 0.09 of a mile -
a real difference or reason
We all want a hwy soon & safe To choose E2.
Major diff in safety betw E2 & C3
is in # of access points in last 5 miles - this can be mitigated with a frontage road - which

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University of Idaho
A LEGACY OF LEADING

July 3, 2012

Office of the President

PO Box 443151
Moscow, ID 83844-3151

Phone: 208-885-6365
Fax: 208-885-6558
president@uidaho.edu

Jerry Whitehead, Chair
Idaho Transportation Board
c/o Sue Higgins, Secretary
3311 W State Street
PO Box 7129
Boise, Idaho 83707-1129

Brian Ness, Director
Idaho Transportation Department
3311 W State Street
PO Box 7129
Boise, Idaho 83707-1129

Re: US 95 Improvements Thorncreek Road to Moscow

Dear Chairman Whitehead and Director Ness:

The University of Idaho would like to strongly declare our support of the improvement of US Highway 95, particularly the section from Thorncreek Road to the south Moscow City limits. This section is of critical importance to our many faculty, students and staff that travel the US 95 corridor on a daily basis.

The incidence of accidents and fatalities which have occurred along the Thorncreek to Moscow section of US 95, especially at Reisenauer Hill, is strong evidence of the need to address needed improvements to this highway. With approximately 8,000 vehicles traveling this road daily, the incidence of crash-related fatalities and incapacitating injuries is almost twice that of roads with similar traffic loads and almost 2 ½ times the statewide rate.

The University is encouraged by the efforts which have resulted in the improvement of US 95 south of Thorncreek Road from the Lewiston Grade and hope that those same efforts can be focused on the northern section. We understand that the project is currently under review by the Federal Highway Administration and that ITD hopes to hear from that agency in the very near future.

We join the Moscow City Council and the Latah County Commissioners in supporting the extension of improvements of US 95 and efforts to improve road safety for our citizens traveling to Moscow and Latah County.

Sincerely,

M. Duane Nellis

M. Duane Nellis
President

① Jim Mac Donald 8742991

15

Even tho' I've lived on P.R. Road for 35 years I didn't get involved last time because I just assumed that someone so inane could have no real support. ... After all, the Moscow community has two major landmarks, Moscow Mountain and P.R. Who would have any interest in defacing either?

Then, since I retired a few years ago I started hearing rumors that what seemed ridiculous was in fact a "done deal." ... Power co. guys ... ITD surveyors ... a former state legislator ... "Huh?" was my basic reaction ... What could possibly explain persisting with this self-evident stupidity ^{Again?} ^{Who?} And what process could have resulted in the alleged done deal? ... No process?

Months later, many of us got the P.R. package in the mail ... Slick, "corporate looking" ... Whose \$\$... Today - even slicker, more corporate ... And most strangely of all the supposedly, neutral State agency, the ITI

②

Without providing any convincing rationale s... and not even seeming to try very hard.... A sense of hubris, again circumstantial evidence of a "done deal mentality" ...

Then a couple of well-connected local write public letters blaming another local citizen for ~~the~~ the ITD's failure to do anything about the area 5 miles south of town

If the idea is somehow the grotesque charge that "blood is on someone's hands" ...

- those hands are those of the ITD and whoever it might be in cohorts with! ...

Do either of the "blame it on A" letter writers have any connection to any of the likely ITD cohorts...?

Feeling that I might be getting closer to some (any?) real explanation, I went to the informational meeting last Sat.... I

(3)

time around a lumber co. had openly
lobbied for a "faster way out of town"
... literally a "straight line" ...
Think of a "slurby line" ...

Conveyer belt
for raw materials

A few cents cost-saving per chips
load truck ...

BINGO! Finally, an
answer to the dilemma of "Who?"

Then, I asked someone in Boise about the
reputation of ITD ...

"Follow the money" was the
Boise political observer's advice ...

ITD turns out to be a handmaiden
for industry; the very company
it is designed to regulate call
its shots - was the word from Boise.

I now suspect that a "syndicate
of the ITD itself and logger/
trucker / mill interests have
cynically used the EIS process
w/ no public purpose in mind ...

The circumstantial evidence is there

(4)

wait until the dead of winter to release the DEIS?... It reminds me of the White House policy of releasing bad news on Friday afternoons....

And even more damning are the DEIS and supporting p.r. materials. They are an intellectual hoax. On their own terms, these items don't remotely support the industry-friendly recommendation.

And what they leave out (the truth!) is scandalous. They contain numerous factual misstatements and misrepresentation

Not to bring myself in... but I was a corporate securities lawyer years ago

A primary job was drafting and filing disclosure documents w/ the SEC

A basic rule w/ public documents is that it is every bit as wrongful

to not disclose material information as it is to lie. [REPEAT!]

The DEIS is not yet an official public document....

If filed in its present form, it would naturally be

"Full disclosure"
"transparency"

Why no
disc?

⑤ The ED EIS implications are obvious.
I would talk to my old student Larry Warden about state
charges... Which lead to yet another material misrepresentation
in the DEIS itself.

When comparing
total expenses, legal, and administrative
expenses are ignored. Again, why the
obvious deception - by omission? Who

...
These are public documents, folks.

Not the private property of industry

Why is this self-evident difference in
ultimate expense ignored? Why is
this not a cost factor? Could it
be that ITD will spend our
public dollars on lawyering to
save the industrial complex a
few cents per load?

Finally, what is key for everyone
involved to keep in mind is the
ITD's apparent acceptance of the
"straight-line engineering" trucking
efficiency argument. Think of it
as the "slurry argument"...

Also keep in mind that the most-
likely players here... WHO ELSE?

(6)

for a few pavers per load. [REPEAT]
Keep this in mind throughout the
caning process.

These people's interests would clear-
cut Moscow Mountain + strip mine off
the top and then describe it as
a "visual change." ^{"BUT FOR ENVIRONMENT"} Compare a 4
lane highway swathe across the
face of Paradise Ridge.

Let's not let them do face Paradise
Ridge with their money lust.

There are the people who want a
property tax ^{levied} on their equipment, on the
one hand, and to use our public
roads as a subsidized slurry on
the other hand.

This is talking TRUTH TO
POWER...

There are powerful
interests. They have no interest
in sharing the TRUTH!

Adam Rush
Public Involvement Coordinator
ITD Office of Communications
Boise, ID 83707

January 24, 2013

Dear Mr. Rush:

I have reviewed the Draft Environmental Impact Statement (DEIS) and Section 4 (f) Evaluation with respect to the **US-95 Thorncreek Road to Moscow Project Proposal**. I respectively offer the following comments as a citizen of Latah County and the City of Moscow.

I unequivocally support the adoption of the **C-3 alternative** as the preferred alternative for the project. The arguments presented in support of W-4 and E-2 were not convincing or credible. I offer the following rationale in support of the **C-3 alternative**.

- E-2 would adversely impact the last remaining and the most important segments (24) of the native Palouse prairie. If we can't save a small vestige of this native habitat, what can we save?
- **C-3** is the least destructive of wildlife and wildlife habitat.
- E-2 will significantly impact ungulate habitat and populations on Paradise Ridge. Ponderosa pine stands near Paradise Ridge would be removed. Elk, deer, and moose use the pine stands for cover.
- W-4 requires more right of way and stream crossings, and adversely impacts more floodplains.
- Because of the weather conditions (elevation) and the potential of more collisions with wildlife, I do not believe that the E-2 option is significantly safer than the **C-3** alternative. The weather study was flawed and too cryptic. Lowering speed limits and signing can mitigate crash rates.
- E-2 would affect approximately twice as much CRP land compared to the other alternatives.
- E-2 would present challenges for the future connectivity to the planned "ring road" project.
- E-2 would adversely affect the aesthetic and social values of Paradise Ridge. Paradise Ridge is natural icon valued by all in the Moscow Community. E-2 is closer to Paradise Ridge than the other alternatives.
- E-2 could adversely affect the movement of elk and moose that currently travel between a farm pond and Paradise Ridge.
- E-2 may adversely affect the Spalding's catchfly in the Palouse prairie remnants.

- **C-3** would be the most consistent with land use goals because the areas along the existing US-95 highway are already established.
- **C-3** would have the fewest acres of new impervious surface.
- The resource and conservation agencies (Idaho Fish and Game Dept., U. S. Fish and Wildlife Service, and the Environmental Protection Agency) all favor the adoption of the **C-3** alternative.

Thank you for the opportunity to comment on this important proposal.

Al Espinosa
735 Vista St.
Moscow, ID 83843

Friday, February 22, 2013

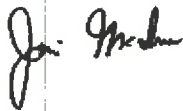
IDT Team,

I live in Lewiston Idaho and travel frequently to Moscow Idaho via U.S. Highway 95 for work and pleasure.

My understanding of the main reason for updating the highway from the top of the Lewiston Hill to Moscow was SAFETY. Therefore which ever route is deemed the safest route is the only choice.

Safety trumps all other concerns. There is not a species of plant, animal, that is worth lose of a human life.

Regards,



Jim McIver
3527 20th St
Lewiston Id 83501
208-746-9557
jmciver@lmtribune.com

cc: Governor Otter

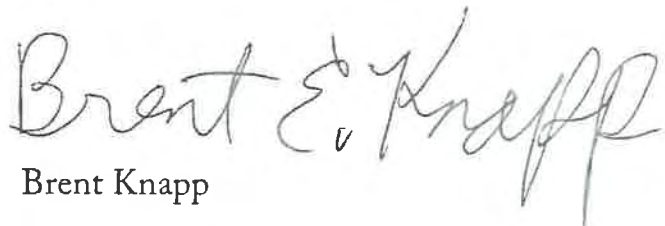
Adam Rush, Public Involvement Coordinator
ITD Office of Communications
3311 W. State Street, Boise, ID 83707

Dear Sir,

A few weeks ago in Moscow there was a public event at which information was put out about the US Highway 95 realignment. I arrived in time to listen to some of the testimony. I also went through all of the exhibits and asked questions. Since I have lived in Moscow since 2007, I think this issue affects me so I should comment. My comment is simply this. The preferred alternative is too close to paradise ridge and will have an adverse impact on the native plants found there, which I have personally observed during an outing last year of the Idaho Native Plant Society. At least one major property owner on Paradise Ridge is very active in native plants issues and can be counted on try to keep Paradise ridge's native plants in a native Palouse Prairie state. It is everyone's duty to do everything possible to support that noble quest. Highway construction on Paradise Ridge would be in violation of that ethical duty.

The new highway should be constructed as far from Paradise Ridge as possible, so I favor the most westerly of the three proposed routes. Please construct the new highway far from Paradise Ridge.

Sincerely,

A handwritten signature in dark ink that reads "Brent E. Knapp". The signature is written in a cursive style with a small "v" mark under the "E".

Brent Knapp

1404 Ridge Rd #9

Moscow, ID 83843

19

Paradise Ridge Defense Coalition
PO Box 8804
Moscow ID 83843
prdc@paradise-ridge-defense.org
February 4, 2013

Adam Rush, Public Involvement Coordinator
ITD Office of Communications
3311 W State St
PO Box 7129
Boise ID 83707

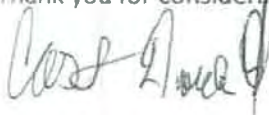
Dear Mr. Rush,

The Paradise Ridge Defense Coalition, together with Friends of the Clearwater, Palouse group of the Sierra Club, Palouse Prairie Foundation, White Pine Chapter of the Idaho Native Plant Society, and Wild Idaho Rising Tide, are requesting a 60-day extension of the public comment period on the US-95 Thorn Creek Road to Moscow DEIS. The DEIS, together with the supporting technical documents, runs to 1,300 pages or more. This is a substantial amount of material for ordinary working citizens to evaluate during their evenings and weekends.

It is not only the volume of material which leads us to request an extension of the comment period. In places it is difficult to follow the decision-making process in the DEIS as there are inconsistencies in the data between documents, making quantitative comparisons between alternatives slow and cumbersome. For example, alternative C3 eliminates 7 residences in Table 8 of the DEIS but only 3 in the Screening of Alternatives document (p. 17).

The manner in which some of the technical material is presented also leads us to request the extension. For example, some derived parameters such as "prime farmland impact rating" are used for decision-making instead of the actual acreage of prime farmland impacted (this is also in the Screening of Alternatives document). This confusing presentation makes it much more difficult and tedious to tease out the actual effects of the different alternatives.

Thank you for considering our request for an extension of the public comment period.



Cass Davis
Vice President, Paradise Ridge Defense Coalition

Copied to: EPA Region 10, Seattle
EPA Boise ID office
Scott Reed, Attorney

HEDCO, Inc.

20

528 Bryden Avenue
Lewiston, ID 83501
(208) 798-5422 Office
(208) 798-5422 Fax
(208) 791-1699 Cell

March 25, 2013

RECEIVED

MAR 25 2013

Adam Rush
ITD Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

DIV. OF HIGHWAYS
LEWISTON, IDAHO

Re: U.S. 95 Thorncreek Road to Moscow Project

Dear Mr. Rush:

As a frequent user of U.S. 95 from Lewiston to Moscow, ID, I wish to support the selection and construction of the Eastern Alternative E-2 as the preferred route for the Thorncreek Road to Moscow segment of U.S. 95, for the following reasons:

- E-2 is the shortest distance with the best horizontal and vertical alignment.
- E-2 would provide the greatest reduction in highway accident rates associated with the existing alignment
- E-2 would have the least number of access points (driveways and intersections)
- E-2 would have the least effect on streams and runoff channels as the proposed alignment is closer to the origin of the watershed tributaries
- E-2 is consistent with Latah County plans and City of Moscow development goals

I have personally walked much of the area to be traversed by the E-2 Alternative, conducting property surveys along the base of Paradise Ridge. My opinion, as a licensed Civil Engineer and Land Surveyor with 40 years of professional experience, is that the E-2 Alternative is the superior route choice for this segment of U.S. 95.

The general public traveling from Lewiston to Moscow has been forced to use the existing inadequate highway alignment (includes three of the worst accident locations in Idaho) for an additional 7-8 years when the Thorncreek Road to Moscow segment of U.S. 95 was originally scheduled for reconstruction as part of the 2005-2007 project from the top of Lewiston Hill to Thorncreek Road. A small group of people forced implementation of the current Environmental Impact Statement with it's associated costs (\$2,000,000+) and caused the 7-8 year delay in completing this segment of U.S. 95 at a construction cost increase of \$20,000,000 (2005-2007 14 miles at \$53,000,000 vs. 2015 cost for 6 miles of \$43,000,000).

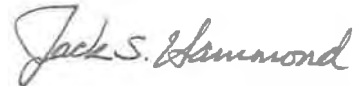
Engineers • Developers • Constructors

Adam Rush
ITD Public Involvement Coordinator
Boise, ID
March 25, 2013

Page -2-

It is time to stop all of this investigation nonsense and immediately initiate the design, bidding and construction of the preferred Eastern Alternative E-1, the route that was originally identified as part of the 2005-2007 Project. Thank you for the opportunity to comment on this extremely important U.S. 95 highway segment.

Sincerely,

A handwritten signature in cursive script that reads "Jack S. Hammond".

Jack S. Hammond, PE/ PLS

21
1301 Walenta Dr.
Moscow, Idaho 83843
February 20, 2013

Adam Rush
ITD Public Involvement Coordinator
P.O. Box 7129
Boise, Idaho 83707-1129

Dear Mr. Rush,

I have some questions and comments regarding the Draft Environmental Impact Statement, U.S. 95 Thorncreek Road to Moscow. As I have some experience with meteorological analysis and maintenance of meteorological data collection systems working for the NOAA Global Monitoring Division, I have focused on the Weather Technical Report in the following points listed below.

1. The report states that "ITD desires to characterize the climate of the study area...". To do this, why were weather data for only the first 5 months of 2005 used in the analysis? Why were not data from at least a full winter included in the analysis? On p. 5, in the Data and Instrumentation section, it is stated that the measurements are "ongoing". On p. 22, in the Historical Analysis section, continued data collection during the remainder of 2005 through summer of 2006 is anticipated. Why were these data not included in the study? The report's Analysis of Current Data section finds on p. 19 that "There was insufficient snow during the study period to present a report on this variable." The report also points out that there were months in the study period during which fog and precipitation of all types were anomalously low. Why was not meteorological data collection continued for a few more years beyond 2005 so that the effect of anomalous months would be diminished in a longer term average? The report relates data collected in the study area, such as temperature and precipitation, to data collected at the Plant Sciences Farm (PSF) climatological station to provide an estimate of the study area climatology. However, since no fog and visibility measurements are made at the PSF, a projected climatology for these variables is not possible, and we are left with only the 5 months of fog and visibility data collected in the study area. These are weather elements which the report states, on p. 10, the following: "Fog is a significant variable of concern in this study owing to its effect on visibility for drivers."
2. The study anticipates climate regimes in the study area for the purpose of data collection site selection, based on elevation and proximity to Paradise Ridge. Are there any previous studies which establish the existence of these regimes? The study also refers to air flow patterns in the vicinity of Paradise Ridge to define these regimes. On p. 2 it is stated that "The predominant air flow in the region is in the East - West direction." Does this mean that air flows from east to west, from west to east, or both? Are monthly climatological average wind rose data from PSF or Pullman-Moscow Regional Airport (which would present a long term climatology of air flow in the region) available? If so, and since air flow is being used as a criterion to anticipate these climate regimes in the study area, why were they not referred to in the study? The report also on p. 2 establishes an approximate demarcation line between two anticipated types of air flow over the study area. Years of personal observation of wind in the vicinity of Moscow and on Paradise Ridge indicate that there are two frequency maxima in wind direction associated with moderate wind speeds: air flow from the east through southeast, and air flow from the southwest through west. If this is true, would this not require two sets of air flow climate regimes in the study area to accommodate these two radically different regional air flow regimes? The report indicates that wind

data were collected at the 3 measurement sites, but I see no exposition or analysis of these data in the report. What do these wind data indicate with regard to air flow patterns in the study area?

3. My impression of the report is that the C-3 alignment in the Central Corridor was eliminated from consideration from the beginning. No data collection site was located in the vicinity of the proposed new alignment between Eid and Cameron Roads. On p. 2 it is stated that "In order to capture the climate effects at the elevation extremes, it was determined that climate stations would be installed below 2600 feet and at or above 2900 feet". This would seem to exclude any sampling of the intermediate elevation C-3 route climate. Was the intent of the study to interpolate data between the high and low elevation sites to arrive at an estimate of conditions in the C-3 alignment? If so, I don't find in reading the report that this was done. In the analysis of alternative alignment corridors given on pp. 25-26, the report gives assessments of the Eastern and Western Corridors. Of the C-3 alignment, however, the report says only that it "...is described better by the climate description of the Eastern Corridor...". Thus, it appears to me that the Central Corridor has not actually been characterized in its own right. Nevertheless, I think that the Eastern and Western characterizations, a consideration of topography, and meteorological thinking can provide some useful inferences regarding the character of the C-3 route in relation to the other two corridors. The Western Corridor assessment includes a higher likelihood of cold air drainage temperatures leading to possible icy or frosty road surface. This is because the Western Corridor includes sections of significant length in the lowland flats where the cold air pools. The proposed new C-3 segment, located on higher sloping terrain to the east of the present U.S. 95 alignment, would be expected under these ground based temperature inversion conditions to be at a warmer temperature, either above or higher in the temperature inversion air layer. With C-3 lower in elevation than the Eastern Corridor, a reasonable expectation is that C-3 would be less susceptible to lowered visibility due to fog. Note that the report finds that the most frequent and lowest visibilities reduced by fog occurred at the higher elevation sites: EC (Eastern Corridor) and RH (Reisenauer Hill).

Thank you for your time and attention to my concerns regarding this report.

Brad Halter

February 18, 2013

22

Adam Rush
Idaho Department of Transportation,
Public Involvement Coordinator
PO Box 7129
Boise, ID 83707-1129

RE: Thorncreek Road to Moscow

Dear Mr. Rush,

My husband and I live at 2946 Highway 95 South, in Moscow, Idaho. We have been waiting on the decision process for widening this highway from Thorncreek Road to Moscow for at least 14 years. Ken Helm, Jim Carpenter, Tim Long and the project engineer (at that time), sat around our dining room table and first mentioned the project to us in 1999. Our youngest son was eight years old. He is graduating from college in May.

First of all, we would like congratulate ITD on doing a remarkable job on the DEIS in identifying and addressing potential impacts of the three alternative routes. We appreciate the thorough job and comprehensive, detailed report. **WE TOTALLY SUPPORT ALTERNATIVE E-2.**

No More Delay. This decision process has gone on long enough. This is one of the most dangerous stretches of major highway in all of Idaho, to say nothing of the country. It is the most dangerous region extending from Benewah County to Riggins. Too many people have died and suffered injury while this delay has continued. We watch cars slide and flip over just outside our home on a regular basis in the winter. We live at the top of the hill, just south of Moscow, and have to turn left out of a passing lane every time we turn into our driveway. Have you tried stopping for on coming traffic while you are trying to turn left from a passing lane with two lanes of traffic coming up behind you, on a curve, and they may not be able to see you sitting there with a turn signal on, pumping your brakes, in hopes that you won't be hit at 60 miles an hour from behind??? The alternative of continuing past our house, then pulling off on the highway, turning around and re-entering on a hill and curve, is not much better. How would you like your children to drive this section of highway? Just try turning off on Zeitler or Eid road, too, whether you are going north or south on Highway 95. There should be no further delays. The safest road possible should be built ASAP. Any extension of the review period or more litigation should be discouraged.

Holding us Hostage. Our home and property will be displaced on route C-3. This project started when we were 45-years old. We will be 60-years old this year. Our home was built in 1940 and would have qualified for the historic registry had not remodeling been done over the years. We have over 300 mature conifers, (many of them 60+ years old), 25 mature fruit trees (apples, pears, plums, cherries) in our orchard, a 30' X 60' garden, and anywhere from 3-10 bee hives at any given time; this all on our 2.25 acres and within a 5 minute commute of work. Our property value has gone down, we cannot sell our house because of the possibility of a highway

taking us out, and it would be foolish to put much time and effort into improvements, not knowing if our home and property will be demolished or not. No one should have to endure the uncertainty, anxiety and loss in quality of life we have suffered for 15 years waiting for this highway decision to be made, especially at our age. As you can see, it is not going to be an easy property to replace. This is much more than a house; it is a sanctuary to us. These amenities on our property are why we live here. These are the things that are important to us in our life.

Our mental health is at stake here, as we are held hostage, as well as our physical well being driving the highway every day. It is totally unacceptable to continue to wait on this project any longer. We don't have that much time left to do the things in life we anticipated at the age of 60. The delay on this project is the most frustrating experience of our lives. It is ruining our lives. We cannot urge you enough to complete the project and make sure all things are in order to prevent further litigation. We highly encourage all state and federal agencies to work together to make this happen.

Safety is the Main Issue. Three of the top thirteen most dangerous half-mile segments in all of Idaho highways are found in these 5 miles. The high accident rates are due to too many private accesses (such as our own driveway), curves, hills, weather, and increasing traffic volume. You can check the data for yourself concerning the injuries and deaths that have occurred during the past ten years, while we have been waiting for a new highway. Route E-2 is the safest route and is the only route that deals with Reisenauer Hill, where many accidents occur. It is estimated E-2 will reduce accident rates by 69%.

E-2 is clearly the safest alternative. It is the straightest, shortest, least expensive route, with the fewest accesses, the least poor weather conditions. E-2 is the only alternative that eliminates Reisenauer Hill, minimizes curves, has the minimum number of accesses and is most favorable for conversion to "no access" status for the next generation of highways.

Private Property.

E-2 is the Least Disruptive Alternative. Nearly all of the land in the corridor is private property. The owners of more than 80% of this property have contacted ITD and notified them our preferred route is E-2. It has the least impact on private property, including homes and businesses. E-2 minimizes residential and business relocation, and the number of remaining homes and businesses that must access the highway directly. E-2 results in the least fragmentation of farming operations, including that of family homesteads. It best preserves, protects and services the current agricultural practices in the area; and is the least likely to encourage suburban encroachment into some of the best farmland in the northwest. The majority of farmers impacted by all three routes agree that E-2 is the best alternative and least interferes with their operations.

This Land is Private Property, Including Paradise Ridge. Most of the opposition to route E-2 is based on NIMBY landowners of property on Paradise Ridge, who do not live in the corridor of any of the three routes and will not have their property or homes destroyed by E-2. The other major opposition, which the NIMBY folks have joined in an effort to keep the highway away from their "view," is concerned with the Palouse Prairie remnants.

All of this land is privately owned. Any farmer or landowner could decide to plow up their land and dispose of the Palouse Prairie remnants at any time. Over the years these landowners have

graciously allowed public access and encouraged prairie restoration and have shown a true commitment to valuing this land. However, it is mostly CRP land and it is **PRIVATE**. The point being, who are these folks to tell the private land owners which route they should prefer based on the non-land owners preferences????

We participated in public hearings before the highway expansion got underway, to prevent three subdivisions going in north of Cameron Road on wells and septic on a 25% slope!! If the city and county had allowed this, their beloved Palouse Prairie would be all gone by now from the development. As it is, four large homes with large plots of property have already been built on Cameron Road despite the impending highway. We have watched as other homes have been built along the E-2 area as well, since this highway project began, knowing full well they would become part of the coalition opposing E-2. E-2, being a limited access highway, would act as a restraint on ridge development and suburban encroachment from the West.

The Palouse Ridge Defense Coalition and other environmental groups argue that they want to save the Palouse Prairie Remnants. Unless they own the land, they do not have a say, unless they can buy the land and protect it. There are no guarantees that future owners and potential development will decide to ensure the perceived character of the ridge sought by the opponents of Alternative E-2. If they truly value the land, and don't want to see it disturbed, why are they building their homes, corrals, outbuildings and bringing in animals, which will do nothing but destroy the very areas they espouse they want to save? I suggest their efforts would be better spent buying the property from the farmers, and putting it in a land trust. No homes, no nothing.

Adverse Effects. We recognize there will be adverse effects with any route. But the positive aspects of replacing the current highway far outweigh any of the potential ill effects. Nevertheless, we urge ITD to conscientiously mitigate those adverse effects to both the environment and impacted homeowners.

We believe impacted homeowners and property owners must have mitigation that replaces their property with *like* property. As I mentioned above, our property values have declined due to the uncertainty of this decision. It would be unfair if ITD to benefit by lower condemnation to homeowners who have suffered diminution in value due to ITD's delays. Regarding those who will be relocated or will lose significant portions of their property, we encourage ITD to assist them with sufficient compensation in order to obtain comparable property elsewhere and maintain their quality of life, no matter which alternative is ultimately selected.

Alternative E-2 is an opportunity for ITD to mitigate plant issues by creating native plantings all along the highway, possibly creating a rest area for the Palouse Prairie to be viewed by all who travel through Moscow. ITD can develop programs to preserve and improve habitat in the corridor, in addition to creating a limited access area that is protected.

As far as wildlife mitigation, we are well aware that the herds travel East-West and are attracted to all of the fruit in property owner's orchards, in addition to foraging elsewhere. No matter which way the highway goes, the herds will go where they please. They already cross the existing highway back and forth. We strongly believe ITD should ensure that environmental mitigations be local and serve to replace the resources in this area, rather than cash payments to another agency.

Many of those opposed to Alternative Route E-2 claim to do so in the interest of Paradise Ridge. In reality, these opponents are attempting to prescribe what to do with someone else's private property. We are environmentally sensitive, too. It is *our* land and we are responsible stewards. Many of us would rather not see Paradise Ridge developed; but residential encroachment on farm and woodlands on the Ridge is a private property issue, and a far greater endangerment to habitat than this highway.

Another tactic by the opponents to E-2 has been to disparage the weather study done by our State Climatologist, Russ Qualls. We talked to Russ Qualls at the public hearing and felt he did a good job of explaining the results, which were difficult to glean from the facts in the weather technical report. We implore ITD to be very thorough in addressing any remaining questions concerning the **weather report**, so as to avert any possible litigation.

ITD has done a commendable job on this DEIS in responding to complaints and comments on this project. It is time to make highway 95 safe, it has been dangerous way to long. We applaud your recommendation for Alternative E-2 as the only route that:

- Avoids lethal Reisenauer Hill
- Provides the straightest route that avoids prime farmland
- Has the support of the landowners/farmers who own that land
- **Impacts the least number of homes and businesses**
- **Provides the fewest and safest accesses**
- Has environmental impacts that CAN be effectively mitigated locally
- Does not have an impact on an endangered species
- Avoids historic preservation issues
- **Is the safest and most cost-effective route**

In closing we would like to say that we certainly hope this ***decision is not made by a popularity contest, but based on the facts and documentation supported in the DEIS.*** As private property owners, who drive this highway daily, live here, work here and pay our property taxes, we should have more to say in what happens with this highway alignment than anyone who lives in town, out-of-state or is only concerned about their "view."

We look forward to a timely decision and construction of E-2 as soon as possible.

Sincerely,

Frank Merickel
2946 Highway 95 S.
Moscow, ID 83843
208-310-2715

Cathy Merickel
2946 Highway 95 S.
Moscow, ID 83843
208-882-2291

US 95, THORNCREEK ROAD TO MOSCOW PROJECT

"DRAFT ENVIRONMENTAL IMPACT STATEMENT"

WRITTEN PUBLIC COMMENT

February 22, 2013

From:

John and Christie Thomas

PO Box 220

Worley, ID 83876-0220

To:

Mr. Adam Rush

ITD Public Involvement Coordinator

PO Box 7129

Boise, ID 83707-1129

RE: Written Public Comment

Mr. Rush,

We are well-educated owners of multi-family residential property, Hidden Village Mobile Home Court, along US 95 in the project limits. There are 32 homes in our park.

For 20 years we owned and managed a successful construction company, which focused on road construction in North Idaho. John has spent the last 5 ½ years as Public Works Director of Shoshone County in Wallace, ID. As professionals, at times, we know it is possible to get so involved in a project that we can't see the forest through the trees.

The summary of alternatives' benefits and effects tables, for the most part, identify the impacts of each alternative. What is not clear or understandable is why the Idaho Transportation Department (ITD) didn't minimize the negative impacts of the project by proposing a hybrid of the final alternatives. It is very common, when selecting a preferred alternative, to combine the positive attributes of different alternatives and create the best overall solution. Your preferred alternative, route E-2, is not the best solution since it does not minimize the overall environmental impacts. To minimize the environmental impact of this project and still achieve

the desired goals, the northern portion of route E-2 should be combined with the southern portion of route C-3. If this hybrid alternative C-3/E-2 was analyzed along with the other alternatives, the best solution would be clear to engineers and locals. The point where C-3 route joins route E-2 needs to be determined with all the same criteria used for the other alternatives. We are formally requesting that the ITD consider this hybrid route C-3/E-2 and fairly analyze its benefits and effects.

The ITD must not overlook this solution or take a defensive position in supporting their recently chosen preferred route. Moreover, the Federal Highway Administration (FHWA) must require the ITD to evaluate the proposed C-3/E-2 hybrid alternative.

Additional, we have significant concerns with the lack of clarity with the impacts to the southern end of the E-2 route:

1) The DEIS does not adequately address the severity of the impacts associated with access to and from new US 95 for residents of Hidden Village Mobile Home Park and Benson Mobile Home Park. The access impacts are noted but insufficient information was discussed or simply not understood. We know many of the individuals that live in these two parks and they feel intimidated by the public involvement process. We are formally requesting that the ITD investigate, beyond what has previously been done, the opinions of the resident of Hidden Village and Benson Mobile Home Parks. The EIS process requires that a good faith effort is made to gather opinions of individuals affected by the project. A good faith effort was not accomplished with these residents based on their lack of understanding and willingness to voice their opinions in public.

2) The DEIS does not adequately address the potential impact to waters of the United State and wells. The ITD does use salt for road maintenance during such times of the year, therefore more details need to be studied or stated on the impacts of salt and the effects on the new drainage patterns created in this area. We are formally requesting that the ITD investigate, beyond what has previously been done, the severity of the impact to the waters of the US from road maintenance using salts.

3) The DEIS does not adequately address the safety impacts to the grade (vertical alignment) of the alternatives or the effects of south versus north facing slopes. It is always subjective to the weight factors that are given to individual impacts. However, safety should always have a very high weighting factor. We are formally requesting that the ITD investigate, beyond what has previously been done, the severity of the safety impacts to the grade of each alternative and the effects on southern versus northern facing slopes.

4) It appears that the DEIS does not fairly value the existing Mobile Home Parks based on the manner that the information is presented and the quantity and quality of the information gathered. A better way to describe this concern is the lack of importance given to the impacts to the Parks. Hidden Village Mobile Home Park and Benson Mobile Home Park have been in existence from the early 1970's and are very well established for a certain economic class of people. Impacts on the lives of these residents and/or relocation would be very difficult.

Again, we are formally requesting that the ITD investigate the fairness given to the Mobile Home Parks as compared to other environmental concerns and impacts. Basically, people matter too.

It is obvious that significant time and money and effort has been put forth on this project. Also, it is very obvious that safety improvements are greatly needed on this stretch of highway. However, in order to get the best solution for the overall purpose and need, the federal process must be followed without bias and time constraints. Spending the time to address our concerns and requests will only strengthen the final solution and get the best project for all. Route E-2 may appear to be the choice of the alternatives that were evaluated but clearly a better alternative is available and should be considered.

If you have any questions or would like to further discuss our comments, please contact us any time, John at 208-512-5779 or Christie at 208-659-6486.

Respectfully,

Christie and John Thomas
Owners
Hidden Village Mobile Home Court, Moscow, ID

COPY:
Peter Hartman, Federal Highways
Jim Carpenter, ITD

Duplicate

Citizens for a Safe 95
3697 Highway 95
Moscow, ID 83843

24

March 22, 2013

Adam Rush
Idaho Department of Transportation Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

Dear Mr. Rush:

Citizens for a Safe 95 is a group of more than 90 landowners who own, rent, and reside on property impacted by one or more of the alternative alignments assessed in the Thorn Creek-to-Moscow Highway 95 Draft Environmental Impact Statement [DEIS]. Collectively, we own more than 80% of the property ITD needs to acquire for any of the proposed new routes. We previously supplied ITD with a map showing our supporters (an updated version is attached). We believe the ITD has done a detailed and thorough job with the DEIS. We unanimously support

Everyone signing
one or another c
project—closely
highway will g
importantly, w
dangerous road
alternative and

Re-insert

ss owner* in the area affected by
highway. We have followed this
uncertainty about where this
of our property for a decade. More
highway 95 daily have endured a
ons why we believe E2 is the best
is we support Route E2 because it is

the safest, least disruptive, and

ITD's DEIS has done a remarkable job in identifying and assessing the potential impacts of the alternative routes. We recognize that there will be adverse effects with any route. But the positive aspects of replacing the current highway far outweigh any of the potential ill effects. Nevertheless, we urge ITD to conscientiously mitigate those adverse effects on both the environment and impacted homeowners.

With respect to the environment we believe that appropriate mitigation of the impacts to wildlife, biologic resources, and landscape can be accomplished and – possibly – enhanced with Alternative E2. We support, and many of our members would be willing participants in, programs to preserve and improve habitat in the corridor. We strongly believe ITD should ensure that environmental mitigations be local and serve to replace the resource in this area, rather than cash payments to another agency.

With respect to the acquisition of private property, we similarly believe that any relocation or purchase should also be on the basis of replacing *like* property. Over the last decade many homes in the area have lost value due to the uncertainty in this decision. We believe it would be unfair for ITD to benefit by lower condemnation compensation to homeowners who have suffered diminution in value due to ITD's delays. Regarding those who will be relocated or will lose significant portions of their property, we encourage ITD to assist them with sufficient compensation in order to obtain comparable property elsewhere and maintain their quality of life.

We are willing and anxious to cooperate with ITD in "fine-tuning" Alternative Route E2 and the acquisition of the new right-of-way. However, the process of taking our land must be *completely* necessary and *fairly* compensated. We support Alternative E2 because we are convinced that this section of Highway 95 must be made as safe as possible for the thousands, ourselves included, who use it daily, and it must be built as quickly as possible.

ITD has done a commendable job on this DEIS and of responding to all the complaints and comments that dangerously stopped this project years ago. ITD is now recommending the only route that:

- avoids lethal Reisenauer Hill;
- provides the straightest route that avoids prime farmland;
- has the support of the landowners/farmers who own that land;
- impacts the least number of homes and businesses;
- provides the fewest and safest accesses;

- has environmental impacts that *can* be effectively mitigated locally;
- does not have an impact on an endangered species;
- avoids historic preservation issues;
- is the safest and most cost-effective route.

We congratulate you on a job well done in the interest of all those who traverse this beautiful state and who value the Palouse in particular.

Many of those opposed to Alternative Route E2 claim to do so in the interest of Paradise Ridge. But in reality, these opponents are attempting to prescribe what to do with someone else's private property. We, **Citizens for a Safe 95**, are also environmentally sensitive: it is *our* land and *we are* responsible stewards. This highway has and will continue to pass through our property. We appreciate the character of and the importance of Paradise Ridge to the community. Many of us would rather not see Paradise Ridge developed; but residential encroachment on farm and woodlands on the Ridge is a private property issue, and a far greater endangerment to habitat than this highway. We ask that ITD proceed with Alternative Route E2 and respect the concerns of those who must give up their homes and property for the safety of those who use Highway 95.

We urge you to listen to and consider the comments of all citizens, develop an effective mitigation strategy for the Preferred Alternative Route E2, publish the Final EIS selecting Alternative Route E2, and move forward with design and construction that minimizes the adverse impacts to the landowners affected. Too many have suffered in this decade of delay.

Sincerely,

Citizens for a Safe 95

Beverly Anderson (hand-signed)

Rami Attebury rosebudy23@gmail.com

Ted Bailey tnbailey@juno.com

Norma Bailey tnbailey@juno.com

David Barber dbarber@uidaho.edu

John Bindl bindlfarm@msn.com

Rita Bindl bindlfarm@msn.com
Don Blair sblair@turbonet.com
Sandy Blair sblair@turbonet.com
Noel A. Blum cblum3@gmail.com
Cindy Blum cblum3@gmail.com
Dan Carter carter4moscow@yahoo.com
Dana Carter carter4moscow@yahoo.com
Nancy Carter carter2122@roadrunner.com
Jim Christiansen jimlchristiansen@gmail.com
Robert Clyde pclyde@moscow.com
Patricia Clyde pclyde@moscow.com
Scott Clyde pclyde@moscow.com
Steve Clyde pclyde@moscow.com
Clyde & Bond Enterprises LLC pclyde@moscow.com
Clyde 5 LLC pclyde@moscow.com
Sherm Clyde clydesantiques@yahoo.com
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Gavin Curtis gavincurtis@yahoo.com
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Mike Snow (hand-signed)

Tom Taylor (hand-signed)

Ted Thompson (telephone consent)

Margrit von Braun vonbraun@uidaho.edu

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Wasankari Construction brecycler@hotmail.com

Stacey at Wasankari badpirates@hotmail.com

Martin C. Weber (telephone consent)

Woodland Heights Mobile Homes (telephone consent, James Schleuter)

**The following represent those who do not own or rent in the area of impact but drive, or have driven, the highway repeatedly; the list also includes those who no longer live along the highway. The following all agree with support for E2:*

Christopher Barber cmbarber@hotmail.com

Leslie Barber leslies@gmail.com

Steve Barber sfbarber19@gmail.com

Thomas Barber thomash.barber@gmail.com

Benjamin Bailey Ben.Bailey@terragraphics.com

Joanna Bailey redfernlibrarian@gmail.com

Steve Barr daneswb@hotmail.com

Jim Bielenberg jim.judy.bielenberg@gmail.com

Judy Bielenberg jim.judy.bielenberg@gmail.com

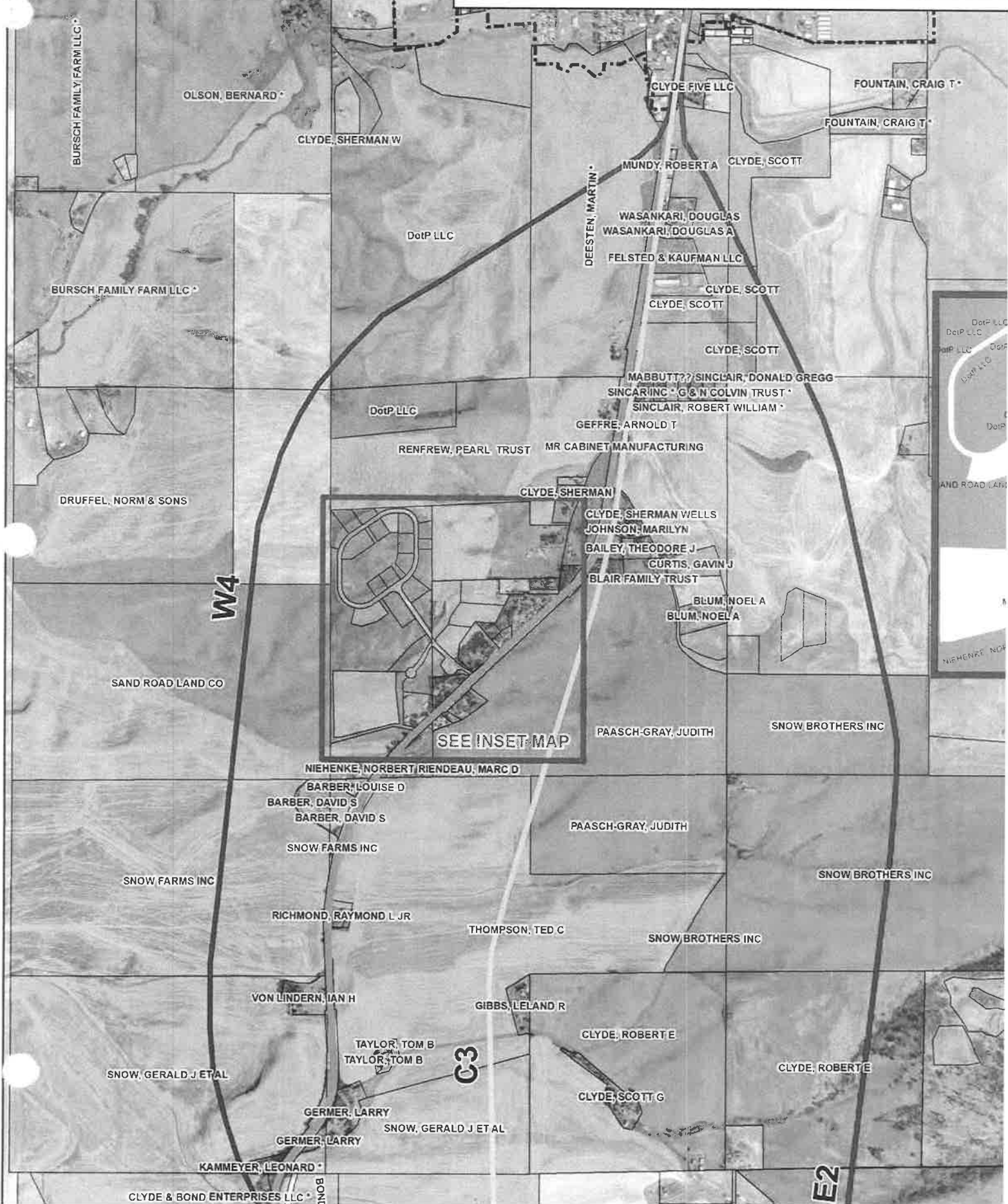
LeNelle McInturff lenellem@moscow.com

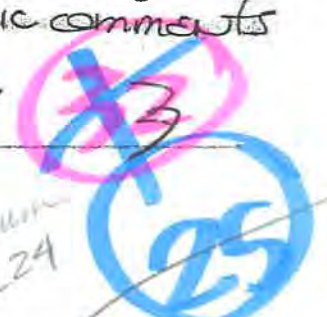
Esme Weigand esmeschwall@gmail.com

Jonathan Weigand jon.weigand@gmail.com

Citizens for a Safe 95 - Ma

Attachment to the 22 March 2013 Citizens for a Safe 95 I
provided to the ITDThorn Creek-to-Moscow Draft Enviro



CITIZENS for a Safe 95 - March 22, 2013 public comments
Signature page. 

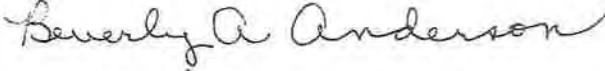
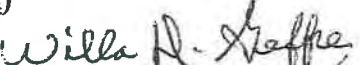




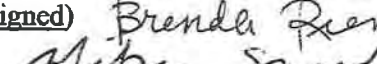


Pat Clyde

From: Merickel, Cathy [cmerick@uidaho.edu]
Sent: Monday, February 11, 2013 2:22 PM
To: lmdavison66@gmail.com; "Robert Clyde"
Cc: Merickel, Frank
Subject: RE: Here are the names; sorry
Louise and Bob,

Frank and I can certainly get Marilyn Johnson and Willa Geffre.

Cathy

From: Louise Davison [mailto:lmdavison66@gmail.com]
Sent: Monday, February 11, 2013 2:19 PM
To: Merickel, Cathy; "Robert Clyde"
Subject: Here are the names; sorry

Beverly Anderson (hand-signed) 
Vivian Deesten (hand-signed)
Willa Geffre (hand-signed) 
Marilyn Johnson (hand-signed) 
Tom Redinger (hand-signed) 
Marc Riendeau (hand-signed) 
Brenda Riendeau (hand-signed) 
Mike Snow (hand-signed) 

Tom Taylor (hand-signed) 

DELBERT REISENAUER -  debobe1@hotmail.com
DAH CARTER 

"Be who you are, want what you have, and do what you can." [Forest Church]

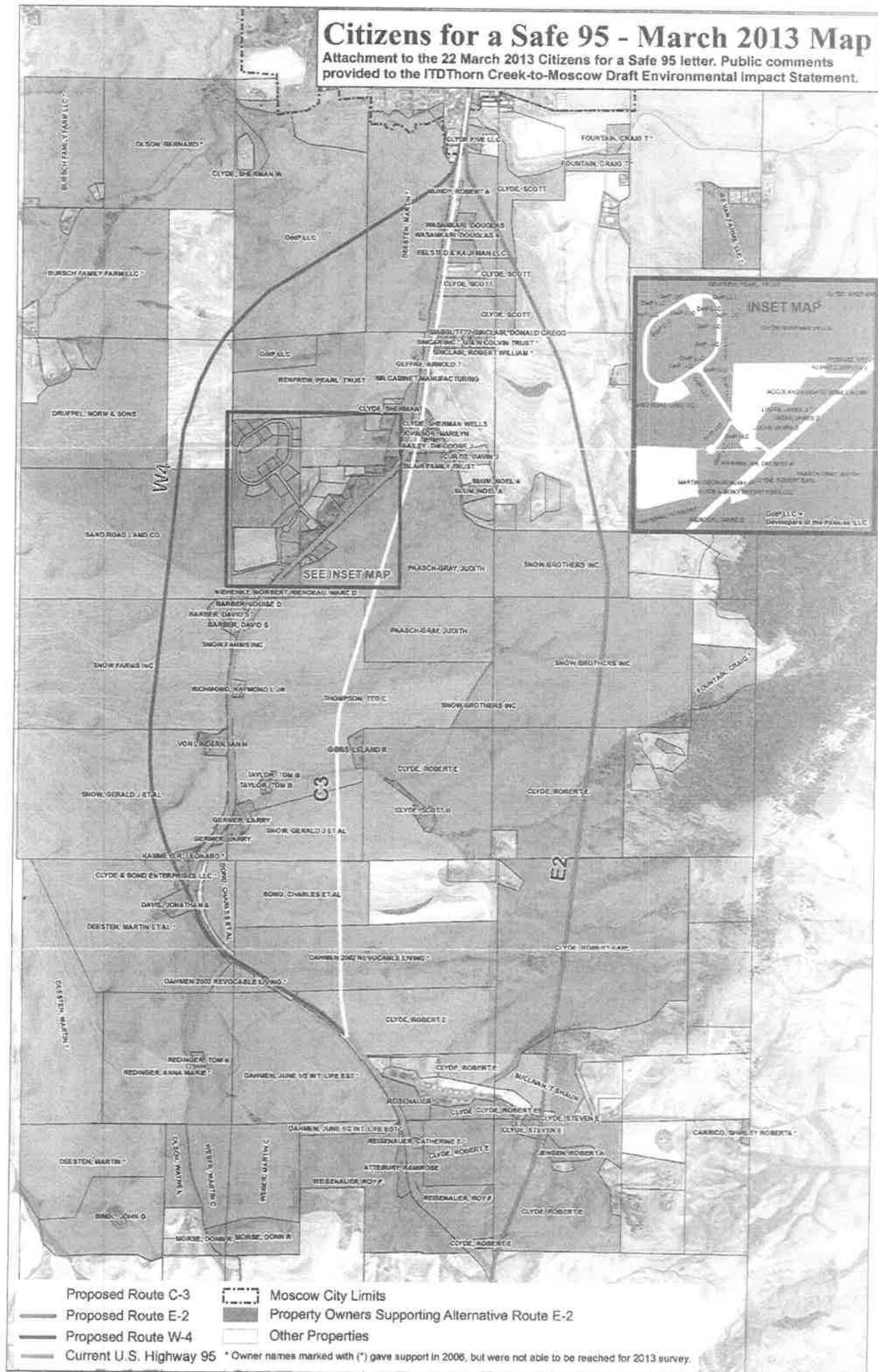
Louise M. Davison
3697 Highway 95
Moscow, ID 83843

208-310-0962


 (LARRY GERMER)

2/13/2013

Attachment to the 22 March 2013 Citizens for a Safe 95 letter. Public comments provided to the ITDThorn Creek-to-Moscow Draft Environmental Impact Statement.



Thorn Creek to Moscow Draft Environmental Impact Statement – March 25, 2013

Written Testimony of Ian von Lindern, 1075 Snow Road, Moscow Idaho.

General Comments:

My name is Ian von Lindern. I have resided at 1075 Snow Road, Moscow Idaho for the past 27 years. I am a licensed Professional Engineer in the State of Idaho, Chief Executive Officer of TerraGraphics Environmental Engineering, and hold a PhD in Environmental Science and Engineering from Yale University. I have directed more than 50 major environmental assessment and restoration projects over the past 40 years and, in the course of my career reviewed several hundred environmental assessments and impact studies. I currently serve on the Science Advisory Board for the U.S Environmental Protection Agency. I present this testimony in both a Professional capacity and as a resident of the affected area.

I have reviewed the entire ITD Environmental Impact Statement (EIS) report and find it to be, perhaps, the most comprehensive environmental analysis per mile of highway ever accomplished in Idaho, matched only by the Wallace Overpass and Sandpoint Bypass in northern Idaho. The alternatives are well-researched and conclude, much as the last round in 2003, that route E2 along the base of Paradise Ridge is the safest, shortest, least expensive, and least disruptive alternative. The majority of us who live and work in the area, overwhelmingly support Alternative E-2 that ITD has identified as the preferred alternative. We support ITD, commend you for your thoroughness, encourage you to mitigate any adverse effects, and urge you to move forward ASAP to produce the Final Environmental Impact Statement without further delay.

There are, however, a couple of areas where ITD did not do enough to recognize the impacts on people who own, and live on, the land actually touched by these routes – as opposed to Moscow City people and outsiders – who are trying to dictate other citizens' use of their private property. Our family is among those who live here, do business here, have our lifetime investments here, pay taxes on this property, and live on and use this highway every day.

The residents and property owners whose land is directly touched by the four alternatives overwhelmingly support Alternative E2 because it directly affects their everyday home life. We have submitted Group Comments for **Citizens for a Safe 95** that includes signatures from more than 90 landowners and includes owners of more than 80% of the property directly impacted by the four Alternatives (including the No-Action Alternative). In contrast, most of those that oppose the E2 alternative largely live outside the Study Area, do not own property directly affected by the alternative routes, and are concerned about indirect effects on Paradise Ridge, much of which is on the periphery or outside the Study area.

Continuing Litigation Issues

Nevertheless, the Paradise Ridge Defense Coalition and other environmental activist groups have mounted vigorous opposition based on perceived, but often unsubstantiated, potential environmental impacts. These groups, through canvassing events such as University of Idaho athletic and cultural events, the Jazz Festival, and social networking can amass more signatures

than there are residents in the study area. Many of these adherents are unfamiliar with the area and the issues, but nevertheless, wish to dictate what happens on other citizens' private property. Those of us that are directly impacted cannot match them in numbers because their support overwhelmingly comes from outside the Study Area.

We are also concerned that history of the project presented in the DEIS is not entirely forthcoming. It is true that Alternative 10A was selected by ITD and FHWA and a Finding of No Significant Impact (FONSI) was issued in May 2002; and that the was litigated by the Paradise Ridge Defense Coalition, Inc. in 2003. However, the court finding that an Environmental Impact Statement (EIS) would be required for the northern 4.6 mile segment between Thorncreek Road and Moscow was predicated largely on the ITD's failure to properly consider the comments of the Idaho of Fish and Game Agency (IF&G) in completing the FONZI. The statement in this DEIS "... to allow full consideration of the impacts by the public and agencies" was actually related to the two Agencies' (ITD and IF&G) failure to cooperate on impact assessment and mitigation issues.

This discordance seems to be ongoing in the current DEIS, where it is noted that there is a continuing failure to cooperate, agree on impacts, and disputed notions of appropriate mitigation. It seems that ITD failed to provide IF&G the DEIS in a timely manner requiring an extension to the comment period. The end result of this failure in 2003 has been that we have lived with the 4th – (No-action) Alternative for 6 years, and will continue to do so for another 3-4 years. In that decade many people did, and will continue to, die and suffer debilitating injuries, and \$10s of millions of dollars in health and property damages. We fear that the continued failure of ITD and IF&G to collaborate will provide fodder for additional lawsuits that will needlessly squander more lives and inflict terrible pain, suffering, and damage on highway users and adjacent landowners.

In order to forestall such an unfortunate outcome, we have appealed directly to the Board of ITD, State Fish and Game Commissioners, the Agency Directors, the Governor and the Board of County Commissioners to see that all of our public servants cooperate, select the appropriate alternative and mitigation, and construct this new route as soon as practicable. Copies of those letters are attached. We also urge you to consider the comments of the federal Department of Interior, clarify the EIS by providing additional information, and propose appropriate mitigations in implementing Alternative E-2.

Safety and Delay Issues

No More Delay. This decision process has been going on for nearly 20 years. This is one of the most dangerous stretches of major highway in all of Idaho, and the most dangerous in our region, extending from Benewah County to Riggins. Too many people have died and suffered severe injuries while this delay has proceeded. Our friends and neighbors continue to use this road every day and we and our families are at unnecessary risk. There should be no further delays. The safest road possible should be built ASAP. Any extension of the review period or more litigation should be discouraged.

Safety is the Main Issue. Three of the top thirteen most dangerous half mile segments in all of Idaho highways are found in these 5 miles. Considering Idaho's terrain and climate, this is remarkable. The high accident rates are due to too many private accesses, curves, hills, bad weather conditions, and ever increasing traffic volume. The DEIS cites five fatalities and 18 severely debilitating injury accidents occurred since the current court imposed delay, nearly ten years ago, and the publication of the report. Most of us will remember the young area family lost on Reisenauer hill not included in these statistics (a pregnant woman, another mother and 10 month old infant and a grandmother). The preferred alternative, Route E2 is the safest and is estimated to reduce accident rates by 69%, the most of any alternative. That would have translated to four less deaths, 13 less severely debilitating crashes, and 150 less accidents over the past ten years. More of these tragic crashes are projected to occur in the future, as traffic volume increases

We have counted five injurious accidents and one death, a father of five, during this eight week comment period alone, that, unfortunately, must be added to the record of carnage.

E2 is clearly the Safest Alternative. It is the straightest, flattest, shortest, least expensive route; with the fewest accesses, and least poor weather conditions. E2 is the only alternative that eliminates Reisenauer Hill, minimizes curves, has the minimum number of accesses and is most favorable for conversion to "no access" status for the next generation of highways. The EIS should also point out that Alternative E-2, as opposed to Alternative C-3 will result in the conversion of the existing highway from the Moscow City Limits to Reisenaur Hill to a County Road. This will result in all of the current 66 access points being onto a County Road with significantly less traffic volume. This is particularly important for the harvest equipment that must pull onto to highway with heavy loads, during the time of heavy traffic with students returning to the University of Idaho; and the businesses whose customers impede the high speed traffic on the current two lane system. All of us who live and work in this area will be at much reduced risk in accessing the County road, as opposed to the US Highway. Both speed and weight restrictions can be enacted locally to further reduce the danger. Alternative C-3 will keep the majority of these access points on the federal Highway, leaving us to content with the through traffic and interstate trucks.

Private Property and Land Use Disruption Issues

E2 is the Least Disruptive Alternative. Nearly all the land in the corridor is private property. The owners of more than 80% of the land directly impacted by the four alternatives have notified the ITD that they prefer alternative E2. E2 is less disruptive of local businesses; minimizes residential and business relocation, and the number of remaining homes and businesses that must access the highway directly; results in the least fragmentation of farming operations; best preserves, protects and services the current agricultural practices in the area; and is the least likely to encourage suburban encroachment into some of the best farmland in the northwest. The vast majority of farmers impacted by all three routes agree that E2 is the best alternative and least interferes with their operations.

Paradise Ridge is Private Property. Most of the opposition to Route E2 centers around potential impacts to wildlife, remnants and restoration of native prairie, and visual effects on Paradise

Ridge. These alleged effects occur on private land at the base of the ridge on the periphery of the study area, or largely outside the study area on the ridge itself. All of this land is private property. Currently, the ridge is subject to considerable pressure for residential development, is becoming less accessible to the public, and less hospitable to wildlife. As the ridge area continues to develop and is fragmented into suburban homes and lots, human interaction and habitat loss will be particularly significant with respect to big game and predator species, and predation and disturbances by suburban pets will more adversely affect these and other non-game populations than the proposed highway. Weeds, invasive domestic plant species, and disease will become ever more prevalent with the suburban residential creep occurring on the ridge. This trend is likely to get worse in the future.

Stewardship of Paradise Ridge. Most of the landowners on and adjacent to the ridge are responsible stewards and many generously have allowed public access to their property for generations, although no trespassing signs are becoming more prevalent. With respect to prairie restoration, significant portions of these efforts are being undertaken by landowners who support alternative E2. Many of these owners view alternative E2 as a restraint on ridge development and suburban encroachment from the west. They believe locating the highway at the base of the ridge may, in the long run, better preserve the current environment. However, it must be remembered that all of these efforts are voluntary. There are no guarantees that future owners and potential development will decide to ensure the perceived character of the ridge, sought by the opponents of this Alternative E2.

Quarreling Views of the Ridge. With respect to visual effects, the perspective of those who look at the area differs 180 degrees from those of us who look from within the area. Those who view the ridge from the urban area of Moscow believe the highway at the base of the ridge will diminish their view. Landowners from the area believe the view from alternative E2 will enhance the view to the west and be an attractive gateway to Moscow.

Environmental Mitigations Required and Proposed. The required and proposed mitigations to offset adverse environmental effects are nearly identical for all three routes as follows. C3 actually requires the most mitigation, including the only cultural heritage impacts. E2 has the largest wildlife impact associated with a stand of Civilian Conservation Corps (CCC) timber, planted in the 1930s, that may be habitat for three species of potential concern (bat, songbird and lizard). W4, incidentally, is the route that potentially most impacts the only endangered species found in the study area, and more CCC and earlier (1904) conservation tree plantings will be destroyed. The suggested mitigation summary shows W4 – 29 mitigations required, C3 - 30 mitigations required, and E2 - 29 mitigations required.

Omission of Well on Snow Road Property. The DEIS does not show the well on our property at 1075 Snow Road, which was originally hand dug in 1877 and has been in the Idaho Department of Environmental Quality groundwater quality monitoring database for the last two decades.

Thank you for your consideration in this important matter.



26



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
620 SW Main Street, Suite 201
Portland, Oregon 97205-3026

9043.1

IN REPLY REFER TO

ER13/7

Electronically Filed

February 22, 2013

Adam Rush
Idaho Department of Transportation
ITD Office of Communications
3311 W. State Street
Boise, ID 83707

Dear Mr. Rush:

The Department of the Interior (Department) has reviewed the Federal Highway Administration's (Administration) Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the Proposed Realignment of Thorncreek Road to Moscow, Latah County, ID. The purpose of this project is to improve public safety and increase highway capacity on US-95 south of Moscow between Thorncreek Road (MP 337.67) and the South fork Palouse River Bridge (MPO 344.00). The Department offers the following comments for your consideration.

SECTION 4(f) EVALUATION COMMENTS

The Department concurs that the preferred alternative selected E-2 would avoid Section 4(f) resources. We acknowledge your consultation with the SHPO and recommend continued consultation with the SHPO to ensure that all measures have been taken to minimize harm to Section 4(f) resources should the preferred alternative change.

GENERAL COMMENTS

These comments are provided pursuant to the Endangered Species Act (ESA), as amended (16 U.S.C. § 1531 *et seq.*); Fish and Wildlife Coordination Act, as amended (16 U.S.C. § 661 *et seq.*); the Migratory Bird Treaty Act (MBTA), as amended (16 U.S.C. § 703); and the National Environmental Policy Act (42 U.S.C. § 4321 *et seq.*). Our comments reflect considerable concern about the environmental impacts of the proposed action, and for potential project-related impacts should the Administration's preferred alternative be selected for construction.

Mitigation Recommendations

In addition to the mitigation recommendations provided in our Specific Comments, we are providing some additional mitigation measures that are applicable to any alternative selected by the Administration. We recommend that the following measures be included in the Final Environmental Impact Statement (FEIS) for the proposed action:

- 1) Native Vegetation: Native grasses, shrubs or trees should be used to restore disturbed areas requiring the removal of native vegetation during construction. In addition, these sites should be monitored in subsequent years to ensure the success of the restoration effort. The U.S. Fish and Wildlife Service (Service) would be willing to provide a list of native plants for consideration in a planting program.
- 2) Weed Control: An integrated weed management plan should be developed and funded to prevent weed establishment and spread in Palouse prairie remnants throughout the 0.6 mile weed impact zone identified by the Administration technical documentation.
- 3) Accommodation for Wildlife Migration Corridors: See our comments 12, 13, and 23 below (Specific Comments), pertaining to wildlife crossings.

SPECIFIC COMMENTS

- 1) Section ES.6, Table 1, Summary of Alternatives' Benefits and Effects, page 13: According to Table 1, 3.61 "wetland (acres)" would be affected by alternative E-2; however, the 2006 Wetlands Functional Assessment prepared by Shelly Gilmore for the Idaho Department of Transportation (ITD) for this project (Gilmore 2006) documented 4.9 acres of wetland impact for the same alignment. The FEIS should disclose the source of this discrepancy and provide documentation to support the different numbers. The 2012 Wetland Delineation Technical Report provided with the DEIS does not explain the discrepancy (Gilmore 2012).
- 2) Section ES.8, Topics of Concern or Controversy, page 16: *"IDFG, EPA, and USFWS prefer the C-3 Alternative to the E-2 Alternative. This is primarily due to the perceived effects of the E-2 Alternative on wildlife habitat and movement based on its proximity to Paradise Ridge."*

The Service has determined that implementing the E-2 alternative would result in the greatest impact to Palouse prairie habitat, including wildlife, sensitive plants, and high value wetlands, therefore the remaining two action alternatives (evaluated in the DEIS) would have lesser impacts to resources of concern to the Service. Please see our Summary Comments, below.

- 3) Section ES.8 Topics of Concern or Controversy, page 17: *"In December 2010, ITD transmitted the findings to IDFG in a report titled Assessment of Potential Big Game Impacts and Mitigation Associated with Highway Alternatives from Thorncreek Road to*

Moscow (Sawyer 2010) which concluded that ...mitigation for direct habitat loss, indirect habitat loss, or loss of connectivity for moose or elk was not warranted."

Given that ITD commissioned four different wildlife experts (Melquist, Ruediger, Sawyer and Idaho Department of Fish and Game (IDFG)) that came to differing conclusions regarding impacts to large ungulates and mitigation recommendations, the FEIS should discuss how the Administration reconciled what the project impacts to ungulates will be and what mitigation is, or is not, warranted.

- 4) Section 2.5.2, Screen Alternatives, Eastern Corridor, page 45: *"The E-2 Alternative was forwarded for further consideration because it was the only alternative not to affect rare plant communities."*

On the contrary, due to its close proximity to Paradise Ridge, the E-2 alternative would have the highest impact on Palouse prairie remnants and rare plant restoration efforts being conducted by the Service and other resource entities such as the Latah Soil and Water Conservation District and the IDFG. This statement should be modified in the FEIS to reflect that E-2 will have the greatest impact on rare plant communities.

- 5) Section 2.6, Comparison of Alternatives, E-2 (Preferred Alternative): *"The primary disadvantages of E-2 compared to the other alternatives are that it would be located closer to the base of Paradise Ridge"*

This paragraph should be modified in the FEIS to show that the Paradise Ridge area is also considered a key conservation area for *Silene spaldingii* (ESA listed threatened) and that the weed effects of implementing alternative E-2 would extend all the way to the top of Paradise Ridge, thus affecting the largest remaining Palouse prairie remnant in Latah County.

- 6) Section 3.8.2, Methodology, Vegetation Studies, page 95:
Additional information was provided to the ITD by the Service concerning vegetation found in the action area, including a 2012 report entitled *"Conservation of the Palouse Prairie Ecosystem, Phase 3, Site Assessment of Potential Remnants of Palouse Grassland in Latah County, Idaho"* (Hill 2012). Associated GIS data layers and maps were also provided to ITD in 2012. The FEIS should incorporate this additional data where applicable.
- 7) Section 3.8.3, Existing Conditions, Palouse Bioregion, page 96: *"The Palouse Grasslands are considered by the Idaho Natural Heritage Program to be one of the most endangered ecosystems in the US (Noss et al. 1995)."*

The referenced document (Noss et al.) was published by the National Biological Service (now Biological Resources Division, U.S. Geological Survey) and therefore reflects the scientific determination by the Department (with concurrence by the State of Idaho Natural Heritage Program) that Palouse prairie is critically endangered (>98% decline). In addition, several of the Palouse Grassland plant associations are considered globally

imperiled by The Nature Conservancy and Natural Heritage/Conservation Data Center network (Grossman et al. 1994). The FEIS should include a discussion that addresses the consensus of multiple agencies and organizations that the Palouse prairie is a critically endangered ecosystem.

- 8) Section 3.8.3, Existing Conditions, Invasive Plants, page 100: “...five species of noxious weeds were found in the project area (Lass and Prather 2007).”

Lass and Prather also found 27 other invasive plant species of concern in the project area and specifically identified the Palouse prairie remnants east of the proposed alignments as being the most vulnerable, especially from wind dispersed seed. Because of this, the E-2 alignment would have the greatest weed impact on Palouse prairie remnants. The Administration’s analysis of the effects of invasive plant species associated with the implementation of the various alternatives on native plant communities is incomplete throughout the DEIS. The potential loss of the few remaining Palouse prairie remnants through conversion to non-native vegetation due to increased weed pressure from the various alternatives should be thoroughly discussed in the FEIS. The FEIS should also include a detailed discussion of measures to implement weed spread and establishment prevention, monitoring and mitigation for the entire 0.6 mile weed impact area identified by Lass and Prather (Lass and Prather 2007).

- 9) Section 3.9.3, Existing Conditions, Spalding’s catchfly, page 110: “The next closest known occurrences of the species are 10 miles from the project area in Genesee and 15 miles west of the project area in Colton, Washington (ITD 2005). USFWS completed additional surveys from 2008 to 2010; however no new plants were identified in the project area (Hill 2012).”

Although no new occurrences of Spalding’s catchfly (*Silene spaldingii*) were found in the project area by Hill, new occurrences of that plant species were found closer than 10 miles from the project area. Hill’s 2011 report documents a new occurrence found in 2008 approximately 8 miles from the project area and another new occurrence documented in 2009, also approximately 8 miles from the project area. This documentation was provided to ITD by the Service in November 2012. The Administration should incorporate this updated information into the FEIS.

- 10) Section 4.2 Land Use and Recreation Effects, E-2 (Preferred Alternative), page 143: “E-2 would affect the same types of land use categories as the other alternatives; but would affect more CRP land than other alternatives.”

The difference in impacts to the Conservation Reserve Program (CRP) land among the alternatives is significant; 43.5 acres along the E2 alignment versus 9 acres each along the C3 and W4 alignments. Breeding Bird Surveys indicate that no other avian habitat group or guild has as many declining populations as do grassland nesting birds (Peterjohn and Sauer 1999). Studies show that some grassland nesting species prefer CRP land to other available habitat (Johnson and Igl 1995, Cunningham 2000), thus loss of CRP land could cause declines in these species’ local populations.

Given that the E-2 alignment will disproportionately affect CRP lands, the Administration should include an analysis of project alternatives on migratory bird nesting habitat on CRP lands in the FEIS for this action.

11) Section 4.6.2. Wetland Effects, Table 45, Page 155:

According to the DEIS, the E-2 alignment is the only alternative that impacts palustrine scrub-shrub (PSS) wetlands. Additionally, it is the only alignment that impacts a wetland adjacent to a pine stand. The temporal loss of the functions and values associated with PSS wetlands are typically longer than that of emergent wetlands. This is because the plant community associated with PSS wetlands is dominated by woody vegetation, such as trees and shrubs up to 20 feet in height. This vegetation takes longer to mature to a point that replaces the existing functions and values (Cowardin et al. 1979). The FEIS should show the extent of this temporal loss and how these losses will be mitigated.

12) Section 4.6.2. Wetland Effects, E-2 (Preferred Alternative), Avoidance, Minimization and Mitigation, Page 158: *"404(b)(1) Guidelines require all appropriate and practicable steps be taken to minimize adverse effects to the aquatic system, including compensatory mitigation. Wetland impacts that cannot be avoided or minimized further will be mitigated through a compensatory mitigation process."*

The Service has adopted the same definition and sequential approach to mitigation as found in the NEPA regulations. First, avoid the impact altogether by not taking a certain action or parts of an action; second, minimize impacts by limiting the degree or magnitude of the action and its implementation; third, rectify the impact by repairing, rehabilitating, or restoring the affected environment; fourth, reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action; and last, compensate for the impact by replacing or providing substitute resources or environments. This sequential approach is similar to that used by the EPA (USFWS 1981, EPA 2013). The Wetland Effects section of the FEIS should include a thorough analysis using NEPA's sequential approach to mitigation for wetland impacts, by first avoiding impacts and second, minimizing impacts, before discussing compensatory mitigation for those impacts. Minimizing the impact of the action to wetlands could include implementing measures that would not degrade their function and value (e.g. bridging wetlands to allow the movement of wildlife through the road prism).

13) Section 4.6.2. Wetland Effects, E-2, Avoidance, Minimization and Mitigation, Page 158. *"For the Action Alternatives there will be between 0.99 and 5.45 acres of unavoidable wetland impacts."*

According to Table 2 in the DEIS, a total of 3.61 acres of wetlands would be affected by the implementation of the preferred E-2 alternative. Of this total, 0.92 acres are classified as PSS wetlands, a wetland type that is unique to the E-2 alignment. This wetland type can provide habitat for an array of wildlife including migratory birds. Because of the cover they provide and availability of water, PSS wetlands are often used as movement corridors for various wildlife species, including large and small mammals. At a

minimum, the continuity of PSS wetlands at two locations along the E-2 alignment will be fragmented if the preferred alternative is implemented. The DEIS does not indicate what measures would be taken to avoid or minimize the impact to these wetlands and associated wildlife habitat function and value. For example, the FEIS should show if there are any provisions in project design, such as bridging or sufficiently sized culverts at these locations (PSS), which would allow the movement of large and small mammals through the road prism.

- 14) Section 4.6.2, Wetland Effects, E-2, Avoidance, Minimization and Mitigation, Page 158.
"Mitigation will be implemented according to 33 CFR 325 and will replace any lost functions and values."

This sentence should be modified by adding the word "*compensatory*" preceding the word "*mitigation*."

- 15) Section 4.8.3, Palouse Restoration Project Effects, page 167:

This section does not discuss the significant Federal investment in habitat restoration and easement acquisitions in the area of Paradise Ridge and the effects of increased weed establishment risk from the E-2 alignment's proximity. Significant Federal funds have been spent controlling weeds in existing Palouse prairie remnants that are within the 0.6 mile weed impact area identified in the DEIS. An analysis comparing the weed impacts of the three alternatives to federally funded habitat restoration within the 0.6 miles weed corridor should be included in the FEIS. The Administration should analyze the increased cost of weed control and new weed invasion risk to these restoration efforts in the FEIS for this action.

- 16) Section 4.8.5, Pine Stand Effects, Page 169: *"The pygmy nuthatch is protected under the Migratory Bird Treaty Act"*

In addition to protection provided under the MBTA, the pygmy nuthatch (*Sitta pygmaea*) is considered a protected nongame species designated critically imperiled (S-1) by the IDFG and a species of conservation concern by the Service. The declining population trend for this species within Idaho has been attributed to the loss and degradation of ponderosa pine forest habitat (IDFG 2005). The FEIS should provide an analysis of the E-2 alignment effects to the pine stand. This detailed analysis should determine whether either of the two remaining fragments will be large enough to support pygmy nuthatch nesting, or if the fragmentation and road disturbance will result in the functional loss of the entire pine stand as habitat for the pygmy nuthatch. A study at Harvard University (Foreman 2000) found that road noise has a major effect on forest nesting birds by its interference with bird communication during incubation and fledgling phases of reproduction. For forest birds as a whole and for the most sensitive species, effect-distances in woodland extend hundreds of meters from a busy road. The population density of the most sensitive forest-interior species is reduced in woods up to 650 m from a main road. In this zone the population is one-third lower than that at greater distances.

- 17) Section 4.8.5, Pine Stand Effects, Page 169: “...could offer potential nesting habitat for...pygmy nuthatch...”

The technical document provided with the DEIS (Melquist 2005) states on page 11 that pygmy nuthatches are already known to nest in this pine stand. The FEIS should be consistent with this technical document that pygmy nuthatches are already known to nest in the pine stand, or provide the rationale for the discrepancy.

- 18) Section 4.8.5, Pine Stand Effects, Page 169: “The loss of this habitat is considered minor and there is an abundance of suitable habitat nearby at Paradise Ridge.”

There is no data provided in the DEIS or the technical documents to support this conclusion. To support this conclusion, the Administration should provide documentation in the FEIS. Pygmy nuthatches are year-round residents; in order for the nuthatches from the affected pine stand to move to suitable habitat on Paradise Ridge, there must be suitable, but unoccupied pygmy nuthatch habitat available on Paradise Ridge. The technical document (Melquist 2005) recommends avoiding construction along the E2 corridor; the FEIS should be consistent with technical documents, or explain the rationale for the discrepancy.

- 19) Section 6.1.3, Existing Conditions, Indirect Effects, Vegetation, Page 206: “Intensively managed cropland is believed to provide a more efficient buffer to new weed invasion compared to native vegetation or CRP.”

This statement is not supported by Lass and Prather nor does the DEIS include citation to support this statement. Therefore, supporting documentation for this statement should be provided in the FEIS.

- 20) Section 6.1.3 Existing Conditions, Vegetation, page 207:

In addition to the discussion concerning impacts to currently extant Spalding's catchfly plants, this section should also include a discussion concerning the project's impacts to the Paradise Ridge/Gormsen Butte Key Conservation Area (Key Conservation Area) identified in the Spalding's catchfly recovery plan (USFWS 2007). Portions of Alternative E-2 are adjacent to this Key Conservation Area and could limit the ability to meet the recovery goal of 500 Spalding's catchfly plants sustained over 20 years in this area. This Key Conservation Area is one of only three Key Conservation Areas within the Palouse Physiographic region for recovery of this plant. The Service has been working with numerous landowners and conservation partners in preparation for reintroduction, protection and long-term recovery of Spalding's catchfly in this area. The analysis in the DEIS of project-related effects to this recovery effort does not adequately evaluate the impact of increased weed pressure on the long term viability of this Key Conservation Area. Thus, the discussion should be expanded in the FEIS to thoroughly address this issue.

Also, this section does not include a discussion concerning the significant Federal investment in habitat restoration and easements in the area of Paradise Ridge, nor the

effects of increased weed establishment risk from the E-2 alignment's proximity. Significant Federal funds have been spent controlling weeds in existing Palouse prairie remnants within the 0.6 mile weed impact area identified in the DEIS. The FEIS should include an analysis of the increased cost of weed control and new weed invasion risk to these restoration efforts.

- 21) Section 6.2.3 Cumulative Effects to Resources, Wildlife and Vegetation, page 210: *"The remaining Palouse remnants continue to be eliminated through conversion to cropland..."*

This statement is not accurate, due to the fact that there is little, if any, on-going conversion of Palouse prairie remnants to cropland. Starting about 1880, farmers began to convert Palouse grasslands to row crops and by about 1910 all areas that could be plowed were brought into cropland (Daubenmire 1940; Buechner 1953; Tisdale 1961). The text in the FEIS should be modified to reflect this information.

- 22) Section 6.2.3 Cumulative Effects to Resources, Wildlife and Vegetation, page 211: *"Because of their isolation, gene flow is restricted, which may contribute to reduced diversity and genetic fitness of the populations."*

The DEIS does not provide any documentation or citation to support the above statement, which we consider inaccurate. Researchers at both the University of Idaho and Washington State University have secured significant funding to investigate Palouse Prairie remnants from multiple perspectives. Their work to date indicates an extremely high species diversity and abundance of pollinators, ground-dwelling beetles, and soil biota – even despite the small patch size of remnants – when compared to adjacent conventionally-tilled and minimum-tilled croplands. The rate of endemism of the ground-dwelling beetles is particularly remarkable, and suggests that loss of Palouse Prairie remnants could result in the loss of populations and species (Shepherd and Debinski 2005), (Niwa 2001), (Hatten 2006), (Hatten et al 2006), (Looney and Eigenbrode 2003). This section should be modified in the FEIS to reflect the high biodiversity of Palouse prairie remnants in the project area.

- 23) Section 9, Environmental Commitments Table 68, Mitigation Measures, Vegetation, Fish and Wildlife, Page 231: *"Tree removal will be accomplished during a "work window" provided by the Idaho Department of Fish & Game"*

The Department agrees that the proponent should avoid any activity such as land clearing involving removal of vegetation that may provide nesting habitat for avian species during migratory bird nesting season. Avian nesting generally occurs in northern Idaho from April 1st through August 1st each year, although these dates may vary based on species and location (FSA 2010). Administration commitment to this conservation measure in the FEIS would help minimize impacts to avian species protected under the MBTA.

- 24) Section 9, Environmental Commitments Table 68, Mitigation Measures, Vegetation, Fish and Wildlife, Page 231: “Where practicable, culvert designs may include box culverts, bottomless box culverts . . .”

Although not specifically mentioned in this section of the table, these measures appear to be intended partly to accommodate the movement of wildlife through the road prism. We recommend that the Administration provide wildlife crossing structures to accommodate the migration of small and large mammals that may be present in the project area, such as elk, moose and white tailed deer. These crossing structures would provide connectivity between habitats and should add a measure of safety for vehicular traffic using any of the three proposed alignments. An overview of conceptual designs for various wildlife crossings can be found in the Administration’s online publication “*Critter Crossings – Linking Habitats and Reducing Roadkill*.” Wildlife road crossings should receive full analysis in the FEIS for this action (FHWA 2013).

Additionally, two of the wildlife technical reports provided with the DEIS recommend wildlife crossing structures. Ruediger (2007) recommends both small and large mammal crossing structures for all three alignments. Melquist (2005b) recommends at least one wildlife crossing structure for all three alignments. Additional mitigation is recommended by Melquist if the eastern alignment is selected including providing secure habitat (through easements or land acquisition). The FEIS should either explain why these recommendations were not incorporated into the project as mitigation measures or they should be incorporated as such.

- 25) Section 9, Environmental Commitments, Table 68, Wetlands and Tributaries:

Under the Service’s mitigation policy, the “*First priority will be given to the recommendation of a mitigation site within the planning area.*” (USFWS 1981).

Although some conceptual mitigation proposals are listed in Table 68, this section does not commit to a specific location for the compensatory wetland mitigation, nor whether it would be in-kind or out-of-kind for the unavoidable loss of wetland function and value. For example, if the E-2 alternative is selected, 0.92 acres of PSS type wetlands would be directly impacted. The following statement under section 3.6.1 (Regulatory Framework and Policies) in the DEIS, “*Lands meeting the definition of wetland, but which are not considered jurisdictional by the USACE are still considered under 23 CFR 777 Mitigation for Wetlands and Aquatic Habitats which requires a no net loss of wetland functions and value*” indicates that the Administration will provide full replacement of function and value for unavoidable loss of wetlands due to the project. This commitment warrants full disclosure in the environmental commitment section of the FEIS.

SUMMARY COMMENTS

Based on our review of the information provided in the DEIS, and other pertinent information obtained to date, the Department has concluded that of the three action alternatives evaluated in the DEIS, the E-2 alignment or “*preferred alternative*” would have the greatest impact to the Palouse prairie, a nationally recognized critically endangered ecosystem, as well as to associated habitats and plant species, including the recovery of Spalding’s catchfly, an ESA listed plant

species. Additionally, other wildlife, that has been observed, or may be present, in the project area include long-eared myotis (*Myotis evotis*), northern alligator lizard (*Elgaria coerulea*), and pygmy nuthatch (*Sitta pygmaea*). These species are considered Protected Species by the IDFG (IDFG 2013). Pygmy nuthatch is also protected under the MBTA. As mentioned in our comments above, the Federal government, including the Service, has invested considerable funding and effort to protect and restore Palouse prairie habitats, which would be impacted more by the preferred alternative than the other two action alternatives evaluated in the DEIS.

The Department appreciates the opportunity to comment on the proposal and looks forward to our comments and concerns being addressed in the FEIS. Technical assistance requests, comments, and additional documents, should be directed to Juliet Barenti, Fish and Wildlife Biologist, U.S. Fish and Wildlife Service, Northern Idaho Field Office, 11103 E. Montgomery Drive, Spokane, Washington 99206, telephone: 509-893-8005. Should you have questions about the Section 4(f) Evaluation comments, please contact Alan Schmierer, National Park Service, Pacific West Regional Office, telephone: 415-623-2315. If you have any other questions, please contact me at 503-326-2489.

Sincerely,

A handwritten signature in dark ink, appearing to read "Allison O'Brien". The signature is fluid and cursive, with the first name "Allison" written in a larger, more prominent script than the last name "O'Brien".

Allison O'Brien
Regional Environmental Officer

cc:

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Adam Rush
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22 February 2013

Dear Mr. Rush,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement concerning reconstruction of US-95 from Thorncreek Road to Moscow. Our comments are general and specific; they focus on three issues: safety, access, and environment. We look forward to the Department's responses.

In section "ES.2 Purpose and Need" (p 2), the purpose is clear: *The purpose of this project is to improve public safety and increase highway capacity on US-95 south of Moscow....* **On p 26, the need is clearly presented too:** *It [US-95] supports multiple local uses, including primary access to agricultural, residential, commercial, and industrial land located directly adjacent to the highway.*

My first comment is that the purpose is to **IMPROVE** public safety, not maximize it. Safety should be neither trivialized nor overstated, and as I'll show, I believe the latter is the case presented in this DEIS. ITD's engineers and designers have done an exemplary job of preparing routes with extraordinary levels of safety—those achievements need not be buried under non-objective hyperbole.

Second, the need is to support multiple local uses. I believe that the two real choices for the new route (C-3 and E-2) offer drastically different end results in terms of the multiple local uses they support. According to 23 CFR 771 – FHWA Environmental Impact and Related Procedures, Sec. 771.105b, decisions should be made "...based upon a **BALANCED CONSIDERATION** of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement..."

SAFETY

On p 38, the DEIS concludes that *"Any of the proposed Action Alternatives would reduce the projected crash rate for this segment of US-95 by more than 50 percent"*, which clearly meets the purpose of the project to improve, not necessarily maximize, public safety.

The main reason E-2 is the preferred alternative is safety. This appears to be the "trump" card in all discussions about route location—E-2 is declared to have "the greatest safety improvement" (p 15), achieved through shorter length, more four-lane distance, and minimized access points (p 15 & 178).

LENGTH. Indeed, E-2 is 475 feet shorter (p 174). Using the predicted million vehicle miles (Appendix D in the Safety Technical Report) and route lengths (p 174), one can predicted the number of one-way “trips” made across each route per year. Using the predicted crashes estimates (p 173), one can divide “safe trips” (no crashes) by “total trips”. This shows that the chance of traveling the length of C-3 safely during a year is 99.99951% compared to 99.99966% for E-2. That 1.5-in-a-million improvement with E-2 is about the same odds as an average person who also drives on E-2 also dying that year from the flu/pneumonia (www.cdc.gov). In other words, not very likely.

FOUR-LANE DISTANCE. The Department estimates the four-lane portion of C-3 would average 1.1 crashes per centerline mile (p 178) compared to 1.8 for E-2 (calculated from data presented on p 173-174); 64% more crashes on E-2. True, C-3 has a longer urban section and 25 more access points than E-2 (p 135), which purportedly gives it a higher crash rate in that area, presumably because of turning traffic associated with access points (intersections). But is that argument valid?

ACCESS POINTS. Using the data for daily turns on and off the routes (2600 for C-3, 940 for E-2; Appendix D of the Safety Technical Report) and assuming ALL crashes occur at access points, the likelihood of having an accident per all turning events during a year on C-3 is 0.0011%, HALF that of E-2 (0.0022%). According to the DEIS, animals do not pose a sufficient risk to be included in crash predictions, but animals appear to be more important than access points. The DEIS indicates that more animals are likely near E-2 because of its proximity to Paradise Ridge (p 106), and IDFG’s map in the Wildlife Technical Report shows E-2 traverses an ungulate impact zone not associated with routes further west. Thus, one could conclude that potential animal collisions would decrease on routes more distant from Paradise Ridge. Therefore, the 10-year data for the existing, most westward route compared with C-3 and E-2 (p 112) that shows 11% of crashes involved animals compared with 8% of crashes occurring at access points (and noting that the current route has the most access points of any route), suggests that E-2 may not be safer because access is limited.

- 1. Please identify the demarcation between improving public safety and maximizing public safety? How are these thresholds defined?**
- 2. Please explain/clarify how these alternative evaluations of safety, in terms of length, four-land distance, and access points are not valid and/or how they compare to the other method used to generate crash predictions.**
- 3. Please clarify/identify the assumptions made for determining the crash data presented in Table 2.**

In the DEIS, safety is defined solely in terms of predicted crash rates (Table 2, Table 51). These crash rates are undoubtedly based on a set of assumptions placed into the model. It is also quite likely that the model provides an estimate of variance around the means and generates confidence intervals for the data presented in Table 2.

- 4. Please share those confidence intervals / estimates of variance. Discuss whether those values overlap for C-3 and E-2 predictions, and if so, are the differences in predictions really significantly different?**

This is particularly important because the DEIS indicates the new road from the Lewiston Hill to Thorncreek is held as the standard for safety (p 134). On that highway, ITD reports about 2 injury or fatality accidents per centerline mile (p 134). However, the predictions for either C-3 or E-2 (p 173-174) are only about one-third that of what is being seen in reality on the new highway.

5. **Please explain how the predictions for injury/fatality crashes on C-3 and E-2 are apparently so different than the observed injury/fatality crashes on the new roadway. Does this suggest that the models are poor predictors of crashes, or that the data used in the models is faulty?**

In Table 30, 31 crashes involved animals (11% of total crashes), but on p 114, 37 crashes involving animals occurred in the project area.

6. **Please explain the discrepancy between vehicle-animal crashes along the existing route and within the project area.**

On p 171, the DEIS says that C-3 *"would not correct the curves and grade to the extent of E-2 or W-4. Therefore, it may be more difficult to spot wildlife and recover from potential wildlife collisions in some locations of C-3 compared to the other Action Alternatives."* However, on p 175, the DEIS says *"The improvements to the roadway curvature and grade as well as the wider typical section, would improve the ability for drivers to spot wildlife and maneuver if wildlife enter the roadway."*

7. **Given that all Action Alternatives meet AASHTO for grades and curves, please explain the apparent discrepancy in the purported risk of vehicles hitting animals due to road design features.**

On p 204, the DEIS concludes *"...safety between Action Alternatives does not differ substantially."*

8. **Please explain the contradiction between this statement and the repeated statements in the DEIS that E-2 is "safer".**

ACCESS

A repeated argument for E-2 is that it limits access points. This is justified on the argument that fewer access points equals "more safety", but as seen above, this argument, given the exemplary job of ITD designers and engineers in preparing routes with extraordinary levels of safety, appears to be overstated.

Please recall that purpose of the project is to improve safety, not maximize it.

In addition to safety, the DEIS incorporates the language of the Latah County Comprehensive Plan (p 71) to justify reducing access points on the NEW alignments.

9. Please clarify whether the County Commissioners and spirit of the plan is to reduce current access of county citizens to US 95, or, whether the spirit of the law is to limit new access points as it pertains to new commercial and residential development.

On p 140, *"C-3 would improve the safety of US-95 and improve the highway access for all users but to a lesser extent compared to the E-2 and W-4 alternatives."*

10. Please clarify/explain how residents of Woodland Heights, Cameron Road, Zeitler Road, Snow Road, Jackshaw Road, and Hidden Village/ Benson's / Eid Road have improved access, particularly in terms of distance driven, to US-95 if E-2 is built, and compare that to the distances traveled if C-3 is constructed.
11. For residents of Woodland Heights, Cameron Road, Snow Road, and Zeitler Road, describe this improvement as it pertains to southbound travel on US-95. For residents of Hidden Village/ Benson's / Eid Road, describe this improvement as it pertains to northbound travel on US-95.
12. What data exists that residents of Hidden Village/ Benson's / Eid Road would travel to Moscow via E-2, considering they would have to backtrack south a mile up the dangerous Reisenauer Hill?
13. Please clarify the configuration of mobile homes in Benson Park (p 140).

The first paragraph on p 141: *E-2 would benefit park residents by improving the safety of US-95 and improving highway access and mobility. Construction of additional travel lanes would improve the roadway's level of service, reducing commute times and facilitating more efficient access to services. Ingress and egress of vehicles, including emergency response units, would be enhanced by the use of a turn bay. Hidden Village and Benson Park residents would still be able to access existing US-95 approximately one mile south of Eid Road.*

14. Please clarify/explain again how access is improved (in terms of distances and commute times) with an E-2 route versus a C-3 alignment for Hidden Village/ Benson's / Eid Road, especially when all residents of the Benson Park are displaced.
15. Please clarify/explain the implications for first responders to residences within the project area under a C-3 or E-2 alignment, particularly given this statement in 4.10.4 Emergency Response Time (p 177): *The C-3 Alternative would provide the most convenient access and best emergency response times to the populations on the existing US-95.*
16. Please clarify/explain exactly how that second sentence of the first paragraph on p 141 benefits park residents in their daily commute.
17. Please provide data that the increase in travel distance is realized in reduced commute times and in reduced overall cost to park residents.

And finally, on p 142, *"The E-2 Alternative would improve the safety and capacity of US-95 for all users including residents of the [Benson] mobile home park."*

- 18. Please clarify/explain how these residents, displaced by construction of E-2, realize improved safety in a tangible way.**

ENVIRONMENT

To reiterate, the purpose of the new road is to improve, not necessarily maximize, safety.

FARMING IMPACTS. Contrary to the claims of *The Citizens for a Safe Highway 95*, C-3 has, compared to E-2, the most benign effect on farming. E-2 would convert 55% more total land, 100% more prime farm land, 36% more farmland of state importance, almost 500% more land currently being protected from erosion by the Conservation Reserve Program, and double the number of farming operations of 20 acres or less (Table 42; p 147-148).

LOSS OF LAND FROM THE TAX BASE. E-2 removes 34% more land from the Latah County tax base through new right-of-way acquisitions.

- 19. This point about taxes should be made somewhere in the FEIS.**

IMPACTS ON ANIMALS, PLANTS, WATER, AND PEOPLE.

Except for linear feet of tributaries affected, E-2 has more direct and indirect, short-term and long-term effect on rare plants, rare ecosystems, sensitive wildlife species, ungulates, domestic wells, water percolation, spread of weeds, wetlands etc. than C-3.

It is not clear why Table 1, p 13 shows 3.61 acres of wetlands affected by E-2, but Gilmore's Wetlands Functional Assessment shows indicates 4.9 acres.

- 20. Please explain/clarify the different acreages presented for wetlands affected.**

On p 45, Eastern Corridor, the second paragraph erroneously states that E-2 was the only eastern alternative to not affect rare plant communities.

- 21. Please amend this sentence to show that E-2 has the greatest impact on rare plant communities.**

It is not just the Idaho Natural Heritage Program that considers the Palouse Grasslands an endangered ecosystem (p 96-97).

- 22. Please amend this sentence to show the other agencies (e.g., USFWS) that also consider this ecosystem critically endangered.**

Only E-2 affects palustrine scrub-shrub wetlands (p 155). These PSS wetlands have, for all practical purposes, “old-growth” canopies of *Crataegus douglasii*. This slow-growing shrub is also important for many bird species protected under the Migratory Bird Treaty Act (MBTA).

- 23. Given the importance of this wetland type to species NOW and the decades required to grow new PSS, please explain how any mitigation other than avoidance is realistically feasible.**

With all due respect, Section 6.2.3, Cumulative Effects to Resources, is the weakest section of the DEIS.

On p 210 and 216, the DEIS asserts, I presume, European settlement of the Palouse “in the early 1800s”, remarkable in that Lewis and Clark did not visit Idaho until 1804 and that the most significant conversions of Palouse Prairie occurred from about 1880 through 1920 (Tisdale 1961).

- 24. Please rewrite this sentence using some data, not a best guess.**

- 25. On p 210, this statement “remaining Palouse remnants continue to be eliminated through conversion to cropland” is not accurate according to Tisdale (NW Science, 1961) and Daubenmire (Ecology, 1940). Please amend.**

Along that same line, on p 97 (Palouse Grassland Remnants) the second paragraph lacks clarity. *“There are many areas of remnant patches of grassland that do not constitute part of the Palouse Grasslands ecosystem and were not considered Palouse remnants. This was because they are actively cultivated agricultural land or they have been converted to Conservation Reserve Program (CRP) lands. These lands contain limited grass species including; (sic) bluebunch wheatgrass, ...”*

- 26. This section needs to be rewritten to clearly state that there are other grasslands on Paradise Ridge, but they are not remnants of Palouse Grasslands because they are CRP or other stands on formerly cultivated (and hence, converted from Palouse Grassland) fields.**
- 27. Please provide some data that any CRP ground on or around Paradise Ridge is planted with native bluebunch wheatgrass.**
- 28. Please substantiate the statement on p 211 that “Because of their isolation, gene flow is restricted, which may contribute to reduced genetic diversity and fitness of the populations.”**

Given the amount of work being done at the University of Idaho, the DEIS should have been able to justify definitive statements on this topic. In addition, the DEIS should have explored the difference in genetic diversity and gene flow of a particular species (e.g., Pygmy Nuthatch or Palouse thistle), as well as the genetic diversity and gene flow with the community of species within a Palouse Prairie remnant.

- 29. This topic must be more clearly and accurately presented in the FEIS.**
- 30. Please clarify if these two statements on p 211 are correlated: *The number of homes in the wooded areas and areas on or near Paradise Ridge continues to increase. The continual elimination of trees and shrubs that provide suitable cover for browsing ungulates and general wildlife has degraded the availability of quality habitat in the project area.***
- 31. If the intent is to suggest that home building on Paradise Ridge has reduced tree/shrub habitat on Paradise Ridge, then please provide some data that shows (1) homes have reduced**

shrub/forested cover on the Ridge and (2) homeowners have not reforested large areas of the Ridge. Both could be documented through historical air photos and more recent satellite imaging. In addition, please synthesize this section with the information about Palouse Prairie restoration found on p 167.

Future Effects (p 211). The first two paragraphs of this section cannot, in my opinion, be justified.

32. **If they can be justified, then please do so with citations or data, not opinions.** One could counter argue that development on Paradise Ridge has reduced habitat loss and decreased fragmentation because new landowners have built homes on former farm ground and reconnected existing remnant vegetation by planting native and non-native vegetation, and through extensive reforestation have improved ecosystem function and improved habitat for a wider diversity of wildlife.
33. **Please cite examples of moose relocation from Paradise Ridge, or from any urban/wildland interface in Latah County to justify the speculation about moose-resident interactions.**

Cumulative Effect (p 212). This sentence *"Many of the wildlife species that would occur in the project area are non-native species and habitat generalist species like raccoon, white-tailed deer and a variety of other common species"* shows a surprising level of ignorance of the fauna of Paradise Ridge. More than 140 species of birds have been recorded at 1096 Eid Road, and of those only about 6 are non-native. **How many native species of insects, especially beetles and pollinators, occur in Palouse Prairie remnants?** Of the larger fauna, bobcat, cougar, moose, elk, white-tailed deer, mule deer, badger, coyote, tree frogs, toads, and salamanders are all native wildlife species.

34. **The preceding section should be rewritten to truly represent the diverse native fauna that occur on Paradise Ridge and that wildlife diversity compared to that found in cultivated farmland. Please explain/clarify why any discussion of "wildlife" focuses almost exclusively on ungulates and species of concerns, rather than a more holistic definition.**

One of those 140 species of birds is the Pygmy Nuthatch. On p 169 the sentence says that the pine stand "could offer potential nesting habitat" for this nuthatch, but the Melquist technical report clearly states that this specie is known to nest in this stand.

35. **Please explain/clarify this discrepancy (on p 166 and 169) about Pygmy Nuthatches breeding in the pine stand.**

In addition, the statement *"this pine stand is small with ten snags and only four mature pine trees suitable for pygmy nuthatch nesting habitat"* is not accurate. Please come out and take a walk.

36. **This sentence should be modified to show what the necessary habitat requirements are for nesting Pygmy Nuthatches, especially given Burleigh's (Birds of Idaho, 1972) conclusion that this species is one "whose habitat requirements in Idaho are so exacting" that "I have never at**

any time observed any tendency on the part of the small flocks to leave the areas they show such a liking for."

37. **Given Burleigh's appraisal, please explain/clarify how *"the loss of this habitat is considered minor and there is an abundance of suitable habitat nearby at Paradise Ridge."***
38. **Please also explain/clarify the potential impacts of highway noise on the breeding success of birds, and to what distance that noise is critical.**
39. **Then, please explain/clarify whether the actual loss of 3.9 acres of pine forest represents the real loss in terms of suitable habitat otherwise disrupted by noise.**

This section on p 138 describing C-3 displacements appears incorrect: *"C-3 would displace seven residences. Six are houses and one is mobile home in the Hidden Village Mobile Home Park. Approximately two acres of the mobile home park property would be affected."*

40. **Please explain/clarify how C-3, built on the current roadway footprint that avoids Hidden Village, would cause displacement of six houses and one mobile home in Hidden Village.**
41. **Please clarify/explain how 2 acres of Hidden Village are affected by C-3.**
42. **These explanations/clarifications should be extended to p 140, where these statements are made again, and where the number of displaced mobile homes is different than that given on line 138.**

On p 180, section 4.11.1 Visual Quality Assessment Findings, the DEIS states that C-3 generated, negative visual effects *"would occur near South Clyde Road, Zeitler Road, and near Eid Road. This would affect the residential and recreation viewpoints located near the alignment, particularly the residences along Eid Road..."*

43. **Please explain/clarify how C-3 would cause more negative views for residences of Eid Road given that the current alignment, on which C-3 would rest for its transit near Eid Road, is currently not visible by residents of Eid Road.**

FINAL ODDS AND ENDS.

On p 143, *"C-3 is viewed by the City of Moscow as the most consistent with land use goals..."* and *"E-2 would present challenges for future connectivity to the planned Ring Road Project. However, the project is conceptual and currently unfunded."*

44. **Please clarify/explain why the City of Moscow viewpoint has seemingly little effect on the selection process.**
45. **Please explain/clarify why thinking about future transportation needs and their organization on the landscape is not a prudent part of selecting the Action Alternative.**

On p 34 the project area *"represents a change in topography from rolling hills to more mountainous terrain"* but on p 106 both the central and eastern corridors are *"characterized by rolling topography."*

46. **Please clarify which is the more accurate statement.**

IDFG, USFWS, and EPA all unequivocally state opposition to E-2. They all unequivocally state that the best mitigation for environmental impacts is to first AVOID the natural values and functions, and if they cannot be avoided, to then minimize the effects. The significant environmental impacts of E-2 can be avoided by choosing C-3, which, compared to E-2, minimizes environmental impacts.

- **If the Department believes the extensive environmental impacts of E-2 can be mitigated, than the Department should provide data on how successful their seeding and transplanting mitigations were on the Lewiston Hill to Thorncreek segment. Specifically:**
 - 47. Specifically, on seeded cut and fill slopes, how effective was the establishment of desired vegetation vs. occurrence of non-desired and invasive species?**
 - 48. How effective is the wetland mitigation at Cow Creek?**
 - 49. How effective is the wetland mitigation in terms of restoring ecosystem function?**
 - 50. What is the percentage cover of desired species versus non-desired species on roadsides and at Cow Creek?**
 - 51. Given the growth rates of woody species at Cow Creek, how long would it take to mitigate the PSS wetlands removed by E-2?**

Given that *"The primary threat to the persistence of Palouse remnants in their present state is colonization by weeds"* (p 97), the lack of discussion on weeds vs. reseeding success is an egregious omission.

DISPLACEMENTS

- 52. Please provide additional data on the "displacements" of both routes. It is not clear what homes and businesses are displaced.**
- 53. It is also not clear what constitutes a business.**

FAIRNESS AND ASSUMPTION OF RISK.

People who purchase homes adjacent to federal highways must assume that changes in the highway can affect them. People who place their businesses adjacent to federal highways do so for enhanced visibility of their concern to the general public, and do so accepting the risk (short-term and long-term) associated with changes to the highway. People who purchase homes a mile or so from federal highways assume existence free of highway impacts.

CONCLUSIONS

Thank you for the opportunity to comment on the DEIS.

The purpose of the project is to improve, not maximize, public safety.

C-3 and E-2 both satisfy the purpose and need of the project.

C-3 and E-2, because of the efforts of ITD designers and engineers, have an extraordinary level of safety. This safety, when looked at using various methods, suggests both route are equally safe.

C-3 provides safe access to more citizens of the project area than E-2, as well as providing increased safety in terms of first responder access.

C-3 is preferred by the City of Moscow.

E-2 has the greatest negative impacts on rare plants and animals, rare plant communities, wetlands, and farmland and ability to cultivate the land, removes the most land from the Latah County tax base, and is the least desirable route for Idaho Department of Fish and Game, US Fish and Wildlife Service, and the US Environmental Protection Agency. These agencies note the best mitigation is to avoid environmental impacts to begin with.

Costs between E-2 and C-3 are similar.

E-2 is a "have your cake" alternative because it excludes most residents of the project area from accessing US 95 from Thorncreek to Moscow in a realistic, useful way, and it does so by inflicting the most environmental impacts on farmland and wildland with the project area. C-3 is a "have your cake and eat it too" alternative because it meets the purpose (improves safety to an extraordinary level by any standard) but does so by still allowing most residents of the project area direct access to the new roadway, recycles more of the existing highway footprint, and has a markedly lower impact on the environment.

Respectfully submitted,

Kas and Deborah Dumroese
Moscow, Idaho



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OFFICE
ECOSYSTEMS,
TRIBAL AND PUBLIC
AFFAIRS

March 25, 2013

Mr. Kyle P. Holman
Federal Highway Administration
3050 Lakeharbor Lane, Suite 126
Boise, Idaho 83703

Mr. Ken Helm
Idaho Transportation Department
P.O. Box 837
Lewiston, Idaho 83501

Re: US 95 Thorncreek Road to Moscow Draft Environmental Impact Statement and
Section 4(f) Evaluation (EPA Region 10 project number 03-084-FHW).

Dear Mr. Holman and Mr. Helm:

The U.S. Environmental Protection Agency has reviewed the US 95 Thorncreek Road to Moscow Draft Environmental Impact Statement. We are submitting comments in accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act. We appreciate the opportunity to offer comment.

To improve safety and increase capacity on approximately 6.34 miles of US 95 from Thorncreek Road (MP 337.67) to the South Fork Palouse River Bridge (MP 344.00) in Latah County, Idaho, FHWA and ITD propose to replace the existing two-lane undivided highway with a four-lane divided highway with a 34-foot median. The No Action Alternative and three alignment alternatives are presented: a western, a central, and an eastern alignment. The western alignment, W-4, 6.69 miles long, would follow existing US 95, shift west for 2.91 miles and re-connect with existing US 95 south of Moscow. The central alignment, C-3, 5.94 miles long, would closely follow US 95, shift east on new alignment for 2.71 miles, and re-join existing US 95 to Moscow. The preferred alignment, E-2, 5.85 miles long, would follow existing US 95 to the top of Reisenauer Hill, shift east for 5.43 miles of new alignment, and reconnect with existing US 95 south of Moscow.

We acknowledge the need to address capacity and safety concerns on this segment of US-95, and appreciate FHWA and ITD's involvement of resource agencies during the early project development process. At that time (2004-2006), the EPA and other resource agencies shared serious concerns and provided guidance regarding project alternatives, particularly with respect to Alternative E-2, the eastern alignment. In response, ITD and FHWA provided additional analyses and technical reports. This was a commendable effort in that it addressed a variety of topics raised by agencies and the public, engaged many subject experts, and employed innovative methods, such as the Delphi process, to inform decision making.

While we appreciate the array of technical reports, and the infusion of public and agency comments, it appears that the information has not altered the proposed alignment of the project (Alternative E-2). We continue to have serious concerns regarding the preferred alignment, due to anticipated significant environmental degradation of aquatic resources, and Palouse prairie habitat and species that could be corrected by project modification or selection of another alternative. Also, there is a need to address wildlife habitat connectivity/roadway permeability and the safety issue it represents.

Accordingly, we are rating the DEIS as EO-2, Environmental Objections, Insufficient Information. An explanation of the EPA rating system is enclosed with this letter. Our main issues and information needs include the following:

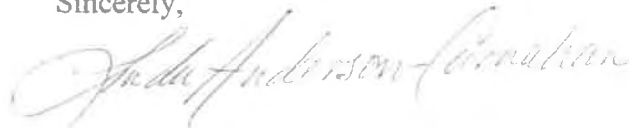
- Within a landscape/project area where approximately only 3% of historic aquatic resources and their associated ecological functions remain, and where less than 1% of historic grassland wetlands remain:
 - The DEIS provides no Clean Water Act Section 404(b)(1) analysis and, therefore, no basis to support Alternative E-2 as the Least Environmentally Damaging Practicable Alternative.
 - The DEIS does not demonstrate that proposed discharges would not have an unacceptable adverse impact either individually or cumulatively on the affected ecosystem.
 - The DEIS lacks information to determine whether or not all available means to avoid and minimize impacts to aquatic resources have been applied.
 - No compensatory mitigation plan for aquatic resources impacts is provided.
- Within a landscape/project area where approximately only 1% of historic Palouse prairie, a critically endangered ecosystem, remains:
 - The DEIS and the preferred alternative, E-2, do not emphasize Context Sensitive Solutions, which are needed throughout project development, siting, design, construction, and long-term maintenance, for this unique and vulnerable ecological and community setting.
 - The preferred alternative, E-2, poses the greatest potential impacts and ecological risks to Palouse prairie remnants, particularly to Paradise Ridge, the largest remaining remnant in Latah County.
 - The DEIS does not acknowledge or analyze the potential cumulative effects to Palouse prairie habitat and species within the project area, Latah County, or the region if project area remnants are lost to weed invasion.
- Within a landscape/project area where 89% of the Ponderosa pine communities have been lost¹:
 - The preferred alternative, E-2, would eliminate approximately 4 acres of Ponderosa pine woodland, which would be avoided by other proposed alternatives; and

¹ IDFG Terrestrial Wildlife Impact Assessment for US 95, Top of Reisenauer Hill to Moscow

- This incremental loss would contribute to local, regional, and cumulative effects upon species in decline that are associated with Ponderosa pine communities, including but not limited to pygmy nuthatch, long-eared myotis, and northern alligator lizard.
- Neither the preferred alternative, E-2, which would affect the highest value habitat and have the highest risk of wildlife-vehicular collisions, nor the other proposed alternatives include sufficient provisions for ecological connectivity/roadway permeability to (1) enable safe passage and dispersal for ungulates (moose, elk, deer), and other species; and (2) provide potential for connecting restored habitats and facilitating species' migration/adaptation to climate change.
- Proposed mitigation to address impacts, particularly those affecting aquatic resources, Palouse prairie remnants, and wildlife, appear insufficient to address the proposed project's direct, indirect, and cumulative effects; implementation and effectiveness monitoring are not discussed.
- The EIS needs further analysis and disclosure of potential ground water impacts.

Our enclosed detailed comments provide more discussion of these points. We thank you for this opportunity to offer comments, and would welcome further opportunities to collaborate with FHWA and ITD on the US-95 Thorncreek Road to Moscow project. If you have questions or would like to discuss these comments, please contact me at (206)553-2601 or at carlahan.linda@epa.gov, or Teena Reichgott at (206)553-1601 or at reichgott.christine@epa.gov.

Sincerely,



Linda Anderson-Carnahan, Acting Director
Office of Ecosystems, Tribal and Public Affairs

Enclosures

U.S. Environmental Protection Agency
Detailed comments on
US-95 Thorncreek Road to Moscow Draft EIS

Preferred Alternative – Need for Context Sensitive Solutions²

We understand that the stimulus for this EIS was a legal challenge focusing on the endangered Palouse prairie habitat. Given this level of concern, we believe that a Context Sensitive Solution is essential for a successful outcome for the US-95 Thorncreek Road to Moscow project³. ITD and FHWA have taken steps to involve agencies, gather public comment, and produce an array of technical reports to inform the NEPA process. We commend ITD and FHWA for these efforts. However, it appears that the information has not altered the proposed alignment of the project.

Alternative E-2 is preferred by ITD and FHWA primarily for safety reasons (Helm and Holman, pers. comm.). While we understand and appreciate efforts to maximize safety, we note that all three proposed alternatives would meet safety needs described in the EIS. However, the preferred Alternative, E-2, would do so at the expense of many other social, cultural, and ecological needs and priorities. A context sensitive solution would balance these needs, resulting in an outcome that would meet the purpose and need for increased capacity and safety plus:

- (1) avoid and minimize direct, indirect, and cumulative impacts and risks to rare, sensitive, and ecologically valuable habitats and ecosystem services;
- (2) protect the scenic, natural, and cultural values of the community;
- (3) minimize farmland losses; and
- (4) provide sufficient ecological connectivity to prevent wildlife-vehicular collisions, facilitate ecosystem restoration, and support adaptation to climate change.

Of the three proposed alternatives in the Draft EIS, Alternative E-2 appears to be least suitable to meet these needs.

Recommendation: Reconsider the selection of a preferred alternative by pursuing the qualities and applying the principles⁴ of Context Sensitive Solutions. We believe the required Clean Water Act Section 404(b)(1) analysis can be integrated with and will assist this effort (see comments below).

Aquatic Resources Effects

Clean Water Act Section 404(b)(1) analysis. All three action alternatives described in the DEIS include the proposal to discharge fill material to wetlands and waters of the United States in the Thorn Creek drainage or the South Fork of the Palouse River drainage. Based on the information provided in the DEIS, we believe that this proposed project does not comply with the Clean Water Act Section 404(b)(1) Guidelines for the following reasons:

² Context Sensitive Solutions – principles and qualities: http://contextsensitivesolutions.org/content/topics/what_is_css/core-principles/

³ EPA scoping letter, March 8, 2004

⁴ <http://www.vtpi.org/tdm/tdm57.htm> CSS Principle #1: Balance safety, mobility, community, and environmental goals in all projects.

- *Considering the 303(d) listed streams and diminished aquatic functions within the project landscape and watershed, the DEIS does not demonstrate that proposed discharges would not have an unacceptable adverse impact either individually or cumulatively on the affected ecosystem (40 CFR 230.1(c)).*

The DEIS (p. 214) states that 97% of Palouse wetlands have been lost to agriculture and less than 1% of historic grassland wetlands remain. The associated ecological functions have been similarly reduced: the South Fork Palouse River basin streams are water quality impaired for sediment, nutrients, temperature, and bacteria; habitat alteration has caused intensified peak flows, high erosion, incised banks, sedimentation, and dropped water tables (p. 86). For all alternatives, the proposed project would further degrade aquatic resources in the project area (p. 153) with wetland fills, increased numbers of tributary crossings and lengthening of culverts, roadway encroachment, vegetation removal, increased impervious surface and runoff, and increased erosion and sedimentation. The approved South Fork Palouse River Total Maximum Daily Loads (TMDLs) for bacteria, nutrients, sediment, and temperature recommend riparian area restoration and stream buffer zones that would reduce temperatures and filter nutrients, sediment, and bacteria from direct delivery to the river.

Recommendation: In the Final EIS, demonstrate that the proposed project would not exacerbate impaired waters and disclose how the project would comply with TMDLs.

Because aquatic resources and their associated functions and values are seriously diminished in the project area, we are concerned that Alternative E-2 would also impact headwater streams draining Paradise Ridge, which retain a higher level of integrity and function in the project area. Streams, headwaters, ephemeral and intermittent streams provide many upstream and downstream benefits. They protect against floods, filter pollutants, recycle nutrients, and provide food and habitat for fish and other biota. They also serve to maintain the quality and quantity of drinking water, maintain stream base flows, and recharge groundwater.⁵ The DEIS does not address the need for avoidance of these impacts or discuss the consequences of additional impacts to existing higher functioning resources.

Recommendation: In the Final EIS, discuss how additional impacts to higher functioning stream and riparian resources would be avoided.

- *Based solely on impacts to aquatic resources, the DEIS does not provide sufficient information to determine the least environmentally damaging practicable alternative (LEDPA).*

The DEIS (p. 154) states that "The E-2 Alternative would avoid effects to the greatest extent." However, other than the number of stream crossings, linear feet of affected streams, and acres of wetland fill for each alternative, which are insufficient to make a determination, there is no supportive analysis. The EIS needs to include a 404(b)(1) analysis that demonstrates that all practicable means have been exhausted to avoid and minimize harm to aquatic resources. For example, full span bridging of wetlands or headwater streams, or minimizing fills by shortening approaches to bridges, or eliminated stream encroachments may be feasible. While this project would re-build existing highway sections, impacts are presumed to be lower where an existing

⁵ US EPA on Rivers and Streams, <http://water.epa.gov/type/rsi/streams.cfm>

road already impacts aquatic resources. Alternatives C-3 and W-4 use the existing corridor more than E-2. Streams recover relatively quickly from impacts, even if those impacts are permanent, e.g., moving a channel. Effects on wetlands generally are permanent, and require replacement of the resource, a difficult and lengthy process. More information regarding stream encroachments for each alternative is needed to determine the potential for avoiding or minimizing these stream impacts to the maximum extent practicable in accordance with the Guidelines.

- *Although the DEIS states that Alternative E-2 would avoid effects to the greatest extent, it does not consider other significant adverse environmental consequences, such as impacts to critically endangered Palouse prairie habitat (40 CFR 230.10(a)).*

NEPA (Section 102(B)) and the Guidelines at 40 CFR 230.10(a) are intended to ensure that environmental factors receive sufficient consideration in decision making. Specifically, 40 CFR 230.10(a) states, “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences” (underline added). Therefore, we believe that impacts to Palouse prairie habitat and species that would result from the various alternatives, and particularly from Alternative E-2, should be considered in the LEDPA determination. These impacts are discussed in our comments below.

Recommendations:

- ITD and FHWA should work with the EPA, USFWS, IDFG, and the Corps to determine whether there are additional means to avoid and minimize impacts on the various alignments.
- Prepare a thorough 404(b)(1) analysis, which includes consideration of impacts to Palouse prairie habitat and species, as well as to Ponderosa Pine habitat, and to community culture and values associated with Paradise Ridge and its biotic community. Involve resource agencies in the process, and include the analysis in the Final EIS.
- Correct the inconsistencies in the EIS with respect to wetland impacts for Alternative E-2 (p. 13: 3.61 acres; p. 155: 3.23 acres).

Compensatory Mitigation Plan. For unavoidable impacts to aquatic resources, the EIS should include a discussion of all mitigation options, including on-site mitigation, and provide a draft mitigation plan. A draft mitigation plan is needed to disclose for the public and the decision maker the relative adequacy, suitability, and feasibility of proposed mitigation, and to determine the likelihood that the plan can and will be implemented. We are concerned that, other than mentioning the possible use of credits from the existing Cow Creek mitigation site, the DEIS provides no mitigation plan.

Recommendation: In the Final EIS, provide a detailed compensatory mitigation plan, which includes the following information:

- A description of the resource type and amount that will be provided, the method of compensation, and the manner in which the resource functions of the compensatory mitigation project would address the needs within the Palouse bioregion and project area.
- A description of the factors considered during the compensatory mitigation project site selection process.

- A description of ecological performance standards that will be used to assess whether the project is achieving its objectives.
- A description of parameters to be monitored in order to determine if the compensatory mitigation project is on track to meet performance standards and if adaptive management is needed.
- Descriptions of the long-term management plan, adaptive management plan, and financial assurances.

Effects to Palouse Prairie Habitat, Rare and Threatened Plant Species

Due to its conversion to agricultural lands, only about 1% of Palouse prairie habitat, a critically endangered ecosystem, remains today⁶ – all as remnant patches within a matrix of agricultural and other human land uses. Alternative E-2 runs closer than any other alternative along the base and lower hillside of Paradise Ridge, the largest remaining remnant of Palouse prairie in Latah County. E-2 is also proximate to the greatest number of other known prairie remnants in the project area; of the 32 remnants inventoried in 2005, 24 are located near Alignment E-2 (p. 206).

As indicated above, the 404(b)(1) Guidelines direct that, in addition to aquatic ecosystem impacts, the LEDPA determination must address whether or not other significant adverse environmental consequences would occur when considering alternatives. While the DEIS states (p. 45) that within the eastern corridor the E-2 Alternative “...was the only alternative to not affect rare plant communities,”⁷ the Noxious and Invasive Weeds technical report by Lass and Prather (2007) clearly indicates that such impacts would occur with selection of Alternative E-2.

The proximity of the E-2 Alignment to Paradise Ridge and to other prairie remnants is significant due to weed invasion that would result from ground disturbance during construction, maintenance, and the continuous transport of weed seeds from vehicular use of the roadway. The report states that “Areas within 0.6 miles of the highway are at greatest risk to invasion”, that “Areas extending east of the road may have a slightly elevated risk of invasion by wind dispersed weed species beyond 0.6 miles”, and that “More Palouse Prairie is affected by the eastern [E-2] alignment.” From Alignment E-2, this dispersion distance for weed seeds would extend to the summit of Paradise Ridge and beyond. Conservation and recovery areas for *Silene spaldingii* (ESA threatened plant species), other federally funded and community rare plant restoration areas, and Conservation Reserve Program lands are also concentrated on Paradise Ridge.

Well-funded, long term monitoring and management measures would be needed to prevent and control weed invasions to protect endangered Palouse prairie habitat and species from project-induced weed invasion if Alternative E-2 is selected. While ITD proposes (p. 231) to develop and implement a weed inventory, control plan and a seed mix to compete against weed establishment for any of the three proposed alternatives, it is unclear whether the level of commitment would be sufficient to protect rare habitat.

⁶ Noss, LaRoe, and Scott. 1995. Endangered ecosystems of the United States: A preliminary assessment of loss and degradation. USDI National Biological Service Biological Report 28.

⁷ This statement needs to be corrected in the Final EIS.

Recommendations:

- Modify discussions in the Final EIS to improve disclosure and incorporation of these findings from the Noxious and Invasive Weeds Technical Report (Lass and Prather, 2007).
- In accordance with Executive Order 13112, for any chosen alignment, develop and commit to implementation of a detailed mitigation plan for effectively preventing and controlling the infestation and spread of weeds during project construction, maintenance, and long term operation. Disclose the extent to which the prevention and control measures may need to be intensified with Alternative E-2 and any additional long-term costs associated with implementation. Discuss ITD's level of commitment to implementing an intensified, long-term weed control program.
- Develop the mitigation plan in consultation with resource agencies and weed experts. Obtain their approval of the final plan.
- Consider selection of another alternative that would minimize project-induced weed invasion of Paradise Ridge and other Palouse prairie habitats.
- Analyze the cumulative effects to the remaining Palouse prairie ecosystem if remnant patches affected by the proposed project are lost to weed invasion.

Wildlife and Habitat

Because Alternative E-2 is located within and nearest the highest quality wildlife habitat in the project area, we are concerned that this alternative would also result in the greatest impacts to wildlife and wildlife habitat in the project area. Habitats that are in shortest supply and/or exist nowhere else in the project area are found on Paradise Ridge. These include:

- Palouse prairie – the largest, most intact, ecologically diverse and connected habitat;
- Native/rare plant conservation and restoration sites;
- Conservation Reserve Program lands;
- Ponderosa pine stands, which are inhabited by pygmy nuthatch, listed as critically imperiled by IDFG, provide habitat for long eared myotis, northern alligator lizard, and a host of other species;
- Palustrine scrub shrub wetlands – the wetlands of highest ecological value in the project area; and
- Shrub-vegetated riparian draws, which provide wildlife cover, forage, and movement corridors on the slopes of Paradise Ridge.

Impacts to project area wildlife and habitat would be direct, indirect, and cumulative in nature, including habitat loss, degradation, and fragmentation; noise and other disturbance from human presence and activities; mortality from wildlife-vehicular collisions and other interactions with humans; diminished and degraded water resources; and induced development. Impacts to ecological connectivity would result from any of the action alternatives, but would be most severe with Alternative E-2. These impacts could be minimized by choosing another alternative. We discuss this issue in more detail below.

Ecological Connectivity. Impacts to ecological connectivity that notably affect wildlife include: habitat fragmentation and associated edge effects; reduced access to food, cover, and social interactions; barrier effects/disruption of movement corridors and migration routes; and increased risk of wildlife-vehicular collisions and mortality. A factor essential to meet needs of both safety and ecological connectivity is

providing safe passage for all wildlife species that use the project area, including ungulates (moose, elk, and deer). This is true for all alternatives under consideration, but especially for Alternative E-2.

We commend FHWA and ITD for the mitigation commitment in the DEIS to provide adequate width for passage of small terrestrial wildlife at stream culverts and riparian areas (p. 231). We are also encouraged to learn (Helm, pers. comm.) that ITD is working with a contract wildlife biologist to design passage suitable for larger mammals at Eid Road overpass. However, many wildlife species, including moose and elk, avoid human activities and contact. We would like to know more about this effort and how a county road overpass would serve as a viable wildlife crossing. There are many resources available as guidance for the siting and design of wildlife crossings. Among them are:

- ICOET Proceedings: <http://www.icoet.net/links.asp>
- Wildlife Crossings Toolkit: <http://www.fs.fed.us/wildlifecrossings/>
- Safe Passage: <http://www.wildlifeconsultingresources.com/pdf/Carnivore%20Safe%20PassageFinalSMALL.pdf>

Recommendation: Provide wildlife crossing structures of suitable number, design, and location, with appropriate fencing to guide species to crossing locations, in order to: improve roadway safety by preventing wildlife-vehicular collisions; re-connect restored habitats; facilitate wildlife migration/adaptation to climate change; and enable safe passage of all (both low and high mobility) wildlife species that are known or are likely to reside in or pass through the project area.

Safety Effects. In the DEIS, Alternative E-2 is preferred because, based on the DEIS safety analysis, it is projected to be the safest of the three proposed alternatives. Yet all three alignments are proposed as viable solutions, which would fully meet AASHTO standards and the purpose and need for increasing capacity and safety. The DEIS states (p. 204) that "...the travel times and safety between Action Alternatives does not differ substantially." Only Alternative E-2 would pose a wide array of environmental impacts, many unique to this project area and community, which could largely be avoided through the selection of another alternative.

We reviewed the safety analysis in the DEIS and in the Safety Technical Report and have the following concerns regarding its content and conclusions:

- The Climate and Wildlife Safety Analysis, Appendix E of the Safety Technical Report, states (p. 7) that "...the Eastern alignment (E-2) would rank lowest in motorist safety due to its proximity to year-round habitat on Paradise Ridge." The numbers of wildlife-vehicular accidents that have occurred on existing US-95 are then dismissed as insignificant, with no accounting for the increased risk of wildlife-vehicular collisions on Alignment E-2. No proration variable for wildlife-caused accidents are included in the safety calculations for any alternative. The only proration variable used, which serves as the principle basis for the safety projections, is an estimate of Total Turning Movements for the number and type of access points for each alternative alignment.
- The number of wildlife-vehicular collisions (37) recorded for 2002-2011 on the existing US-95 roadway, which is located at greater distance than E-2 from the higher value habitat of Paradise Ridge, was higher than the number of head-on (8) and intersection-related (22) collisions

combined. By moving the roadway within and near the area of higher habitat quality and wildlife usage in the project area, and by substantially widening, straightening, and increasing vehicular speeds on the roadway, the number and severity of wildlife-vehicle collisions are likely to increase. Consider, for example (DEIS p. 171) that “E-2 would be aligned between an existing man-made farm pond that may be used by wildlife, and Paradise Ridge. E-2 could affect the movement of moose and elk that currently travel between the pond and Paradise Ridge.”

- The proposed means to mitigate wildlife-vehicular collisions, wider clearance and greater sight distance, would have reduced effectiveness at dusk, dawn, and during the night when many wildlife species are most active. Inclement weather, which based on collision data, weather analysis, and public comment is a frequent occurrence and a prominent safety issue in the project area, would further reduce the effectiveness. Of 274 crashes from 2002-2011, 128 (47%) were due to inclement weather or road conditions (p. 112).⁸
- The portion of existing US-95 alignment that is not used for the proposed project would become County roadway and would continue to be used for local circulation. The amount of existing US-95 that would become County roadway differs with each Alternative. E-2 would result in the greatest amount; C-3 the least. The collisions projected for the remaining segment of existing US-95 that would result from each alternative should be combined with the new roadway estimate to show the cumulative safety outcome.
- The extent to which local traffic would use existing US-95 rather than the new alignment, thereby reducing average daily traffic on the new alignment, would differ for each alternative. Yet the same ADT (6150) is used in each alternative’s safety calculation.
- Alignment E-2 receives greater precipitation than the other two alignments.

Recommendation: In the Final EIS, fully disclose the factors and methods used to evaluate safety for the proposed alternatives. Incorporate appropriate variables in the calculations to reflect the above factors in the safety analysis and report the revised results.

Land Use/Induced Development Effects. The Delphi panelists (Community Profile and Induced Development Technical Report) conclude that growth will occur in the area south of the Moscow city limits regardless of the alternative selected and that once a final alternative is chosen, the pace and intensity of growth will increase due to the alleviation of uncertainty regarding the alignment location (p. 44). In reference to Alternative W-4 they discuss the potential for added pressure to develop an intersection in a commercial manner (p. 45), which could apply to other alignments as well. We agree with the Panel’s findings that, “There is no doubt that new roadway capacity might cause more development to occur”, and that, “preventive strategies are key to mitigating impacts resulting from this transportation project” (p. 45). The best strategy to prevent impacts to critically endangered Palouse prairie habitat and species, to other high value habitats in the project area, and to the community values derived from them is avoidance.

Effects on Farmland and Conservation Reserve Program Lands. Alternative E-2 would affect the greatest number of acres of actively farmed land even after the CRP land is subtracted (p. 147), and the highest number of prime farmland acres (p. 145). It would also convert 43.5 acres of CRP land vs. 9 acres for the other alternatives. While CRP lands may potentially return to agriculture, these reserves

⁸ There are data inconsistencies in the DEIS for total crashes (220 or 274), and for number of wildlife-vehicular collisions (37 or 31). The percentage of weather-related crashes is higher (58 %) if 220 is the correct total.

provide wildlife habitat, improve ecological connectivity, buffer aquatic areas and remnant prairie, control erosion, and improve water quality. These ecological functions and values would be diminished to the greatest extent with Alternative E-2.

Recommendation: In the Final EIS, disclose the direct, indirect, and cumulative effects of further reducing these ecosystem services, which would result from Alternative E-2.

Environmental Justice – Low Income/Minority Housing. Alternative E-2 is the only alignment that would displace a mobile home park (Benson Mobile Home Park). This impact should be avoided because:

- The largest percentage of minorities occurs near the Hidden Village and Benson Mobile Home Parks (Community Impact Assessment Update, p. 7).
- There are currently no known plans for future affordable housing projects in the corridor and none have been identified in the City or the County since 2005 (Community Impact Assessment Update, p.10).
- The population below the poverty level in Latah County has increased from 17% to 23%, i.e., by 6.2% (Induced Development Update).
- The percentage of low income families within the project area has decreased by 2-3%, which coincides with a decrease in the number of families living in the area (Environmental Justice Update, p. 8).
- Many of the rentals (used as a low income indicator) in the project area are located in the general vicinity of mobile home parks (Environmental Justice Update, p. 8).

Based on the data provided, there is clearly a shortage of low income housing in the project area and an increasing need for it.

Recommendation: Avoid impacts to the existing mobile home parks/low income housing.

Ground Water

The DEIS (p. 93) indicates that there are two basalt aquifer systems that supply drinking water in the project area. The deeper Grande Ronde aquifer, which is used as a municipal supply, has been declining at a rate of one to two feet per year in some areas indicating little recharge. The shallow Wanapum aquifer is a primary source for rural residents, particularly in the eastern corridor area. This aquifer is recharged from precipitation and infiltration from the surface. In discussing the project effects on groundwater (p. 160) the DEIS states that Alternative E-2 is the only alignment that would impact domestic wells (2 wells).

We are concerned that the DEIS does not also address how the new proposed roadway alignments would directly, indirectly, and cumulatively affect surface and subsurface water movement, infiltration, ground water quality, and ground water quantity. An analysis of effects upon surface infiltration and aquifer recharge, particularly in the eastern corridor where it is most needed for domestic water supplies, is important to the analysis of effects. The EIS should also analyze how and to what extent surface and subsurface lateral and vertical water movement would be affected by the roadway, the effects on the local water tables, and on the quality and quantity of water in local wells.

Recommendation: Provide the above information in the Final EIS.

Visual, Noise, and Other Community Effects

Visual. The DEIS states that Alignment E-2 would affect recreational viewpoints from Paradise Ridge, which is a popular location for hiking and bicycling, and from the University of Idaho Golf Course (p. 181). For Alternative E-2, 25% of the alignment would result in a high level of visual impacts, and 25% at a moderate high level--the highest percentages of any alternative (Table 55, p. 180). Road cuts and fills would also be more extensive with Alternative E-2 with the highest cut and fill heights of any alternative: 128 ft maximum cut height; 83 ft maximum fill height (Environmental Justice Report, p. 9). Because Paradise Ridge is a prominent community landmark, it is a visually sensitive area in all directions whether one is looking to or from it. Any development that is induced by the siting of E-2 would also impose visual impacts.

Recommendation: Use this information to help derive a context sensitive solution.

Noise. Evaluating noise impacts to human receptors, the DEIS indicates (p. 182) that Alternative W-4 would have no noise impacts, C-3 would have one impact, but the occupants would be displaced, and E-2 would have 7 noise impacts, 5 of which would be displaced. While this is good information, it is also important to evaluate noise impacts on wildlife, and on recreation activities, the enjoyment of which may be diminished by noise from roadway traffic. In their book, *Road Ecology: Science and Solutions*⁹, Forman et al. state that "the open nature of farmland means that noise effects from highways extend a long distance, from hundreds of meters to over a kilometer," and that "highways in farmland may form significant avoidance zones and barriers to animal movement."

Recommendation: Use this information to inform a context sensitive solution.

Other community aspects important to context sensitive decision making are that:

- Alternative C-3 is viewed as most consistent with Moscow's land use goals (p. 143); and that
- Paradise Ridge, with its rich natural and cultural heritage, is considered a local landmark and source of community identity. It is frequented for recreation, exploration, learning and discovery and, based on the sustained and growing efforts toward Prairie protection and restoration, is clearly an object of their affection and long-term commitment.

Recommendation: Please factor this information into decision making.

Project Construction

The DEIS (p. 224) states that "Staging areas, stockpile sites and waste sites would be determined by the contractor. Waste sites and haul roads may be off site but would be approved by ITD." Due to the sensitive resources in the project area, particularly rare plants that may not be apparent at all seasons, and the need to minimize ground disturbance, the staging, stockpile, waste sites, and haul roads must be carefully located. Material source sites and the quantity of materials (cubic yards) also need to be identified.

⁹ Richard T.T. Forman, et al. Road ecology: science and solutions, 2003.

Recommendation: ITD and contractors should work with appropriate resource agencies to identify suitable staging, stockpile, and waste sites and haul road locations. All sites should be approved by ITD in consultation with resource agencies. Identify the material source sites and the quantity of materials to be extracted, transported, and stored.

Monitoring and Adaptive Management

Monitoring is important to assess the accuracy of predictions of effects and to ensure the success of mitigation efforts. In addition, monitoring provides the means to identify the need for modifying (increasing or decreasing) mitigation. Adaptive management provides the flexible program for achieving these changes to mitigation. We recommend that the final EIS include a section that describes all of the proposed monitoring that would be necessary to implement the selected alternative, and any adaptive management strategies that would be used.

Additional EIS Information Needs and Corrections

Comparison of Alternatives. The Executive Summary of Alternatives' Benefits and Effects (Table 2, p. 13) includes no information regarding impacts to Palouse prairie habitat. The Executive Summary discussion states only that "The primary disadvantage of E-2 over the other alternatives is that it would be located closer to the base of Paradise Ridge and closer to moderate wildlife habitat." (p. 15)

Recommendation: In the Final EIS, include Palouse prairie and other vegetation impacts, such as, those affecting Ponderosa pine woodland, ESA threatened *Silene spaldingii* habitats and recovery areas, Prairie restoration sites, and CRP lands in the comparison and discussion of alternatives.

Mitigation. The environmental commitments listed on page 230 refer to a Memorandum of Understanding with IDFG that is being developed. We are unaware of this MOU and the DEIS provides no further information about it. IDFG (Hennekey, pers. comm.) indicates there have been discussions with ITD regarding mitigation, but no MOU exists.

Recommendation: In the Final EIS, provide a complete listing of, and specific information regarding any agreed to environmental commitments, including those made between ITD/FHWA and IDFG, and/or any other entities.

**U.S. Environmental Protection Agency Rating System for
Draft Environmental Impact Statements
Definitions and Follow-Up Action***

Environmental Impact of the Action

LO – Lack of Objections

The U.S. Environmental Protection Agency (EPA) review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC – Environmental Concerns

EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts.

EO – Environmental Objections

EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no-action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU – Environmentally Unsatisfactory

EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

Adequacy of the Impact Statement

Category 1 – Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2 – Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3 – Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the National Environmental Policy Act and or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

* From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment. February, 1987.

March 25, 2013

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The Idaho Transportation Department obviously has come into the Draft Environmental Impact Statement process with the E2 alignment as their preferred alternative for external reasons and it has tried to justify that choice by obfuscation¹, magnifying small differences² and minimizing larger differences³, "driving" the technical studies⁴, misapplying the findings from the technical reports, and ignoring contrary direction from resource agencies and governing regulations⁵.

This is unacceptable.

In this Draft Environmental Impact Statement, ITD has identified and planned three safe alignments. Ideally, it seems that ITD should build along the current alignment with a less disruptive design and a narrower footprint than those offered in the DEIS. Perhaps send truckers up US 95 [UI class project, letter to the editor] to keep them out of downtown Moscow. But, as that is probably not a realistic option at this point (it is neither one of the alternatives, nor a combination of the alternatives, in the DEIS), ITD must select alignment C3. And ITD must look seriously at avoiding displacement of any residences along C3.

The policy of the Federal Highway Administration is to take the least new right of way and maximize the use of existing infrastructure. E2 takes 207 acres of right of way; C3 takes 154 acres and reuses the most miles of the existing highway. (They also have "Eco-Logical, An ecosystem approach to developing infrastructure projects" – did ITD consider that approach?)

According to ITD right-of-way staff, E2 will likely take out an entire mobile home park and one house. C3 and W4 will each take out one residence. None of the alternatives will displace any businesses. Or maybe not; see below.

The U.S. Environmental Protection Agency policy is to make the least impact on the environment. E2 would have by far the greatest detrimental environmental affects – much greater than those of C3. "The primary disadvantages of E-2 compared to the other alternatives are that it would be located closer to the base of Paradise Ridge which provides moderate ungulate habitat and E-2 would also affect pine stands that are potential long-eared myotis, northern alligator lizard and pygmy nuthatch habitat." [DEIS p. 55] "Closer to the base" is not correct – it would be located above the base of the ridge.

¹ Varying numbers and unclear meaning of 'displaced' for residences and businesses

² "E2" is shorter!! – by nine one hundredths of a mile, by your estimate

³ Amount of wetlands affected

⁴ "Shopping" for the desired answer for wildlife studies

⁵ The resource agencies all are against alignment E2

- E2 would cause major impact to Palouse prairie, noted by the U.S. Geological Survey as being one of the most endangered terrestrial ecosystems in the U.S. There are 24 Palouse prairie remnants within 1 km distance from E2, C3 has 14 remnants within 1 km distance. Many of the E2 remnants are very close to the proposed route and are of higher quality than are those along C3. E2 would bisect a proposed prairie restoration site contiguous with the extremely significant Paradise Ridge prairie remnant. E2 would have a much greater detrimental effect on the endangered Palouse Prairie Ecosystem than would C3.
- E2 would have the most impact on ungulates. (“...the eastern alternative posed the largest concern for big game among the 3 alternatives being considered..”); E2 passes through marginal to moderate ungulate habitat. C3 passes through poor to marginal ungulate habitat. E2 affects 4.4 acres of moderate ungulate habitat; C3 affects 0 acres. Better habitat (E2) will have more ungulates and could increase the likelihood of vehicle-ungulate collisions.
- E2 would affect more than twice the acreage of wetlands as C3. This is significant in terms of wildlife habitat and also flood control, in which wetlands play a significant role. C-3 would have the least effect on wetlands.
- E2 would impact 4 acres of pine stands; C3 impacts none. E2 will destroy this habitat for the northern alligator lizard, pygmy nuthatch and long eared myotis.
- E2 would likely have the most effect on critical habitat for the giant Palouse earthworm (*Driloleirus americanus*).
- E2 would take 158 acres of agriculture/farmland; C3 takes 101. E2 would take twice as much prime farmland as would C-3. “The recommended alternative from the perspective of impact on farmland would be the C-3 alignment.” [DEIS summary of results]
- E2 would take out 50.8 acres of prime farmland; C3 takes out 25. There is a unique farm operation on the top of Paradise Ridge—capitalizing on a large Palouse Prairie remnant there—that grows native Palouse Prairie plants and sells seeds and starts. E2 would spread invasive weeds much further up Paradise Ridge with the high potential of harming this business and the Palouse Prairie.

Back in the Environmental Assessment days, the U.S. Environmental Protection Agency wrote, “... we anticipate that high value Palouse prairie habitat, wetlands, and streams are in the project area and may be affected by the proposed project. The EA (p. 22) states that remnants of Palouse prairie occur... An occurrence of Spalding’s catchfly (*Silene Spaldingii*), proposed as threatened under the Endangered Species Act (ESA), has been documented in habitat surveys for the EA. ... Based on the above information, it will be important to use extraordinary sensitivity, or Context Sensitive Design, in the design and placement of the roadway to ensure that the natural values and functions of the area ... remain intact.”

The resource agencies (U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, and Idaho Department of Fish and Game) all oppose E2, as do many other organizations including the Palouse Prairie Foundation, the Palouse Audubon Society, the Palouse Broadband of Great Old Broads for Wilderness, Palouse Environmental Sustainability Coalition, Palouse Group of the Sierra Club, Wild Idaho Rising Tide, and many individuals.

The DEIS states that “Idaho Department of Fish and Game, the Environmental Protection Agency, and the US Fish and Wildlife Service prefer the C-3 Alternative to the E-2 Alternative..” [DEIS Executive Summary p. 8]

The Idaho Department of Fish and Game stated in a letter to ITD, “In closing, **we feel it is important to repeat one additional mitigation recommendation we have made in the Wildlife Assessment and at every other opportunity: We recommend avoidance of the eastern alignment. It has been IDFG’s position from the start – a position supported by recommendations from the other resource agencies – that the eastern alternative will have the greatest direct and indirect impacts to wildlife and other resources. Avoidance of impact is the primary mitigation tool available. We recommend avoidance of alternative alignment E2.**” [October 26, 2007 letter IDFG (Dave Cadwallader, Clearwater Regional Supervisor) to ITD (James Carpenter, District Engineer)] (emphasis mine)

The U.S. Department of Transportation Act of 1966 states, “It is the policy of the U.S. Government that special effort should be made to preserve the natural beauty of the countryside...” and “The Secretary [of Transportation] may approve a transportation program or project...**only if:** There is no prudent and feasible alternative to using that land...” (DEIS 5.1 Regulatory Framework and Policies, Section 4(f))

E2 is environmentally untenable, and there are feasible and prudent alternatives. It is irresponsible of ITD and FHWA to select E2 as their preferred alternative.

ITD must stand with the resource agencies and follow the policies of the Federal Highway Administration (to take the least new right of way and maximize the use of existing infrastructure), the U.S. Environmental Protection Agency (to make the least impact on the environment), and adhere to the U.S. Department of Transportation Act of 1966 (preserve the natural beauty of the countryside). ITD must not select or build E2.

SAFETY

The "Screening of Alternatives" document states "There were only slight differences in the anticipated crash rates for the proposed new alignments." And, "...*safety between Action Alternatives does not differ substantially*" (p 204).

Yet, the safety of E2 as reported in the DEIS is likely quite low.

ITD doesn't include animal collisions in crash predictions, but animals might be more significant than access points. During the past 10 years on the existing route (with 19 more access points than E2 [p. 135]), 11% of crashes involved animals whereas only 8% were associated with access points (p. 112). [Dumroese personal communication]

There is no doubt there will be more big game crossing E2 than C3 –a professional consultant suggested underpasses for big game on E2, but the ITD does not include this in their proposal. The natural resource agencies (Idaho Department of Fish & Game, U.S. Environmental Protection Agency, U.S. Fish & Wildlife Service) all prefer C3 over E2 (p. 16 of DEIS, Executive Summary) because of the presence of big game. When considering the corridor accident rate, adding in only a small factor for additional animal-caused crashes on E2 raises its accident number to approximately that of C3. [Flint]

Considerable local traffic will still use old Highway 95 if E2 is built. What is most appropriate for route selection is the number of accidents in the "US 95 corridor" rather than just on the proposed new construction.

The City of Moscow Sustainable Environment Commission also has concerns here:

SEC also takes issue with ITD's findings regarding driver safety on the preferred alternative, E-2. First, the current data set for weather conditions prepared by ITD is significantly lacking in information to accurately conclude that any one alternative is safer than another. Second, ITD does little to mitigate the potential for vehicular ungulate collisions on the E-2 alternative. E-2 is the only alternative with a marginal to moderate effect on ungulate habitat suggesting more ungulate populations in this area. IDFG states that "avoidance of impact is the primary mitigation tool available" [October 26, 2007 letter IDFG (Dave Cadwallader, Clearwater Regional Supervisor) to ITD (James Carpenter, District Engineer)]. As there are two other alternatives available that meet ITD standards for safety, it is unclear why ITD would risk further accidents on the E-2 alternative. Further, it is unclear what mitigation measures ITD will take as ITD will "implement stipulations in a Memorandum of Understanding with IDFG which is currently being developed" (DEIS, Chapter 9, Environmental Commitments, pg. 230). At a minimum, ITD should consider either a) avoiding the E-2 alignment or b) constructing passage structures for large animal movement to reduce vehicular-ungulate collisions.

Many believe the weather will be more severe – more snow-packed, icy conditions and fog – on E2. Much anecdotal data support this. However, ITD only conducted their weather measurements for 5 months during an exceedingly mild, snow-free winter.

Stations were not positioned to compare the central alternatives with others; hence C3 is considered equivalent to E2 in fog when they are likely different. The weather study measured

wind but no wind data are presented. Residents are familiar with high winds which would be hazardous to high-profile vehicles and are likely higher on E2 than C3, but this question cannot be answered because adequate data were not collected, despite nearly 10 years in which this could have been done. Considering the corridor accident rate with the above addition of a factor for big-game-caused accidents, and now adding anything for additional increased weather-related accidents on E2, E2 becomes less safe than C3. [Flint]

It appears that in November 2007 the FHWA instructed ITD to “integrate an analysis of wildlife/vehicle collisions and climate effects into the safety evaluation prepared for the project.” This information is on a single page. Discussion of these two factors in this analysis on this page is minimal.

The weather analysis in this 2007 document does not consider any possible differences in weather between the alignments. Wildlife is dismissed with even less discussion. It does admit E2 would be the least safe from the perspective of wildlife-caused accidents.

A small difference between C3 and E2 is frequently cited as the reason for the selection of E2. See the DEIS (pages 15, 16, 55, and 178) and the Safety Technical Report (p. 15) for examples of where this small difference in projected accident numbers is invoked as the reason for selecting E2. Specifically, p. 15 of the Executive Summary states that a major reason for selecting the E2 alternative is that it “has the greatest safety improvement compared to the other Action Alternatives.” The ITD safety analysis for E2 is based primarily on the number of access points (driveways and crossroads) but ignores potential accidents caused by increased big game and more severe weather on E2, and accidents on old highway 95 involving local traffic which is unable to access E2. (It appears local traffic cannot access the new alignment except where it connects with old highway 95. This effectively restricts nearly all local traffic to old highway 95.) [Flint]

Kas Dumroese has an interesting calculation: E2 is 475 feet shorter than C3 (p. 174), but using ITD’s predicted million vehicle miles (Safety Technical Report Appendix D), route lengths, and predicted crashes (p. 173), the chance of traveling C3 safely during a year is 99.99951% compared to 99.99966% for E2. That 1.5-in-a-million improvement with E2 is of course negligible, and other safety factors are at play (including the fact that none of the alignments has been engineered, so lengths could change).

WEATHER

A wind study (Blackketter et al., 2006), not included in the DEIS, did some wind simulations for the project relating increase in wind speed to fill height but did not do any wind measurements on site. It did determine that wind speed at the edge of the roadway increased with fill height. Figures in the report show wind speeds of up to nearly 60 mph for a flat section and around 80 mph for a 90-foot fill at the roadside for the same mean wind speed.

With wind comes the potential for winter whiteouts and snow drifting across the roadbed as well as effects on larger vehicles.

LENGTH

Alignments C3 and E2 are the same length for all practical purposes. "E2 is shorter" should not be used as a selection criterion.

SOCIAL ISSUES

DISPLACEMENTS

In the DEIS, Table 8 (p53) and Table 39 (p135) both say residential displacements of 7 for C3 and 5 for E2, business displacements 8 for C3. The table on p. 17 in the "Selection of Alternatives" technical document says there would be no business displacements but 3 residential displacements on C3 and 5 on E2. [Flint]

ITD right-of-way specialists state that no businesses will be displaced for any alignment, and that one residence would be displaced under either C3 or W4. An entire mobile home park plus one residence will likely be displaced under E2.

ITD Administration now reportedly states that it is unknown at this time (March 2013) what businesses and residences will be affected and to what extent. [Meyer 2013]. Decisions of alignments must not be based on fluid numbers. It would seem that the right-of-way experts would have the most reliable numbers. Which indicates that E2 would be a poor choice.

QUALITY OF LIFE

The City of Moscow Sustainable Environment Commission again weighs in:

The SEC has noted that the DEIS does not address certain quality of life issues that may be of concern to Moscow residents. The E-2 alignment will be coming down a ridge line much closer to Moscow than the current alignment, which will likely increase the noise pollution for Moscow residents. The E2 alignment will increase the light pollution for residents living on the south side of town. In addition, the SEC believes that the E-2 alignment will reduce recreational opportunities available to Moscow residents who enjoy this area for its endangered Palouse Prairie habitat, wildlife viewing, hiking, etc.

E2 would or could:

- result in a greater degree of visual quality effects than other alternatives (p. 180, Table 55). E2 clearly will have a greater visual impact and along a substantial portion of the route the roadway will appear to dominate the landscape.
- affect recreational view points and the view shed of Paradise Ridge from Moscow, Eid Rd and Cameron Rd (p. 181) and this could affect usage and access of the prairie.
- generate greater traffic noise impacts than C3 or W4 (p. 182, Table 56) and this could affect usage of the area by ungulates and birds.

DEVELOPMENT

What areas are likely to be developed with each alternative? Who is to gain financially? How are these individuals influencing ITD?

No consideration has been given in the DEIS to incorporating frontage roads along C3, which arguably would increase the safety there.

Parts of the DEIS say that E2 will be controlled-access, and discounts that there will be additional entryways in the future. Other parts say that there would be growth along E2—which would decrease the safety of E2. The City of Moscow is concerned about potential development along E2:

The report states that “E-2 could also increase property values and have growth along its alignment; however it would be less growth than W-4 and would have controlled access.” Increased strip development along the E-2 corridor, especially if it included an extended 5 lane (4 travel and center turn) facility south of Moscow, would generally not be desirable. Increased access points, traffic signals and overall congestion in an area of fairly significant grade in the transition from Paradise Ridge to the [sic] Moscow could impede the safe function and operation of the highway system. [comment letter from the City of Moscow to ITD]

COST

Estimated E2 and C3 costs are about the same (although it is unclear exactly what is included in the figures) – but mitigation costs would be higher per Idaho Department of Fish and Game recommendations for E2.

ENVIRONMENTAL EFFECTS

PALOUSE PRAIRIE

As you are aware, our Palouse Prairie is a highly endangered ecosystem, with an estimated less-than-one-percent of its historic extent remaining; approximately 99% of the Palouse Grasslands have been converted to cultivated agricultural lands (Noss et al., 1995). Loss of Palouse Grasslands has contributed to a number of plant species associated with the Palouse Bioregion being classified as species of conservation concern (Lichthardt and Moseley, 1997). The Palouse Grasslands are considered by the Idaho Natural Heritage Program to be one of the most endangered ecosystems in the U.S. (Noss et al., 1995).

This ecosystem is the basis of the highly productive agriculture in the area. The soils are good and generally deep, and the diverse and beautiful prairie grasses and flowering plants have deep roots. These deep soils and root systems are home to beneficial worms and other underground and aboveground creatures.

The Palouse Prairie is targeted as a habitat to protect by various federal and state agencies (including U.S. EPA, U.S. Fish and Wildlife Service, Washington Department of Fish and Game). The Nature Conservancy, the more local Palouse Land Trust, and the Palouse Prairie Foundation also focus on protecting Palouse Prairie. In addition, the Latah County Comprehensive Plan mentions protection of Palouse Prairie. Between

1995 and 2001, Washington's Department of Natural Resources Region 5 spent 38% of its \$425,446 Wildlife Incentive Program budget on restoring native Palouse Prairie flora. Recently, the Nature Conservancy purchased more than 100,000 acres of the Zumwalt Prairie in an effort to preserve a northeastern Oregon version of Palouse Prairie.

The project area includes about 18.3 acres of highest-quality Palouse prairie remnants and 17 acres of medium-high to medium-low quality remnants [p. 97]. Twelve remnants are near W4, 14 are near C3, and 24 are near (within 0.6 mile) E2 [p. 206]. C3 has no remnants really close, whereas E2 has a number within 100 yards or less. One km (0.6 mile) is the distance used in the vegetation technical report as their weed impact zone. The weed impact zone would extend to the top of Paradise Ridge if E2 is built.

"Thirty-two areas were identified as Palouse prairie remnants. The primary threat to the persistence of Palouse remnants in their present state is colonization by weeds." [p. 206]

The E2 alignment would be devastating to Paradise Ridge prairie lands owing to weed invasion [see pages 64-68 in the Vegetation Technical Report]. In that report, Prather and Lass state, "Hopefully in some small measure the number of introductions and their potential spread to critical prairie remnants can be reduced by implementing prevention, monitoring and mitigation plans."

E2 would or could

- affect more than twice as many prairie remnants in the project area as C3 or W4 (24 vs. 14 or 12 remnants, respectively, p. 207, Table 62);
- come closer to the largest and highest quality prairie remnants in the project area (p. 26, Vegetation Technical Report, Lichthardt 2005);
- put at risk a higher proportion of globally imperiled plant species found in Palouse Prairie than C3 or W4 (Vegetation Technical Report, Lichthardt, 2005);

WEED IMPACT

A Bureau of Land Management publication cites road building and weeds as the primary threats to Palouse Prairie (Weddell and Lichthardt, 1998).

"Thirty-two areas were identified as Palouse prairie remnants. The primary threat to the persistence of Palouse remnants in their present state is colonization by weeds." [p. 206]

E2 would or could

- Put a higher number of prairie remnants including those found on the ridgeline of Paradise Ridge at risk of weed invasions created by highway construction and vehicular transport of weeds (p. 17, Vegetation Technical Report, Lass and Prather 2007);
- Put all prairie remnants in the project area at risk of invasion by new weed species from adjacent counties, states and countries connected by the U.S. 95 corridor (Vegetation Technical Report, Lass and Prather 2007);

GIANT PALOUSE EARTHWORM

The wildlife assessment improperly states that no suitable habitat for *Driloleirus americanus*, the giant Palouse earthworm, will be affected. It also misspells both the genus and species epithets. A number of the most recent discoveries of this worm have been from locations on Paradise Ridge and the habitat is not strictly undisturbed prairie but also transitional zones.

Palouse earthworm, *Driloleirus* [sic] *americanus* [sic]: The Palouse earthworm is endemic to the Palouse bioregion. The species was first reported in 1897, and was described as being common in the area around Pullman, Washington; however, reported occurrences are very rare and there have been no recent confirmed occurrences reported in Idaho. Palouse earthworms inhabit relatively loose, rich soils in undisturbed bunchgrass prairie. Threats include loss of native Palouse habitat to agriculture, development and other disturbances, as well as introduction of European earthworm species.

Determination of Effect and Rationale: No Effect

- There have been no reported occurrences of Palouse earthworm in the project area.
- No remnant Palouse plant communities (suitable habitat) will be effected [sic] by the project.

[GENERAL WILDLIFE ASSESSMENT THORNCREEK ROAD TO MOSCOW p. 8]

This information should be updated in the final EIS.

POLLINATORS

There is no discussion in the DEIS on pollinators. Flowering plant species need pollinators. There is a very rich bee fauna on Paradise Ridge.

Preserving Palouse Prairie is important not only for its own sake, but also for providing refugia for pollinators, which are needed for plant reproduction—including crops.

“If the bee disappeared off the face of the earth,
man would only have four years left to live.”
— Albert Einstein [probable misattribution]

These prairie remnants are likely an important resource for pollinators. “Most flowering plants depend on bees, butterflies, and other animals for pollination. ... Pollinators have evolved with native plants, which are best adapted to the local growing season, climate, and soils. Most pollinators feed on specific plant species... Non-native plants may not provide pollinators with enough nectar or pollen, or may be inedible...” “Pollinators are vital to maintaining healthy ecosystems. They are essential for plant reproduction... Insects and other animals pollinate one-third of the food we eat – all kinds of fruits, vegetables, grains, nuts, and beans. ... the economic value of insect pollination worldwide has been estimated at \$217 billion.” [U.S. Forest Service] Studies are ongoing at UI regarding relative pollinator diversity across native Palouse Prairie, lands in the Conservation Reserve Program, and active agricultural lands.

WETLANDS

E2 would affect more than twice the acreage of wetlands as C3 but not as much as W4 (p. 146, Table 45); this is significant in terms of wildlife habitat and also flood control, in which wetlands play a significant role.

WILDLIFE

E2 divides an area of significant large game migration. With their water supply on one side of the highway and cover on the other, deer (sometimes more than 100 a day), elk and moose will endanger themselves as well as motorists. Paradise Ridge is also home to many bird species including wild turkeys and pheasants, and coyote and fox.

E2 would affect the greatest number of new rights-of-way (p.193, Table 61) which could reduce habitats that provide for habitat connectivity of prairie fauna, including pollinators (Hatten et al., 2013);

E2 would affect more wildlife species dependent on the prairie or intergraded habitats of Paradise Ridge (p. 163, Table 47);

The Moscow Sustainable Environment Commission again weighs in:

The SEC is greatly troubled that ITD acted unilaterally when choosing E-2 as their preferred alternative, ignoring recommendations from US Fish and Wildlife Service, Environmental Protection Agency and Idaho Department of Fish and Game. These Agencies all recommend avoidance of E-2 as this alignment "will have the greatest direct and indirect impacts to wildlife and other resources." [October 26, 2007 letter IDFG (Dave Cadwallader, Clearwater Regional Supervisor) to ITD (James Carpenter, District Engineer)]

UNGULATES

The Idaho Department of Fish and Game stood up against the eastern alignment from the very beginning, but ITD continually pushed the E2 route, calling in 3 different Wildlife experts (2005, 2007, and 2010). All three stated that the eastern alternative posed the largest concern for big game among the 3 alternatives being considered.

E2 would or could

- pass through higher quality habitat for ungulates, including elk, moose and deer, that utilize prairie (p. 171)
- increase noise and human presence in habitat used by ungulates (p. 171)
- affect more acres of ungulate habitat than C3 or W4 (4.4 ac vs. 0 and 0, respectively, p. 171), an estimate that is low because this acreage does not include prairie found in the area which ungulates certainly use for forage, movement, or refuge;

PINE FOREST HABITAT

Approximately 89% of the ponderosa pine communities have been lost in Latah County.

E2 would affect more acreage of coniferous forest than C3 or W4 (3.9 ac v. 0 and 0, respectively p. 164, Table 48), destroying habitat for northern alligator lizard, pygmy nuthatch and long eared myotis;

The northern alligator lizard (*Elgaria coerulea*) and pygmy nuthatch (*Sitta pygmaea*) are among the species listed as "Species of Greatest Conservation Need in the Palouse Prairie" [(IFG xxxx)]

Anecdotal: A woman who lives on Eid Road in a house that would be destroyed by E2 says that they have 15-20 owls living in some trees behind their house. Species of owl unknown.

FARMLAND

E2 would take twice as much prime farmland as would C3. "The recommended alternative from the perspective of impact on farmland would be the C-3 alignment." [DEIS summary of results]

The C3 alternative would split fewer farms (4) than would E2 (6) and would result in fewer "remnant farms" of less than 20 acres (2 for C3, 5 for E2). (Community Impact Assessment Ch 3 Land Use Plans and Policies, p. 15) [FLINT]

SEC is concerned that E-2 impacts the most acreage of prime farmland of all the alternatives. C-3 has the least impact to prime farm land and the least amount of new impervious pavement. This is of interest because it may impact the future sustainability of local food production. As indicated by the recent Palouse-Clearwater Food Summit (January 28, 2013 at the 1912 Center, Moscow, ID), there is an increasing demand for locally produced foods.

CONSTRUCTION

The C3 alternative has smaller cut and fill maximum heights and requires 26% less total excavation. This means less disturbed ground in C3. Disturbed ground is prime habitat for invasive and noxious weeds.

Given that ITD may clear "330' from the edge of traveled way" to permit big game to be seen along E2 (p. 7 Safety Analysis), the disturbance footprint of E2 is truly massive.

Staging areas, haul roads, batch plants, gravel or fill sources and rubble pile locations all have impacts, both in terms of possible direct impacts to prairie remnants and in terms of additional disturbed ground susceptible to invasive weeds. These areas need to be specified in the DEIS, not left to the design phase. [FLINT]

MITIGATION

The primary means of mitigation is avoidance of disturbance.

Palouse Prairie cannot simply be re-created because it consists of so much more than just the plant community that many people associate with the prairie. It can be argued that the greatest loss is below ground – the complex character, properties, and biotic communities of uncultivated native soil are irreplaceable. These soils have required thousands of years to develop and are basically destroyed with any disturbance. The scientific community knows very little about the soil ecology of native soils; consequently, the danger of losing something without even knowing it exists (Dr. Dave Huggins, WSU Soil Scientist).

The EPA noted for this project, “One of the most critical aspects of applying context sensitive design is the preservation of ecological connectivity... **This can best be achieved using avoidance and minimization of impacts – which are the first and second priorities for mitigating impacts ... Compensatory mitigation is appropriate only for truly unavoidable impacts that cannot be further addressed through improved siting and design** when an action alternative is selected. ... We anticipate that **avoidance of sensitive, rare, and/or high value terrestrial and aquatic habitats will be the most significant environmental need for this proposed project. Maintaining habitat connectivity ... will be a necessity.**”

Under “Topics of Concern and Controversy” the DEIS states, “there has been disagreement between IDFG and ITD regarding appropriate mitigation.” One recent mitigation proposal by IDFG is to put funding in a “bank” – \$750,000 for E2 and \$325,000 for C3. This is another indication that the E2 alignment is much worst environmentally.

I cannot comment on specific mitigation measures as such measures will not be identified until the Record of Decision is issued. (“FHWA will issue a Record of Decision (ROD) selecting an Action Alternative, a combination of the Action Alternatives, or the No Action Alternative. The ROD will also provide the rationale for the decision and identify mitigation measures.” [Executive Summary ES.11 Next Steps])

It is obviously far superior to avoid damaging the prairie rather than to damage the ecosystem and then try to mitigate by other means.

It is not appropriate to suggest that as there will be increased building following construction of the highway, the environmental effects of the highway will be overshadowed and no mitigation will be necessary.

There is no mention of environmental mitigation for harm to vegetation because ITD does not believe that there is any direct impact. However, Prather’s vegetation study shows the inevitability of this happening and there should be some recognition by ITD of reparation – farmers also should be concerned that their fields are going to receive more weed pressures than they currently do.

It is unclear what mitigation measures ITD will take as ITD will “implement stipulations in a Memorandum of Understanding with IDFG which is currently being developed” (DEIS, Chapter 9, Environmental Commitments, pg. 230). At a minimum, ITD should consider either a) avoiding the

E-2 alignment or b) constructing passage structures for large animal movement to reduce vehicular-ungulate collisions. [SEC letter]

Mitigation must include a management plan, as the indirect effects of the realignment will continue to damage adjacent Palouse Prairie. Also, decisions of mitigation acreage must be based on more than presence of a few plant species. Ideally, the determination would be made by an informed, independent party. And it should be spelled out in the FEIS, not the ROD.

Latah County Comprehensive Plan

The E-2 alignment goes against much of the Natural Resource Element in Latah County's Comprehensive Plan.

Latah County Comprehensive Plan

NATURAL RESOURCE ELEMENT

Goal: To ensure sound stewardship of the County's natural resources.

Policies:

1. Conserve streams, floodplains, wetlands, wooded areas, and other areas of natural significance and, where appropriate, incorporate natural features into planned developments as open space or buffer zones.
2. Encourage awareness and conservation of unique natural resources in Latah County, such as Palouse Prairie.
3. Prohibit development that significantly pollutes or degrades the natural environment.
4. Protect wildlife habitat, particularly critical winter range, from encroachment of incompatible development.
5. Promote availability of and access to public lands in Latah County.

Latah County Comprehensive Plan and Land Use Map Resolution #2010-32 December 2010
http://www.latah.id.us/planningbuilding/PB_ComprehensivePlan.pdf

Latah County Comprehensive Plan Analysis

Policy 1

Conserve streams – E2 and C3 would have the same number of tributary crossings (5), but E2 would have fewer linear feet (affected) -- quality

Conserve floodplains – E2: 0 acres of floodplains affected; C3: 1.8 acres

Conserve wetlands – E2: 3.61 acres of wetlands affected; C3: 0.99 acres

Conserve wooded areas – E2: 3.9 acres of pine stands removed; C3: 0 acres

“The primary disadvantages of E2 compared to the other alternatives are that it would be located closer to the base of Paradise Ridge which provides moderate ungulate habitat and E2 would also affect pine stands that are potential long-eared myotis, northern alligator lizard and pygmy nuthatch habitat.” [DEIS p. 55]

Conserve other areas of natural significance

Paradise Ridge definitely is an area of natural significance. Alignment E2 is the most destructive of the ridge. Visual quality— E2: 50% Moderate-High plus High 3% Low, 47% Moderate, 25% Moderate-High and 25% High rating; C3: 23% Moderate-High plus High; 9% Low, 68% Moderate, 15% Moderate-High, and 8% High.

Policy 2

Encourage awareness and conservation of unique natural resources in Latah County, such as Palouse Prairie.

Palouse prairie is one of the most endangered terrestrial ecosystems in the United States. 0.1% of Palouse grasslands remain in a natural state. [Vegetation Technical Report, p.2-3] The project area includes about 18.3 acres of highest-quality Palouse prairie remnants and 17 acres of medium high to medium low quality remnants [DEIS p. 97]

E2 would have the most serious effects on Palouse prairie remnants on Paradise Ridge.

Alignment E2 will result in serious indirect effects to 24 prairie remnants in the project area (and direct effects to at least one high-quality remnant, according to the EPA), with weed infestations due to construction and vehicular traffic posing the greatest threat. These 24 remnants will be exposed to threat of invasion by noxious and invasive weeds. [Biological Assessment Technical Report p.9] See also the map at the end of this letter.

“The primary threat to the persistence of Palouse remnants in their present state is colonization by weeds.” [DEIS p. 206]

There are 12 remnants near W4, 14 near C3, and 24 near E2. [DEIS table 62, p. 206] C3 has no remnants really close, whereas E2 has a number within 100 yards or less.

Six Palouse remnants occur within 1000 feet of alternative E2 and the closest is within 300 feet (Lass and Prather 2007). This includes the South End Paradise Ridge Conservation Site documented by the Idaho Conservation Data Center (CDC) in 1996 and a smaller remnant documented by CDC in 2005 as a conservation site. [DEIS]

Policy 3

Pollutes or degrades – The E2 Alternative is the only alternative that would affect wells, all of which are domestic. [DEIS p. 160]

Policy 4

Protect wildlife habitat

Effects to ungulate habitat (deer, elk, and moose) – E2: 4.4 acres; C3: 0 acres.

“The primary disadvantages of E-2 compared to the other alternatives are that it would be located closer to the base of Paradise Ridge which provides moderate ungulate habitat and E-2 would also affect pine stands that are potential long-eared myotis, northern alligator lizard and pygmy nuthatch habitat.” [DEIS p. 55]

Ungulate habitat quality is also higher along alignment E-2 for moose, elk, and deer than along the other alignments. [DEIS Table 49, p. 169]

DEIS Table 48. Habitat Type Effects (acres)

ALTERNATIVE	Ag/Grassland	Pine stands	Ungulate habitat	New right-of-way
W-4	159	0	0	210
C-3	101	0	0	154
E-2	158	3.9	4.4	207

All agencies (U.S. Fish & Wildlife Service, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, Idaho Department of Fish and Game) are against E2

Idaho Department of Fish and Game: "In closing, we feel it is important to repeat one additional mitigation recommendation we have made in the Wildlife Assessment and at every other opportunity: We recommend avoidance of the eastern alignment. It has been IDFG's position from the start – a position supported by recommendations from the other resource agencies – that the eastern alternative will have the greatest direct and indirect impacts to wildlife and other resources. Avoidance of impact is the primary mitigation tool available. We recommend avoidance of alternative alignment E2." [October 26, 2007 letter IDFG (Dave Cadwallader, Clearwater Regional Supervisor) to ITD (James Carpenter, District Engineer)]

The E2 alignment also goes against the Economic Development Element in Latah County's Comprehensive Plan and the goal of preservation of agricultural and forest land uses to ensure the continued viability of an agricultural and forest based economy in rural Latah County.

4. ECONOMIC DEVELOPMENT ELEMENT

Policies: Agriculture and Forestry

1. Protect agricultural and forestry land from scattered development.
2. Encourage agricultural and forestry diversification and experimentation, and "value added" industries.
3. Encourage local and regional food self sufficiency.

Alignment E2 takes out 50.8 acres of prime farmland; C3 takes out 25. There is a unique farm operation on the top of Paradise Ridge, capitalizing on a large Palouse Prairie remnant there, that grows native Palouse Prairie plants and sells seeds and starts. The E2 alignment would spread invasive weeds much further up Paradise Ridge with the high potential of harming this business and the Palouse Prairie (see map following).

There is a connection here with the Port of Lewiston's expansion of barge docks, and with Judge B. Lynn Winmill's determination that the U.S. Forest Service has authority to regulate use of the U.S. 12 Wild and Scenic River Corridor in regard to defiling it by the 'megaload' traffic (cutting back trees, usurping and building new turnouts). Both actions mean a high potential for more and bigger loads traveling U.S. 95 through Moscow in the future. There has been no broad, cumulative effects analysis of these projects and this ruling.

Conclusions

Mitigation must be addressed within the Final EIS.

The safety, social, and environmental effects of E2 are worse than C3.

The difference in length between E2 and C3 is insignificant.

C3 is the most context-sensitive and would have maximum reuse of existing infrastructure.

There is a prudent and feasible alternative to alignment E2.

Therefore, ITD must drop E2 from further consideration.

David Hall
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Att: Weed spread map, Figure 4 from DEIS, Lass & Prather 2007.

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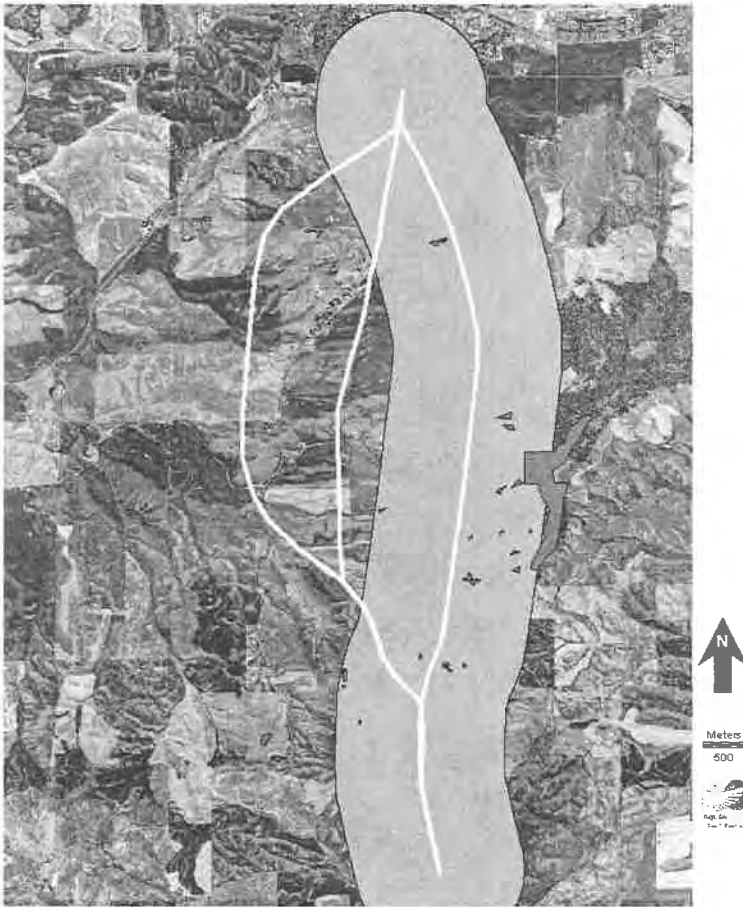


Figure 4. E2 route with 0.6 miles (yellow) buffer showing potential weed effect on prairie remnants (red).



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Idaho Transportation Department
Office of Communications
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March 5, 2013

Subject: U.S. 95, Thorn Creek Road to Moscow Project

To whom it may concern:

Since 1973, the Idaho Conservation League has been Idaho's voice for clean water, clean air and wilderness—values that are the foundation for Idaho's extraordinary quality of life. The Idaho Conservation League works to protect these values through public education, outreach, advocacy and policy development. As Idaho's largest state-based conservation organization, we represent over 20,000 supporters, many of whom have a deep personal interest in protecting human health and the environment.

We appreciate the fact the transportation safety is a top priority for the Department. At the same time, we believe that there are steps that the Department can take to reduce the effects of its projects to the environment.

For example, many of ITD's projects involve the loss of wetlands, which are important to wildlife and water quality protection. The preferred alternative will reduce area wetlands by more than three acres. On its face, this might appear to be negligible, but the incremental loss of wetlands over time, for a variety of reasons, is like death by a thousand paper cuts.

As such, we recommend that the Department mitigate for the loss of these wetlands. Ideally, a wetland mitigation program would restore historical wetlands within the affected watersheds. The Department could utilize historical information, such as aerial photos, to determine the location and extent of wetlands that have been lost over time, and then target these locations for restoration.

Similarly, the Department should consider funding a mitigation program, which would restore habitat for wildlife and plants. In this particular area, restoring patches of Palouse Prairie habitat

✓ 30

would make the Thorn Creek to Moscow Project more palatable from an environmental standpoint.

Another concern that our members have with ITD projects is the effects to water quality. During construction, the contractors need to take steps to reduce erosion and sediment delivery to waterways. There are many best practices that have been developed by transportation and construction officials around the country, which may be employed here to reduce erosion and sediment. All necessary water quality and fill permits must be obtained before construction begins.

At tributary crossings, we appreciate the fact that structures will be placed to accommodate stream flows. All crossings should accommodate 100-year flood events and provide passage for aquatic organisms. We also recommend planting riparian buffer strips along these tributaries within 300 feet of the shoulder of the road. The riparian strips should consist of native grasses, sedges, shrubs, and trees. This will reduce the amount of pollution draining from the road surface into the waterway.

Finally, we believe that ITD should monitor the number of vehicle-wildlife collisions that occur between Lewiston and Moscow. The locations of these collisions should be recorded by species, date, time of day, latitude and longitude. While recording such information has been traditionally documented by milepost, latitude and longitude information will yield more meaningful data. This information should be compiled in an annual report and made available to the public and the Idaho Department of Fish and Game. The reports would help inform future safety and wildlife mitigation needs should they arise.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brad Smith".

Brad Smith
Conservation Associate



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IDAHO DEPARTMENT OF FISH AND GAME

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C.L. "Butch" Otter/Governor
Virgil Moore/Director

March 25, 2013

Mr. Adam Rush, Public Involvement Coordinator
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**RE: Draft Environmental Impact Statement and Section 4(f) Evaluation US-95
Thorncreek Road to Moscow**

Dear Mr. Adam Rush:

Idaho Department of Fish and Game (IDFG) has reviewed the Draft Environmental Impact Statement US-95 Thorncreek Road to Moscow (DEIS). Our comments and recommendations are offered not to support or oppose the proposal or its alternatives, but to provide a technical review of the DEIS and the potential effects to wildlife, fish and habitat.

Preferred Alternative:

Based on previous correspondence (letter from J. Carpenter, Feb. 27, 2013), we understand that Idaho Transportation Department (ITD) believes that the roadway footprint of the eastern alternative (E-2) will not directly affect any Palouse Prairie Remnants but the DEIS does acknowledge indirect effects of this alternative. If E-2 is chosen, i.e. avoidance of negative effects to this habitat is not possible, then sufficient mitigation actions should be considered. We continue to note that the Palouse Grassland Remnants/Palouse Prairie Remnants is an important, vanishing ecosystem relative to wildlife resources.

Mitigation MOU:

We note that Table 68, Mitigation Measures for Vegetation, Fish and Wildlife (P 230) states "ITD and IDFG will implement stipulations in the Memorandum of Understanding (MOU) which is currently being developed". Although ITD and IDFG have had discussions about a MOU to address mitigation for vegetation, fish, and wildlife effects of the Thorncreek project, we consider the discussions to be preliminary in nature and certainly not reflective of language in the DEIS that suggests that an MOU is currently in development. We find the current portrayal of our discussion in the DEIS to be pre-decisional and request that references to the development of an MOU between IDFG and Idaho Transportation Department (ITD) for mitigation of the US-95 Thorncreek project be removed from the EIS or amended to state that the agencies are in discussion about mitigation opportunities that could be expressed in a MOU. We believe this allows for continued technical and policy discussion between both agencies.

IDFG Wildlife Report:

IDFG prepared a general assessment of wildlife impacts for the US-95 Thorncreek project per ITD's request (IDFG, 2006, General Wildlife Assessment). The report is provided in the DEIS, Wildlife Technical Reports. The DEIS (e.g., P 22, p 162, p 168) characterizes the IDFG report as a description of the effects of the alternatives on "*general wildlife species*," "*key indicator species*" and "*representative of species of greatest conservation need*." This nomenclature is not an accurate description of the content or intent of the IDFG report. Because the IDFG report is referred to throughout the DEIS and is used to identify mitigations for wildlife, clarity is important.

The IDFG Wildlife Assessment did not attempt to identify or assess effects of the US-95 project to "*general wildlife species*", so this phrase in the DEIS is unclear. The IDFG Wildlife Assessment also did not identify or refer to any species as a "*key indicator species*" as the DEIS suggests so we suggest that this term be revised or removed relative to the IDFG report.

In its wildlife assessment, IDFG evaluated impacts of the project to Idaho Species of Greatest Conservation Need (SGCN) identified in the State Comprehensive Wildlife Conservation Strategy (IDFG, 2006). We limited our evaluation to SGCN first because those are species listed by the state as most at risk and, second, because we felt that effects to those species would compare with effects we would expect to other wildlife in the project area. We also felt that mitigations for impacts to the SGCN we identified would mitigate for effects to other wildlife in the project area.¹ After we eliminated from consideration any SGCN not expected to be found in the project area, we evaluated the potential effects of the project for all remaining SGCN listed for that area. IDFG did not identify any SGCN species or groups of species as "*representative species*." We did, however, refer to those SGCN we evaluated as possible surrogates for effects to and mitigations needed for other wildlife species (See p 3 of the IDFG Wildlife Assessment).²

Wildlife Effects Analysis: General Comment

We are concerned that the DEIS does not appear to be formulated on the full array of technical information about wildlife provided to ITD. Conclusions seem to overemphasize technical information from the report by Sawyer (2010). The DEIS describes Sawyer's report as a summary of and an "independent assessment" of the wildlife reports provided to ITD from Melquist (2005, 2005b), Reudiger (2007), and IDFG (2006).³ Sawyer describes his report as an "independent evaluation of the conclusions" of Melquist and Reudiger. However, Sawyer's report is not based solely on a summary and assessment of the previous reports; Sawyer also provides his own qualitative description of habitat in the project area. Based on his own habitat

¹ The IDFG Wildlife Assessment did not evaluate effects to large ungulates, pygmy nuthatch or Townsend's big ear bat because those species were addressed in separate reports prepared by Melquist (2005).

² The DEIS Environmental Consequences section changes what it calls a "*representative species*" list to include northern alligator lizard, pygmy nuthatch and long-eared myotis bat, species the DEIS selected to focus on in the effects analysis for undisclosed reasons. Northern alligator lizard, is a SGCN and is described in the IDFG wildlife report. No information is provided in the DEIS to indicate what other wildlife species ITD thinks those three species may represent as surrogates, nor does it describe how it was determined that those species are "*representative*." (See additional comments below titled Species Selectivity and elsewhere in this review.)

³ Note Sawyer report's focus is almost entirely on big game, which IDFG did not address.

description and rankings, Sawyer contradicts recommendations for big game mitigations from Melquist and Ruediger. The DEIS's determinations about impacts to big game and mitigation for impacts to wildlife rely entirely on Sawyer's conclusions rather than objectively acknowledging that contrary information exists. We acknowledge that ITD must make decisions, regardless of whether the body of technical information represents consensus recommendations or not. However, when there is a broader body of information available, it strengthens the DEIS to represent it.

The wildlife reports and correspondence from Melquist, Ruediger, and IDFG each acknowledge the highly altered and relatively low to moderate quality big game habitat in the project area. All concluded that population-level effects were not likely to occur from any of the alternatives. However, all three assessments also recognized that E-2 would have negative effects to big game and other wildlife habitat, and all three identified potential big game passage structures and other mitigation actions to consider for effects from the E-2 corridor.

Sawyer's assessment of the habitat condition was similar to those of Melquist, Ruediger and IDFG, but his conclusions about effects to big game and appropriate mitigation for those impacts differed substantially. Sawyer discounted big game impacts in W-4 and C-3 and said no mitigations were merited for elk, moose or deer in those corridors. In contrast to Melquist and Ruediger, Sawyer also discounted impacts to elk and moose in E-2 and said no mitigation was warranted for those species in E-2, although he did acknowledge that "some level of mitigation may be justified (for deer)."

Provision of a clear rationale to refute or disregard recommendations regarding wildlife impacts and mitigations made by Melquist, Ruediger, and IDFG would substantially strengthen the DEIS as would providing a stronger rationale for the heavy reliance on recommendations from Sawyer.

Wildlife Effects Analysis: Indirect Impacts

The wildlife effects assessment in the DEIS is based on the footprint of the new highway; the DEIS does not assess the indirect impacts of the proposed action on wildlife and wildlife habitat. For example, the DEIS p. 166 says "(E-2) would not disturb forested habitat on Paradise Ridge but is closer to Paradise Ridge than other alternatives."⁴ Disregarded are the wildlife reports by Ruediger, Melquist and IDFG, developed at ITD request and cited in the DEIS, each of which describe indirect effects of highways on wildlife that can extend more than a mile from the highway footprint.

Scientific literature does reflect that highway impacts on wildlife extend far beyond the actual footprint of the road. Both the Ruediger and IDFG wildlife reports provided numerous citations and a discussion about the range and severity of indirect impacts of highways on wildlife. IDFG's report recommended, with supporting citations, buffer zones for ITD to consider when assessing impacts of the proposed project on wildlife and for determining appropriate mitigations. Consideration of these assessments and citations would improve the DEIS as would including consideration of indirect impacts to wildlife. A number of scientific reports about

⁴ This statement is also in contrast to a statement in the next paragraph which says "(E-2) would affect a forested habitat . . ." The E-2 corridor would go through a stand of ponderosa pine, requiring removal of a portion of that forest.

highway effects to wildlife have also been published since the reports in 2006 that could also be considered in the effects analysis.

Wildlife Effects Analysis: Species Selectivity

In several sections, including portions of the Environmental Consequences section, the DEIS compares wildlife impacts between alternatives using only three wildlife species: northern alligator lizard, pygmy nuthatch, and long-eared myotis bat. The rationale is unclear, given that technical reports to inform the DEIS provide information for a broader range of species, including the SGCN evaluated in the IDFG report and large ungulates evaluated by Melquist, Ruediger and Sawyer. A rationale or justification for this highly selective analysis is not provided in the DEIS.⁵ We agree that the DEIS appropriately included analyses for these three species, but there was sufficient technical information to provide analysis for other species, as well. We are concerned that unless there is additional rationale for selecting these three species, the DEIS is not sufficiently comprehensive for analysis of alternatives and decision-making relative to effects to wildlife.

For example, the DEIS says that W-4 would not affect northern alligator lizard, pygmy nuthatch and long-eared myotis bat habitat associated with Ponderosa pine near the base of Paradise Ridge (p 54). That is because there is no suitable habitat for those species in W-4, which is not near Paradise Ridge. Northern alligator lizard, pygmy nuthatch and long-eared myotis bat are associated with a specific type of habitat (Ponderosa pine) that is not only rare in the area, but limited to the E-2 corridor; therefore, those three species are likely to be affected only if the E-2 alternative is selected. This species-selective approach discounts the many other wildlife species that could be affected by the project in alternatives W-4, and C-3. It also discounts the other wildlife species that construction of the E-2 corridor could affect in addition to alligator lizards, nuthatches, and long-eared myotis bat.

We are concerned that a species-selective approach to the analysis continues, in various forms, throughout the DEIS; the Summary of Resource Effects (Table 39) lists only large ungulates (deer, elk and moose), ignoring not only the SGCN species in IDFG's Wildlife Assessment, but also the three species the DEIS previously selected to focus on (northern alligator lizard, pygmy nuthatch and long-eared myotis bat). The Cumulative Effects section considers effects only to large ungulates and to unidentified "non-native, habitat generalist, common species," (p 212) thereby ignoring effects not only to SGCN but, again, the three species the DEIS previously selected to focus on. (See our additional comments under Cumulative Effects.). Inconsistent consideration of species and consideration of selected groupings of species relative to assessment of the alternatives does not demonstrate a systematic approach for the technical, economic, and environmental analyses.

Habitat:

IDFG does not agree with conclusions drawn on p 169 regarding "*Pine Stand Effects*." The DEIS characterizes the loss of about 4 acres of a Ponderosa pine stand as "minor" because the stand is small, with ten snags and "only" four mature trees suitable for pygmy nuthatch nesting.

⁵ See P 102, the DEIS says "Two species were found to be of particular interest and could potentially occur in the project area based on agency and public comment . . ." and describes the habitat of those species. A separate paragraph on P 103 describes habitat used by northern alligator lizard, but does not explain why that species was selected for emphasis.

Because Ponderosa pine stands are rare in the Palouse habitat in and adjacent to the project area, the loss of additional Ponderosa pine habitat is especially important because of its rarity. Ten snags and four mature pines can represent an important wildlife habitat (not just for pygmy nuthatch) in a region where similar habitat is severely limited. Younger Ponderosa pine forests are also important because they provide habitat for a host of other wildlife species, and eventually become mature pine forest.

Also, conclusions in the DEIS are based only on the direct loss of trees to make way for the highway footprint. The DEIS fails to identify whether there will also be indirect effects, or not, of the proposed development. The effects analysis must consider both direct and indirect impacts to be complete.

Cumulative Effects:

The cumulative effects section on p. 212 includes generalizations about wildlife such as the following: *"Many of the wildlife species that would occur in the project area are non-native species . . . general habitat specialists . . . and a variety of other common species. These species, while important locally, are mainly . . . adaptable to habitat modifications, fragmentation and high levels of human use."*

No citations are provided to support these statements. The DEIS should provide evidence that (name the species) are *"adaptable to habitat modifications, fragmentation and high levels of human use"* and, if so, to what degree.

At ITD's request, IDFG prepared a wildlife report that focused on Idaho Species of Greatest Conservation Need. IDFG suggested that, if the highway minimized and mitigated for impacts to Idaho's more imperiled wildlife in the project area, other wildlife would receive adequate protection as well. The information available in that report would be relevant to this DEIS, particularly in the cumulative impacts assessment. In their February 27, 2013 correspondence, ITD did recognize that there could be cumulative impacts to Palouse remnants due to this project combined with other unrelated development that continued to occur in the area, but outside of the ITD right-of-way. That circumstance does not alleviate the objective of cumulative effects analysis. In fact, example of cumulative effects situations faced by agencies such as the Federal Highway Administration includes cumulative commercial and residential development and highway construction associated with suburban sprawl, clearly assessing both agency actions and other actions affecting the same resource.

The EIS should assess the direct and indirect losses of habitat caused by the project, in conjunction with other foreseeable impacts in the area, and assess how those losses of habitat will affect SGCN and other wildlife.

Elk, moose and deer: The statement on p 212 that, *"Elk, moose and deer are more specific to habitat and human use patterns (than the "non-native . . . general habitat specialists . . . common species" mentioned previously in this section of the DEIS)* is confusing and misleading, not only because it fails to provide a clear, scientifically supported comparison between the habitat needs of large ungulates and other species, but also because it fails to identify the other species to which these animals are being compared to. Many common or non-native wildlife species have more (or less) specific habitat needs than do elk, moose and deer. The DEIS must differentiate

on a species-to-species basis and provide scientifically sound evidence from which to draw conclusions.

IDFG does not understand the statement that elk, moose and deer “. . . *are more specific to . . . human use patterns*“. The DEIS should clarify this statement.

Wildlife Collisions:

Based on emphasis in the DEIS, it is clear that ITD finds that wildlife collisions are important to consider and we agree. The DEIS should fully evaluate the potential for an increased number of wildlife collisions in all of the alternatives. Wildlife-vehicle collisions cause loss of wildlife but, more importantly, carry human safety and property damage concerns. We are aware that ITD has recently entered into a research contract to assess methodology for prioritizing appropriate mitigation to reduce big game animal-vehicle collisions on Idaho highways. We encourage the continued use of the current wildlife linkage database along with new information forthcoming from this study for decision-making.

The DEIS (p 114) discounts wildlife collisions as a (safety) factor in the evaluation of alignment alternatives because, according to the DEIS, none of the collisions between 2002 -2011 involved injuries and because of the “randomness” of those collisions, which is not defined by any criteria. However, we note in Table 30 that the number of wildlife⁶ collisions in the existing US-95 corridor from 2002 to 2011 (N=31) were about equal to the number of intersection-related accidents and head-on collisions combined (N=30).⁷

All of the wildlife assessment reports (Melquist, Ruediger, IDFG and Sawyer) concur that moving to the E-2 alignment is likely to have the highest risk of wildlife collisions of the three alternatives considered because of proximity to the best habitat. What is not acknowledged or discussed in the DEIS is that the likelihood of wildlife collisions also increases as speed limits are increased and as the footprint of the highway is expanded. Also to be considered is that wildlife mortalities on the new highway will be additive to mortalities experienced on the existing route, regardless of alternative chosen, since the existing road will remain open as a county highway after the new US-95 route is completed. The DEIS should consider each of these factors.

The number of wildlife collisions reported in the DEIS and our comments are better described as “big game” collisions because neither the DEIS nor our previous comments have addressed vehicle collisions with other wildlife. Quantifying highway collisions effects on small wildlife is difficult but, as supported by references cited in the attached wildlife reports, there is no doubt that vehicles on the new highway will kill many small animals. Similar to our observation for big game, the effect will also be additive to mortalities experienced on the existing route, regardless of alternative chosen, because the existing road will remain open after the new highway is completed.

⁶ Note that wildlife collisions in this context appear to be “big game” collisions only. The DEIS should be clear about what defines a wildlife collision.

⁷ Note that on P 114, the number of wildlife collisions in the project limits is given as 37. Table 30 indicates that there were 31 for the same period. The discrepancy should be resolved.

The DEIS effects analysis should include acknowledgement that species of wildlife in addition to big game will be killed by vehicles, and that the number of wildlife killed will increase substantially with the larger highway footprint (more distance to cross) and higher speeds.

Although the DEIS states that crossing structures will be constructed to help small wildlife safely move across the highway prism, more detail would allow resource agencies to determine whether the structures will be adequate in placement, design and number to offset these effects (see Mitigations below).

Mitigations:

The most pervading limiting factor and threat for wildlife in the Palouse ecosystem, including the Project Area, is the loss of habitat to agriculture and other development. Palouse Grasslands have been converted nearly 100 percent to cultivated agriculture, making it an imperiled ecosystem (Lichtardt and Mosely 1997), perhaps the most endangered prairie ecosystem in North America (Noss, *et.al.* 1995). Nearly 90 percent of Ponderosa pine plant communities have been lost in Latah County as well. Remnants of native Palouse plant communities may provide habitat for some species of wildlife dependent on those plant communities, including some of the species included in this DEIS. Although the project will avoid direct impacts to remnant native plant communities, the effects of highways extend well beyond the edge of pavement (Forman and Deblinger 2000). We anticipate the new road will have indirect effects on some of those plant communities and their associated wildlife. The DEIS does recognize the indirect effect of weed incursion and measures to minimize indirect impacts of weeds have been proposed in Chapter 9.

In the Project Area are habitat types that provide relatively undisturbed cover and forage for many species; for instance, mixed grassland, shrub and forest that provide year-round habitat for deer, elk, moose and a variety of other game and non-game bird species. Agricultural fields provide habitat for species like pheasants, quail and gray partridge, but only if adequate grassland and woody cover is available nearby. The highway project will unavoidably reduce some of these valuable habitat components in the Project Area.

Habitat and wildlife would be most severely impacted by the proposed eastern corridor because the proposed eastern corridor lies along the toe of the Paradise Ridge slope, which supports a rich diversity of native Palouse Prairie and important stands of Douglas hawthorn and Ponderosa pine. It is home year-round to elk, white tail deer, moose and a variety of other wildlife. In addition to direct effects, the highway project is likely to have the greatest indirect impacts on wildlife if the eastern corridor is selected (Melquist 2005a; Melquist 2005b; Forman and Deblinger 2000). For instance, elk are likely to be displaced from suitable habitat along the base of the ridge as a result of increased activity (Melquist 2005a); other species may be displaced from suitable habitat as well.

The first priority of mitigation should be avoidance, but that is not always possible or feasible. However, regardless of alternative selected, some wildlife habitat will be lost. Because wildlife habitat is in such short supply and already at risk in the project area, replacement of the habitat lost as a result of the project should be a consideration of mitigation for this project.

The DEIS refers to IDFG June 28, 2007 correspondence with ITD on pages 16 and 17.⁸ In this correspondence, according to the DEIS, IDFG suggested that ITD establish a bank or trust to be used for easements or habitat improvements in the Palouse region “instead” of ratio-based habitat replacement and big game passage structures. This is only partially correct as IDFG agreed not to further pursue passage structures for big game. To be accurate, the DEIS should also reflect that IDFG modified the ratio previously used to calculate impacts; the trust proposal retained a habitat ratio basis. It should also be noted that an adjustment to this proposal by IDFG was to calculate the habitat loss for the highway footprint only and no buffer was included in the revised calculations. IDFG acknowledges that ITD does not favor this approach and both agencies have initiated discussing a MOU instead.

IDFG appreciates that ITD has included some of our wildlife mitigation suggestions for wildlife in the DEIS (Table 68), including nest boxes for pygmy nuthatches, timing removal of trees to avoid nesting birds, and design and installation of culverts and overpasses to allow for passage of terrestrial wildlife. However, other IDFG mitigation recommendations have not been included.

Mitigations recommended by IDFG that were not incorporated into the DEIS include:

- Passage structures: Our recommendations included retrofitting existing US-95 bridge/culverts to allow passage for small wildlife. Retrofitting was recommended to help mitigate not only the loss of wildlife on the new highway, but also to help mitigate some of the additive loss of wildlife that will occur because the existing highway will remain open after a new highway is built. We appreciate that ITD has included a commitment to providing wildlife passage in new structures in the Mitigation Measures; however, a firm commitment to retrofit existing structures “where appropriate” to address cumulative impacts from new and existing highway presence would strengthen the mitigation approach.

More detail about the locations and design of the passage structures would improve the DEIS. The effectiveness of wildlife passage structures relies on careful site selection, as well as vegetation and design features to lead wildlife safely to the structures. Such details are not currently included in the DEIS. The effects analysis relies, in part, on the effectiveness of mitigations identified. Because passage features are offered as mitigation measures in the DEIS, the siting and design elements of each of the passage structures that ITD intends to install should be clearly described in enough detail so that IDFG and other resource agencies can evaluate their potential effectiveness.

- Short-eared owls: To reduce vehicle collisions with low-flying short-eared owls, a SGCN species, we recommended installation of reflective posts or installation of reflectors on other highway structures in key flying/forage areas identified by wildlife biologists. We also recommended avoidance of known nesting sites during construction, to be identified by pre-construction surveys. Neither of these recommended mitigations are considered in the DEIS.

⁸ The DEIS refers to correspondence in May, 2007. Although we received correspondence from ITD, IDFG has no record of correspondence sent to ITD in May, 2007. We believe the correspondence described in the DEIS is most likely our letter of June 28, 2007 to ITD, based on the description in the DEIS. The DEIS should resolve the dates of correspondence referred to in the text.

- Bats: For bats, we recommended installation of day and night roosting facilities in culverts and bridges, retrofitting structures on the existing US-95. We also recommended designing new structures without sealed joints to discourage roosting. Retrofitted roosting installations and locating water features away from the highway would help move bat activity away from the highway and reduce collisions. The DEIS commits to building bat boxes, which could be beneficial, but does not indicate how many, or where these would be placed to mitigate impacts from the highway. Building replacement pond /wetland forage areas away from the highway was another mitigation we recommended, and one that ITD committed to implement, which we appreciate.

Miscellaneous comments:

Page 106. The DEIS says the project area has not been included in IDFG moose and deer surveys. The inference from the following text (apparently taken from the Sawyer wildlife report) is that IDFG did not conduct surveys for those species because densities of those species are too low to be worth consideration. In fact, IDFG does not conduct surveys specifically for moose and white-tail deer in the Clearwater Region so the lack of surveys is not related to wildlife density.

The description on p 106 also demonstrates a lack of understanding of IDFG's elk survey methodology that is too complicated to attempt to correct in these comments. It should suffice to say that the Paradise Ridge (E-2 corridor) area is within two aerial survey subunits of Game Management Unit 8 that, because of low densities of elk, are flown less than other subunits. Also, past surveys have also shown that elk are rarely present on those subunits during the months that surveys are flown. That does not mean, however, that elk are not present in those subunits then or at other times of year. It would be more informative to consider that elk numbers across Game Management Unit 8, which incorporates Paradise Ridge, have been steadily increasing. Note that elk surveys are not flown annually, but every several years (typically 3-5 years). Unit 8 was surveyed in 1997, 2004, and 2009.

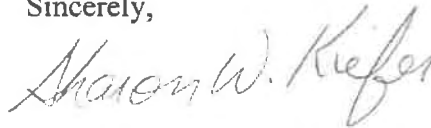
Finally, the statement that *"The number of moose and elk that utilize Paradise Ridge is so low, and use is so unpredictable, that capturing an adequate sample of animals is not feasible"* and a comment on p 105, that the area is unable to support *"measurable numbers"* of deer, elk and moose should really reflect that effort has not been made to measure the number of deer and elk.

Pages 153 – 154 (Tributary Effects) compares the amount of riparian habitat that would be disturbed in E-2 with other alternatives, concluding that there would be less removal of vegetation and less erosion and sedimentation due to channel realignments. The comparison of riparian habitat is based only on area, and does not address the quality of the habitats affected. Assessment of the quality of the riparian habitats that will be affected is important to comparing impacts to habitat and wildlife in various alignments. Melquist, Ruediger, Sawyer, and IDFG all identify the E-2 corridor as having the better habitat of the three alternatives, all with emphasis on remaining intact or functioning riparian areas. The DEIS touches on the relative value of the habitat on p 166, but not in this discussion.

Page 212. Habitat for elk and moose is not “*confined to*” the Paradise Ridge vicinity (E-2) as stated in the DEIS. The best of the habitat available is in the E-2 corridor, but other alignments will also affect habitat for these large ungulates. That the best remaining large ungulate habitat in the project area is in the E-2 alignment reinforces conclusion that the E-2 alignment, of the alternatives, will have the greatest impact on big game and big game habitat.

IDFG appreciates the opportunity to provide technical comments for the DEIS. Please contact Ray Hennekey, Environmental Staff Biologist, Clearwater Region 2 Office, Lewiston (208-799-5010) if you have any questions regarding our technical comments. IDFG looks forward to continued dialogue with ITD to advance a MOU to address mitigation measures and we will be contacting regional ITD staff to continue our discussion.

Sincerely,



Sharon W. Kiefer
Deputy Director

SWK:lm

C: D. Cadwallader, R. Hennekey, IDFG
B. Butler, Office of the Governor

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Lahde Forbes
1043 Showalter Rd.
Moscow, ID 83843

February 18, 2013

Idaho Transportation Department
Adam Rush, Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

Dear Mr. Rush:

I am writing you with concerns regarding the proposed Highway 95 rerouting, south of Moscow. If you would please take a moment to consider the following, I would greatly appreciate it. Please note that I do not reside anywhere near the proposed alternatives, therefore I do not stand to personally benefit or face losses related to the outcome of this decision, other than as a concerned Moscow resident.

I went to the ITD Public Hearing on January 23rd and was thankful for the friendly assistance I received from the ITD staff and consultants. I went to the meeting with several key concerns; how do the E-2 and C-3 alternatives compare regarding safety, how will weather conditions affect traffic safety on alternatives E-2 and C-3, and which eight businesses will be displaced if C-3 were chosen? I was very surprised by what I learned and would like to share these insights with you.

First, I spoke with Curtis Amzen, ITD District 2 Project Development Engineer. He informed me that the main reason E-2 is safer than C-3 is that it has less distance (0.7 miles) of 5-lane highway (4 lanes with a center turn lane). This is where accidents are greatest due to increase vehicle travel from entering and exiting businesses.

I find this ironic because looking at the safety concerns of most people in our community they are worried about accidents on Reisenauer Hill, where actual fatalities occur at high speeds. As you may know, the predicted crash rate (crashes/year) is 10.9 for C-3 and 7.7 for E-2. But when looking at injury/fatality numbers for E-2 and C-3, the difference is very little; 3.8 and 4.7 respectively. If you look at the rural divided highway segment, which most of E-2 is, you'll find that it actually has a HIGHER fatality and injury rate than C-3's similar segment.

Another consideration is that as development occurs along the undeveloped portion of E-2 near Moscow, additional access points may be created. Although Type IV right-of-way will be purchased for the E-2 alignment and it has been stated that new access points would not easily be granted, it is still possible. Any additional future access points along E-2 would decrease the safety of the highway bringing it closer to that of C-3. Much of the development along C-3 has already occurred and the likelihood of additional access points there would appear to be less.

I also talked with Dr. Russell Qualls, ID State Climatologist and ITD's weather consultant for the safety study. It is not a secret here in Moscow that many think the weather data taken for five months during the mildest winter in the last 10 years is fraught with errors.

In my conversation with Dr. Qualls I hoped to understand how he came up with his data. He insisted he could make "inferences" based on very limited data, much of which was taken off-site in a completely different bioregion at the University of Idaho Plant Sciences Lab. After listening to his reasoning, I decided to get a second opinion from Bradley Halter who is a retired NOAA meteorologist. He said that the only way to "infer" data from one unrelated site to another is if the data is collected at locations specific to the alternatives over a long period of time. Here are a couple of Mr. Halter's responses from a recent email:

"The report refers to the desire to characterize the climate of the study area, yet only data from Jan. through May 2005 were included in the study. Since the word "climate" usually refers to some long-term average of meteorological variables, preferably 5 to 10 years, it would appear to me that this study falls far short of characterizing the climate of the study area."

"It appears to me that the C-3 alternative was eliminated from consideration at the very beginning. No measurements were made in the vicinity of the new alignment sections, which deviate from the present 95. In analyzing the possible new alignment corridors for 95 on pp. 25-26, assessments are given for the Eastern and Western alternatives. However, of the Central Corridor, the report, in its first mention of the Central Corridor, says only that it "... is described better by the climate description of the Eastern Corridor..." So, the Central Corridor has not actually been characterized in its own right by the study!"

If the methodology used to collect weather data can be deemed inaccurate, then Mr. Amzen's safety study should be re-evaluated with proper climate data. And, if climate differences are present then this could cause the alignments to have crash modification or calibration factors applied affecting the outcome of weather related crash data. It seems prudent that if safety is a top priority then you should use your due diligence to ensure that the data is as accurate as possible.

Over the course of the nine years during which the DEIS was drafted, that quality data could have been collected. Many people who visit and live on the ridge in winter have seen increased levels of snow, ice, snow drifting due to high winds and ice forming fog, but we have no way of proving this scientifically in a measured way due to lack of data. Please collect proper data before drawing a potentially incorrect conclusion as to the safety of the E-2 alternative. If weather had been taken seriously as a safety factor in the DEIS studies, would the conclusion have been that the E-2 and C-3 alternatives are equally safe? Or would the C-3 alternative have been projected as the safest alternative?

If Mr. Halter were to attempt to use Mr. Quall's weather data to guess at conditions on the proposed alternatives, here is what he says:

"Even with the lack of data, I think a consideration of the C-3 alignment topography and the conclusions drawn from the assessments of the Eastern and Western Corridors can lead to some useful conclusions regarding C-3. The Western Corridor assessment includes a higher likelihood of cold air drainage temperatures leading to possible icy or frosty road surface. This is because the Western Corridor includes significant sections in the lowland flats. The new C-3 alignment, located on higher sloping terrain to the east of present 95 could very well be above much of the cold air pooling which occurs in the flats below. Furthermore, being lower in elevation than the Eastern Corridor, it would more frequently be below the fog, which was recorded at the eastern monitoring site. Note that it is the high elevation

sites, the eastern (over the western shoulder of Paradise Ridge) and Reisenauer Hill, that had the greatest reductions in visibility due to fog.”

At the IDT Hearing, I also spent more than an hour talking with Tim Long, District Right of Way Supervisor, and Carmen Reese, Senior Right of Way Agent. We looked at which eight businesses would be displaced on alternative C-3. They informed me that in fact “no businesses” will be displaced, and the widening of current Hwy 95 would have no effect beyond a potential noise increase. I was surprised that ITD had “eight businesses displacements” as one of its main four reasons for not choosing C-3 as its preferred alternative since this information is inaccurate. Tim Long wanted me to stress in this letter that there will be “no definitive businesses displacement” (on C-3) and this is “misleading” to the public. I expect to see this information corrected in the subsequent ITD Hearing information boards and in the DEIS/FEIS.

Another concern for Moscow and the surrounding communities is the displacement of residents. On February 11, 2013 I spoke again with Tim Long to clarify what we may expect for residential displacements. He said that E-2 would displace the most residents because of issues with a displaced well and that ITD had decided to relocate all of the residences within the mobile home park and a house above the park on Eid Rd. He also stated that only one residence would be displaced along the C-3 route. This information is very different than that presented at the 01/23/13 public hearing and in the DEIS, which stated that C-3 would displace 7 residences and E-2 would displace only 5. It appears that there has been an error made in the information disseminated to the public and to the board making the final alignment decision.

The issues I have pointed out above are a select few that I felt were especially important in terms of safety and impact on residents along the two alternatives. I have not covered the importance of preserving prime farmland, ungulate habitat, and the last few remaining examples of intact Palouse Prairie. I am requesting you consider changing the preferred alternative to C-3, which is comparable in safety and mobility to E-2, but will create less displacements of human settlement, less negative impact on wildlife, help maintain plant communities, and conserve prime farmland. Please take into account these considerations when making your final decision on the realignment of US-95.

Thank you for your time and consideration in this matter,

Lahde Forbes

Cc: Jerry Whitehead, ITD Chairman
R. James Coleman, ITD Vice Chairman
Janice Vassar, ITD Board Member
Julie DeLorenzo, ITD Board Member
Jim Kempton, ITD Board Member
Dwight Horsch, ITD Board Member
Lee Gagner, ITD Board Member
Dave McGraw, Latah County Commissioner
Tom Stroschein, Latah County Commissioner
Richard Walser, Latah County Commissioner

Citizens for a Safe 95

3697 Highway 95
Moscow, ID 83843

33

March 22, 2013

Board of County Commissioners
Latah County Courthouse
P.O. Box 7129
Moscow, ID 83843

By email to dmcgraw@latah.id.us; tstroschein@latah.id.us; rwalser@latah.id.us

Dear Commissioners:

Citizens for a Safe 95 is a group of more than 90 land and business owners, tenants and residents that own, and reside on property impacted by one or more of the alternative alignments assessed in the Idaho Department of Transportation (ITD) - Draft Environmental Impact Statement (DEIS) for the Thorn Creek-to-Moscow Section of Highway 95. Collectively, we own more than 80% of the property needed to be acquired for any of the proposed new routes. We have provided the attached comments to the ITD. We believe the ITD has done a comprehensive, detailed, and thorough job with the DEIS. We unanimously support the Preferred Alternative - Route E2. (Copy of Written Testimony attached).

Also attached you will also find three letters we have submitted to the Commissioners and Director of the Idaho Department of Fish and Game and the Board and Director of ITD and the Governor. In 2003, the inability of ITD and Idaho F&G to cooperate and fulfill their obligations resulted in a District Court ruling requiring this DEIS. The cost of the failure of these two agencies to cooperate is now well documented over the past nine years. This four mile section of highway includes the 4th, 6th and 13th most dangerous highway ½-mile segments in the entire Idaho highway network. As this court-mandated DEIS has proceeded, seven lives have been lost, three dozen citizens permanently injured, and \$10s of millions of dollars incurred in medical and property damage. The obituaries of the victims include teachers, University of Idaho students, parents and children. In just the last few weeks four serious accidents have occurred including a father of five from Lewiston who lost his life on Reisenauer Hill. Shortly

before the 2003 Court decision a pregnant woman, a grandmother, another young mother, and an infant were killed on Reisenauer Hill by an out-of-control semi-truck. Route E-2 is the only alternative that eliminates this lethal segment, minimizes access, takes local traffic off the highway and causes the least disruption in our lives.

We note the DEIS suggests that IF&G and ITD continue to disagree and have continued to be unresponsive to each other in conducting and reviewing the DEIS. The indication that IF&G did not receive the DEIS for review in a timely manner supports this conclusion. We fear that continued squabbling between IF&G and ITD will lead to further delay, deaths, injuries and damage.

We respectfully request that the Commissioners support Alternative E-2 and continue to monitor and encourage the ITD and IF&G management to give serious attention to this matter; assure that their staffs work cooperatively with IF&G; secure an agreement with ITD that fairly mitigates those legitimate IF&G concerns; and allow the new highway to be built as soon as possible.

Thank you for your prompt attention to this serious matter important to all users and residents on this dangerous section of US Highway 95.

Sincerely,

Ian von Lindern

For **Citizens for a Safe 95**

Cc: Director and Board of IF&G
Office of the Governor
Latah County Commissioners

Citizens for a Safe 95

3697 Highway 95
Moscow, ID 83843

March 22, 2013

Honorable Butch Otter
Governor, State of Idaho
P.O. Box 83720
Boise, ID 83720

By email to governor@gov.idaho.gov - attention Amy

Dear Governor Otter:

Citizens for a Safe 95 is a group of more than 90 land and business owners, tenants and residents that own, and reside on property impacted by one or more of the alternative alignments assessed in the Idaho Department of Transportation (ITD) - Draft Environmental Impact Statement (DEIS) for the Thorn Creek-to-Moscow Section of Highway 95. Collectively, we own more than 80% of the property needed to be acquired for any of the proposed new routes. We have provided the attached comments to the ITD. We believe the ITD has done a comprehensive, detailed, and thorough job with the DEIS. We unanimously support the Preferred Alternative - Route E2. (Copy of Written Testimony attached).

Also attached you will also find two letters we have submitted to the Commissioners and Director of the Idaho Department of Fish and Game and the Board and Director of ITD. In 2003, the inability of ITD and Idaho F&G to cooperate and fulfill their obligations resulted in a District Court ruling requiring this DEIS. The cost of the failure of these two agencies to cooperate is now well documented over the past nine years. This four mile section of highway includes the 4th, 6th and 13th most dangerous highway 1/2-mile segments in the entire Idaho highway network. As this court-mandated DEIS has proceeded, seven lives have been lost, three dozen citizens permanently injured, and \$10s of millions of dollars incurred in medical and property damage. The obituaries of the victims include teachers, University of Idaho students, parents and children. In just the last few weeks four serious accidents have occurred including a father of five from Lewiston who lost his life on Reisenauer Hill. Shortly before the

2003 Court decision a pregnant woman, a grandmother, another young mother, and an infant were killed on Reisenauer Hill by an out-of-control semi-truck. Route E-2 is the only alternative that eliminates this lethal segment, minimizes access, takes local traffic off the highway and causes the least disruption in our lives.

We note the DEIS suggests that IF&G and ITD continue to disagree and have continued to be unresponsive to each other in conducting and reviewing the DEIS. The indication that IF&G did not receive the DEIS for review in a timely manner supports this conclusion. We fear that continued squabbling between IF&G and ITD will lead to further delay, deaths, injuries and damage.

We respectfully request that the your office monitor and encourage the ITD and IF&G management to give serious attention to this matter; assure that their staffs works cooperatively with IF&G; secure an agreement with ITD that fairly mitigates those legitimate IF&G concerns; and allow the new highway to be built as soon as possible.

Thank you for your prompt attention to this serious matter important to all users and residents on this dangerous section of US Highway 95.

Sincerely,

Ian von Lindern

For **Citizens for a Safe 95**

Cc: Director and Commission of IF&G
Director and Board of ITD
Latah County Commissioners

Citizens for a Safe 95

3697 Highway 95
Moscow, ID 83843

March 21, 2013

Members of the Board and Director
Idaho Department of Transportation
3311 West State Street
P.O. Box 7129
Boise, ID 83707-1129

By email to sue.higgins@itd.idaho.gov

Dear Board Members and Director:

Citizens for a Safe 95 is a group of more than 90 land and business owners, tenants and residents that own, and reside on property impacted by one or more of the alternative alignments assessed in the Idaho Department of Transportation (ITD) - Draft Environmental Impact Statement (DEIS) for the Thorn Creek-to-Moscow Section of Highway 95. Collectively, we own more than 80% of the property needed to be acquired for any of the proposed new routes. We have provided the attached comments to the ITD. We believe the ITD has done a comprehensive, detailed, and thorough job with the DEIS. We unanimously support the Preferred Alternative - Route E2. (Copy of Written Testimony attached).

Also attached you will also find a letter we have submitted to the Commissioners and Director of the Idaho Department of Fish and Game. In 2003, the inability of ITD and Idaho F&G to cooperate and fulfill their obligations resulted in a District Court ruling requiring this DEIS. The cost of the failure of your two agencies to cooperate is now well documented over the past nine years. This four mile section of highway includes the 4th, 6th and 13th most dangerous highway ½-mile segments in the entire Idaho highway network. As this court-mandated DEIS has proceeded, seven lives have been lost, three dozen citizens permanently injured, and \$10s of millions of dollars incurred in medical and property damage. The obituaries of the victims include teachers, University of Idaho students, parents and children. In just the last few weeks four serious accidents have occurred including a father of five from Lewiston who lost his life on Reisenauer Hill. Shortly before the 2003 Court decision a pregnant woman, a grandmother,

another young mother, and an infant were killed on Reisenauer Hill by an out-of-control semi-truck.

We note the DEIS suggests that IF&G and IDT continue to disagree and have continued to be unresponsive to each other in conducting and reviewing the DEIS. The indication that IF&G did not receive the DEIS for review in a timely manner supports this conclusion. We fear that continued squabbling between IF&G and ITD will lead to further delay, deaths, injuries and damage.

We respectfully request that the ITD Board and Agency management give serious attention to this matter; assure that your staff works cooperatively with IF&G; secure an agreement with ITD that fairly mitigates those legitimate IF&G concerns; and allow the new highway to be built as soon as possible.

Thank you for your prompt attention to this serious matter important to all users and residents on this dangerous section of US Highway 95.

Sincerely,

Ian von Lindern

For **Citizens for a Safe 95**

Cc: Director and Board of IF&G
Office of the Governor
Latah County Commissioners

Citizens for a Safe 95

3697 Highway 95
Moscow, ID 83843

March 21, 2013

Commissioners and Director
Idaho Department of Fish and Game
P.O. Box 25
Boise, ID 83712

Dear Commissioners and Director:

Citizens for a Safe 95 is a group of more than 90 land and business owners, tenants and residents that own, and reside on property impacted by one or more of the alternative alignments assessed in the Idaho Department of Transportation (ITD) - Draft Environmental Impact Statement (DEIS) for the Thorn Creek-to-Moscow Section of Highway 95. Collectively, we own more than 80% of the property needed to be acquired for any of the proposed new routes. We have provided the attached comments to the ITD. We believe the ITD has done a comprehensive, detailed, and thorough job with the DEIS. We unanimously support the Preferred Alternative - Route E2.

As you are aware your Agency has asked for additional review time for DEIS. We find this confusing and wish to make you aware of our concerns. In 2003, the inability of ITD and Idaho F&G to cooperate and fulfill their obligations resulted in a District Court ruling requiring this DEIS. The cost of the failure of your two agencies to cooperate is now well documented over the past nine years. This four mile section of highway includes the 4th, 6th and 13th most dangerous highway 1/2-mile segments in the entire Idaho highway network. As this court-mandated DEIS has proceeded, seven lives have been lost, three dozen citizens permanently injured, and \$10s of millions of dollars incurred in medical and property damage. The obituaries of the victims include teachers, University of Idaho students, parents and children. In just the last few weeks four serious accidents have occurred including a father of five from Lewiston who lost his life on Reisenauer Hill. Shortly before the 2003 Court decision a pregnant woman, a grandmother, another young mother and an infant were killed on Reisenauer Hill by an out-of-control semi-truck.

The DEIS now recommends Route E2 on the basis of safety. We concur. E2 is the only route that eliminates the lethal Reisenauer Hill and takes the local business, residential and farm traffic off US 95, greatly reducing access points to the highway. Several other reasons for our support of Route E2 are found in the attached petition. We also note the DEIS suggests that IF&G and IDT continue to disagree and have continued to be unresponsive to each other in conducting and reviewing the DEIS. The indication that IF&G did not receive the DEIS for review in a timely manner supports this conclusion.

However, we are also told in public proclamations by local environmental activist groups opposing Route E2, that IF&G has been actively involved in the DEIS and publically supports the alternative C3 Route. This position was articulated by the local activists within days of the DEIS being released. It seems incongruous to us that the IF&G has taken a position even before the Agency purportedly received the document. Of greater concern, however, is our fear that the squabbling between IF&G and ITD will lead to further delay, deaths, injuries and damage.

We respectfully request that the Commission and Agency management give serious attention to this matter; assure us that local F&G personnel involved are not articulating, nor promoting, personal views on behalf of the Agency; secure an agreement with ITD that fairly mitigates those legitimate IF&G concerns; and allow the new highway to be built as soon as possible.

Thank you for your prompt attention to this serious matter important to all users and residents on this dangerous section of US Highway 95.

Sincerely,

Ian von Lindern

For **Citizens for a Safe 95**

Cc: Director and Board of ITD
Office of the Governor
Latah County Commissioners

Citizens for a Safe 95

3697 Highway 95
Moscow, ID 83843

March 22, 2013

Adam Rush
Idaho Department of Transportation Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

Dear Mr. Rush:

Citizens for a Safe 95 is a group of more than 90 landowners who own, rent, and reside on property impacted by one or more of the alternative alignments assessed in the Thorn Creek-to-Moscow Highway 95 Draft Environmental Impact Statement [DEIS]. Collectively, we own more than 80% of the property ITD needs to acquire for any of the proposed new routes. We previously supplied ITD with a map showing our supporters (an updated version is attached). We believe the ITD has done a comprehensive, detailed, and thorough job with the DEIS. We unanimously support the Preferred Alternative—Route E2.

Everyone signing this letter is a landowner, tenant, or business owner* in the area affected by one or another of the proposed routes for the new section of highway. We have followed this project—closely—since the late 1990s. For many of us, the uncertainty about where this highway will go has interfered with the use and disposition of our property for a decade. More importantly, we and the thousands of vehicles that travel Highway 95 daily have endured a dangerous roadway for too long. There are numerous reasons why we believe E2 is the best alternative and some are listed below. But the bottom line is we support Route E2 because it is the safest, least disruptive, and least expensive alternative.

ITD's DEIS has done a remarkable job in identifying and assessing the potential impacts of the alternative routes. We recognize that there will be adverse effects with any route. But the positive aspects of replacing the current highway far outweigh any of the potential ill effects. Nevertheless, we urge ITD to conscientiously mitigate those adverse effects on both the environment and impacted homeowners.

With respect to the environment we believe that appropriate mitigation of the impacts to wildlife, biologic resources, and landscape can be accomplished and – possibly – enhanced with Alternative E2. We support, and many of our members would be willing participants in, programs to preserve and improve habitat in the corridor. We strongly believe ITD should ensure that environmental mitigations be local and serve to replace the resource in this area, rather than cash payments to another agency.

With respect to the acquisition of private property, we similarly believe that any relocation or purchase should also be on the basis of replacing *like* property. Over the last decade many homes in the area have lost value due to the uncertainty in this decision. We believe it would be unfair for ITD to benefit by lower condemnation compensation to homeowners who have suffered diminution in value due to ITD's delays. Regarding those who will be relocated or will lose significant portions of their property, we encourage ITD to assist them with sufficient compensation in order to obtain comparable property elsewhere and maintain their quality of life.

We are willing and anxious to cooperate with ITD in "fine-tuning" Alternative Route E2 and the acquisition of the new right-of-way. However, the process of taking our land must be *completely* necessary and *fairly* compensated. We support Alternative E2 because we are convinced that this section of Highway 95 must be made as safe as possible for the thousands, ourselves included, who use it daily, and it must be built as quickly as possible.

ITD has done a commendable job on this DEIS and of responding to all the complaints and comments that dangerously stopped this project years ago. ITD is now recommending the only route that:

- avoids lethal Reisenauer Hill;
- provides the straightest route that avoids prime farmland;
- has the support of the landowners/farmers who own that land;
- impacts the least number of homes and businesses;
- provides the fewest and safest accesses;

- has environmental impacts that *can* be effectively mitigated locally;
- does not have an impact on an endangered species;
- avoids historic preservation issues;
- is the safest and most cost-effective route.

We congratulate you on a job well done in the interest of all those who traverse this beautiful state and who value the Palouse in particular.

Many of those opposed to Alternative Route E2 claim to do so in the interest of Paradise Ridge. But in reality, these opponents are attempting to prescribe what to do with someone else's private property. We, **Citizens for a Safe 95**, are also environmentally sensitive: it is *our* land and *we are* responsible stewards. This highway has and will continue to pass through our property. We appreciate the character of and the importance of Paradise Ridge to the community. Many of us would rather not see Paradise Ridge developed; but residential encroachment on farm and woodlands on the Ridge is a private property issue, and a far greater endangerment to habitat than this highway. We ask that ITD proceed with Alternative Route E2 and respect the concerns of those who must give up their homes and property for the safety of those who use Highway 95.

We urge you to listen to and consider the comments of all citizens, develop an effective mitigation strategy for the Preferred Alternative Route E2, publish the Final EIS selecting Alternative Route E2, and move forward with design and construction that minimizes the adverse impacts to the landowners affected. Too many have suffered in this decade of delay.

Sincerely,

Citizens for a Safe 95

Beverly Anderson (hand-signed)

Rami Attebury rosebudy23@gmail.com

Ted Bailey tnbailey@juno.com

Norma Bailey tnbailey@juno.com

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John Bindl bindlfarm@msn.com

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Gavin Curtis gavincurtis@yahoo.com
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Jessie Druffel njdruffel@pullman.com
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Rick Flomer rflomer@turbonet.com

Ella Fountain (hand-signed)

Don Frei DonF@turbonet.com

Willa Geffre (hand-signed)

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Maria Geffre cgeffre@turbonet.com

Larry Germer (hand-signed)

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Rhua Gibbs gibbs1973@gmail.com

Del Hungerford delh@uidaho.edu

Robert Jensen (telephone consent)

Terry Johnson-Huhta thuhta@moscow.com

Marilyn Johnson (hand-signed)

Tony Johnson johnsonexc@moscow.com

Michael Kaufman (telephone consent)

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Annette Olson atolson@hotmail.com

Judith Paasch-Gray (telephone consent)

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Ellen Potratz potratz6@msn.com

Steve Redinger sredinger@metriguard.com

Barbara Redinger barb.redinger@johnstonesupply.com

Tom Redinger (hand-signed) tomredinger7@frontier.com

Delbert Reisenauer (hand-signed) dedobe1@hotmail.com

Roy Reisenauer (personal contact)

Ray Richmond richmond@moscow.com

Nancy Richmond richmond@moscow.com

Marc Riendeau (hand-signed)

Brenda Riendeau (hand-signed)

Sand Road Land Co. njdruffel@pullman.com

Don Sinclair d_g_sinclair@msn.com

Mike Snow (hand-signed)

Tom Taylor (hand-signed)

Ted Thompson (telephone consent)

Margrit von Braun vonbraun@uidaho.edu

Ian von Lindern ian.vonlindern@terragraphics.com

Wasankari Construction brecycler@hotmail.com

Stacey at Wasankari badpirates@hotmail.com

Martin C. Weber (telephone consent)

Woodland Heights Mobile Homes (telephone consent, James Schleuter)

**The following represent those who do not own or rent in the area of impact but drive, or have driven, the highway repeatedly; the list also includes those who no longer live along the highway. The following all agree with support for E2:*

Christopher Barber cmbarber@hotmail.com

Leslie Barber leslies@gmail.com

Steve Barber sfbarber19@gmail.com

Thomas Barber thomash.barber@gmail.com

Benjamin Bailey Ben.Bailey@terragraphics.com

Joanna Bailey redfernlibrarian@gmail.com

Steve Barr daneswb@hotmail.com

Jim Bielenberg jim.judy.bielenberg@gmail.com

Judy Bielenberg jim.judy.bielenberg@gmail.com

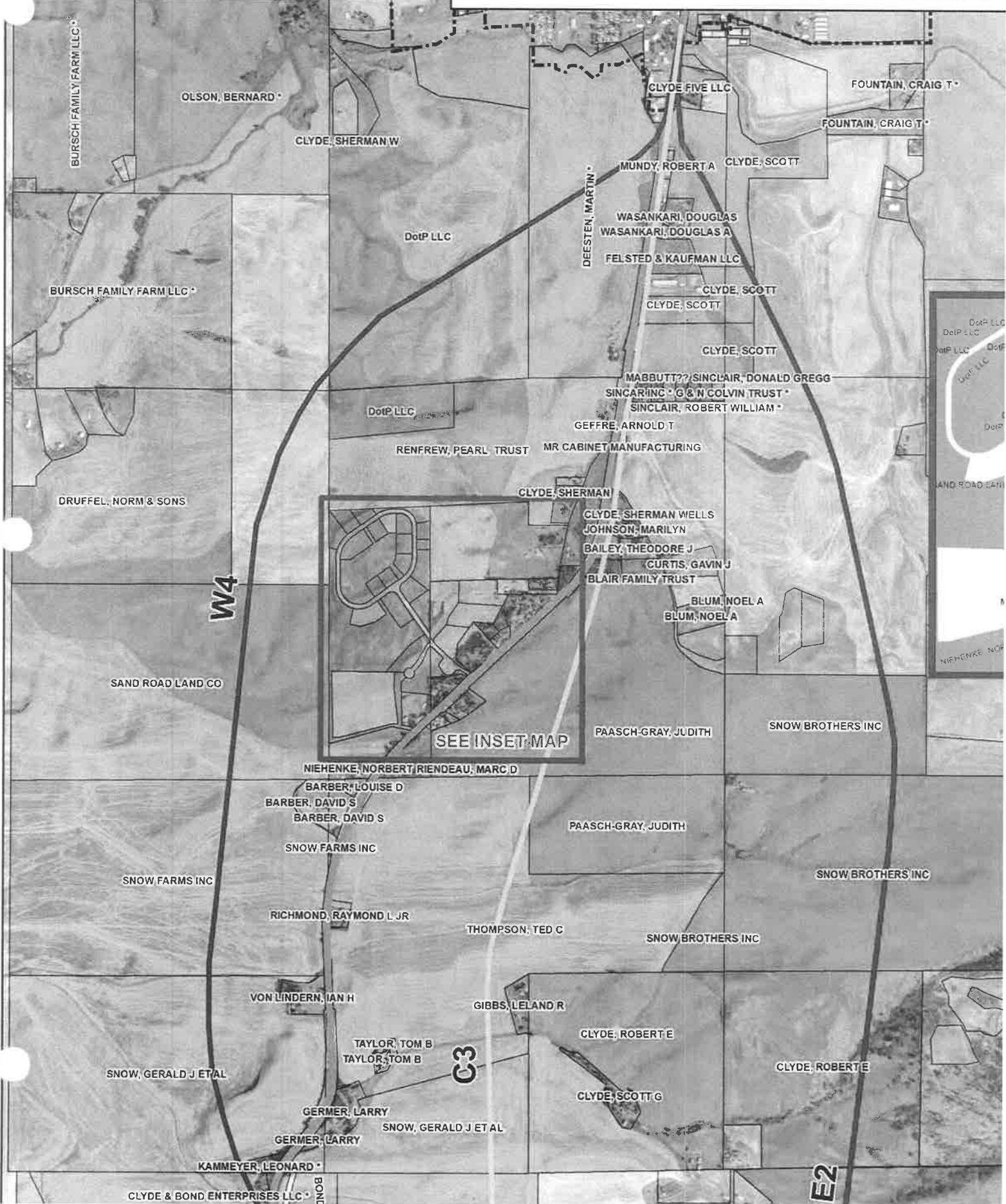
LeNelle McInturff lenellem@moscow.com

Esme Weigand esmeschwall@gmail.com

Jonathan Weigand jon.weigand@gmail.com

Citizens for a Safe 95 - Ma

Attachment to the 22 March 2013 Citizens for a Safe 95 I
provided to the ITDThorn Creek-to-Moscow Draft Enviro



34

Susan Flack

From: "vonBraun, Margrit" <vonbraun@uidaho.edu>
To: "vonBraun, Margrit" <vonbraun@uidaho.edu>; "louise barber" <louised.barber@gmail.com>; "Ray&Nancy Richmond" <ray_richmond@wsu.edu>; "Nancy Carter" <nance@moscow.com>; "Maria & Chip Geffre" <cgeffre@turbonet.com>; <dbarber@uidaho.edu>; "Frank & Cathy Merikel" <cmerick@uidaho.edu>; "Dianne & Bill Mabbutt" <yotie@turbonet.com>; "Annette & Wayne Olson" <w-aolson@moscow.com>; "Jena" <jgram@uidaho.edu>; <thuhta@moscow.com>; <critters@moscow.com>; "Margrit von Braun" <vonbraun@uidaho.edu>; <lan.vonLindern@terragraphics.com>; "Lee Gibbs" <lgibbs@zionsbank.com>; "Wayne and Jacie Jensen" <jwjensen@starband.net>; "Dan and Dana Carter" <carter@moscow.com>; "Maxine Andrews" <seeny@moscow.com>; "Hugh Martin" <HMa2625121@aol.com>; "Ted Bailey" <tnbailey@juno.com>; "Norm and Jessie Druffel" <njdruffel@palouse.net>; "Jack and Suzie Flack" <sflack@moscow.com>; "Jon and Christa Davis" <jcdavis@adelphia.net>; "Rita and John Bindl" <bindlfarm@msn.com>; "Steve Redinger" <sredinger@metriguard.com>; "Don Sinclair" <d_g_sinclair@msn.com>; "Lisa Morse" <lisamo@lewiston.com>; "Donn Morse" <donnmo@lewiston.com>; <clydesantiques@yahoo.com>; "John Thomas" <ltflhh@gte.net>; <dmupholstery@moscow.com>; <pcllyde@moscow.com>
Sent: Sunday, January 20, 2013 1:35 PM
Subject: Suggestions for Wednesday's ITD Hearing on Highway

Note: This is going to an 'old' email list. Louise – please forward to folks for whom we have updates. And everyone please share freely with folks we may have missed. Thanks, Ian and Margrit

Friends of Highway 95

Notes on the Upcoming Hearing from Ian von Lindern

I have completed my review of the entire ITD Environmental Impact Statement (EIS) report and find it to be perhaps the most comprehensive environmental analysis per mile of highway ever accomplished in Idaho.

The alternatives are well-researched and conclude, much as in the last round in 2003, that route E2 along the base of Paradise Ridge is the safest, shortest, least expensive, and least disruptive alternative.

Nevertheless, the Paradise Ridge Coalition promises to mount vigorous opposition based on perceived, but often unsubstantiated, potential environmental impacts.

This group can mobilize more people than there are residents in the study area. As we are limited to those who are directly impacted, we cannot match them in numbers because most of their support comes from *outside* the Study Area.

We, however, have the facts on our side. ITD recognizes this in the draft EIS and has identified E2 as the preferred alternative. We need to support ITD, commend them for their thoroughness, encourage them to mitigate any adverse effects, and urge them to move forward ASAP to produce the Final Environmental Impact Statement without further delay.

Margrit and I are, unfortunately, out of town for the hearing on January 23, and several other members of our group are also unable to attend. Those who can go to the hearing should attend, listen politely to ITD's presentations, and offer 1 to 3 to (perhaps) 5 minutes of oral testimony during the open microphone. Your comments can be extemporaneous, or you can read a short statement if that is more comfortable, or offer written testimony. Be sure to indicate that you might offer more thoughts later in additional written testimony. We should do this, if for no other reason, to keep the opponents from monopolizing the conversation and the microphone.

After the hearing we should meet as a group prior to the February 23 closing of the comment period. We can then help each other to provide conscientious written testimony to support our position and help ITD to move this process forward.

Because the draft Environmental Impact Statement supports our position, you can take your testimony directly from ITD's summaries. Use those materials they have sent you, or use some the quotes from the document below. Feel free to use anything you like.

There are a couple of areas where ITD did not do enough as I discuss below. I suggest we emphasize these in our formal written statements. These have to do with failure to recognize the impacts on people who own, and live on, the land actually touched by these routes – as opposed to Moscow people and outsiders – who are trying to dictate other people about the use of their private property. Be sure to mention in your testimony that you are one of those who lives there, does business there, have your lifetime investment there, pays taxes on this property, and lives on and uses this highway every day.

Property and Safety Issues for the People who live there.

There are two categories of issues that ITD does not appropriately emphasize. Both have to do with the impacts to those property owners and residents that live within the areas impacted by the decision and those local residents who travel this highway system on a daily basis. These residents and property owners overwhelmingly support Alternative E2 because it directly affects their everyday home life. In contrast, most of those that oppose the E2 alternative largely live outside the Study Area, do not own property directly affected by the alternative routes, and are concerned about indirect effects on Paradise Ridge, much of which is on the periphery or outside the Study area.

Safety and Delay Issues

No More Delay. This decision process has been going on for nearly 20 years. This is one of the most dangerous stretches of major highway in all of Idaho, and the most dangerous in our region, extending from Benewah County to Riggins. Too many people have died and suffered severe injuries while this delay has proceeded. Our friends and neighbors continue to use this road every day and our families are at unnecessary risk. There should be no further delays. The safest road possible should be built ASAP. Any extension of the review period or more litigation should be

discouraged.

Safety is the Main Issue. Three of the top thirteen most dangerous half mile segments in all of Idaho highways are found in these 5 miles. Considering Idaho's terrain and climate, this is remarkable. The high accident rates are due to too many private accesses, curves, hills, bad weather conditions, and ever increasing traffic volume. Five fatalities and 18 severely debilitating injury accidents occurred since the current court imposed delay, nearly ten years ago. Most of us will remember the young area family lost on Reisenauer hill not included in these statistics. The preferred alternative, Route E2 is the safest and is estimated to reduce accident rates by 69%, the most of any alternative. That would have translated to four less deaths, 13 less severely debilitating crashes, and 150 less accidents over the past ten years. More of these tragic crashes are projected to occur in the future, as traffic volume increases.

E2 is clearly the Safest Alternative. It is the straightest, flattest, shortest, least expensive route; with the fewest accesses, and least poor weather conditions. E2 is the only alternative that eliminates Reisenauer Hill, minimizes curves, has the minimum number of accesses and is most favorable for conversion to "no access" status for the next generation of highways.

Private Property and Land Use Disruption Issues

E2 is the Least Disruptive Alternative. Nearly all the land in the corridor is private property. The owners of more than 80% of the land directly impacted by the three alternatives have notified the ITD that they prefer alternative E2. E2 is less disruptive of local businesses; minimizes residential and business relocation, and the number of remaining homes and businesses that must access the highway directly; results in the least fragmentation of farming operations; best preserves, protects and services the current agricultural practices in the area; and is the least likely to encourage suburban encroachment into some of the best farmland in the northwest. The vast majority of farmers impacted by all three routes agrees that E2 is the best alternative and least interferes with their operations.

Paradise Ridge is Private Property. Most of the opposition to Route E2 centers around potential impacts to wildlife, remnants and restoration of native prairie, and visual effects on Paradise Ridge. These alleged effects occur on private land at the base of the ridge on the periphery of the study area, or largely outside the study area on the ridge itself. All of this land is private property. Currently, the ridge is subject to considerable pressure for residential development, is becoming less accessible to the public, and less hospitable to wildlife. As the ridge area continues to develop and is fragmented into suburban homes and lots, human interaction and habitat loss will be particularly significant with respect to big game and predator species, and predation and disturbances by suburban pets will more adversely affect these and other non-game populations than the proposed highway. This trend is likely to get worse in the future.

Stewardship of Paradise Ridge. Most of the landowners on and adjacent to the ridge are responsible

stewards and many generously have allowed public access to their property for generations, although no trespassing signs are becoming more prevalent. With respect to prairie restoration, significant portions of these efforts are being undertaken by landowners who support alternative E2. Many of these owners view alternative E2 as a restraint on ridge development and suburban encroachment from the west. They believe locating the highway at the base of the ridge may, in the long run, better preserve the current environment. However, it must be remembered that all of these efforts are voluntary. There are no guarantees that future owners and potential development will decide to ensure the perceived character of the ridge, sought by the opponents of this Alternative E2.

Quarreling Views of the Ridge. With respect to visual effects, the perspective of those who look at the area differs 180 degrees from those of us who look from within the area. Those who view the ridge from the urban area of Moscow believe the highway at the base of the ridge will diminish their view. Landowners from the area believe the view from alternative E2 will enhance the view to the west and be an attractive gateway to Moscow.

Environmental Mitigations Required and Proposed. The required and proposed mitigations to offset adverse environmental effects are nearly identical for all three routes as follows. C3 actually requires the most mitigation, including the only cultural heritage impacts. E2 has the largest wildlife impact associated with a stand of Civilian Conservation Corps (CCC) timber, planted in the 1930s, that may be habitat for three species of potential concern (bat, songbird and lizard). W4, incidentally, is the route that potentially most impacts the only endangered species found in the study area, and more CCC and earlier (1904) conservation tree plantings will be destroyed.

W4 – 29 mitigations required

C3 - 30 mitigations required

E2 - 29 mitigations required

End of My Discussion

ITD Summaries

The following points are direct quotes from the report. You will also find these in the Executive and Brochure Summaries provided by ITD. Please feel free to copy these directly to include in your testimony.

History

In 1999, FHWA and ITD began developing an Environmental Assessment (EA) for a 20.4 mile improvement of US-95 from the Top of Lewiston Hill to Moscow. Alternative 10A was selected by ITD and FHWA and a Finding of No Significant Impact (FONSI) was issued in May 2002. The project was litigated by the Paradise Ridge Defense Coalition, Inc. in 2003.

The court found that an Environmental Impact Statement (EIS) would be required for the northern 4.6 mile segment between Thorncreek Road and Moscow to allow full consideration of the impacts by the public and agencies. The southern 15.8 miles was allowed to proceed and construction was completed in October 2007.

Accidents

The crash statistics for the highway between 2001 and 2010 show that this section of US-95 averages 22.0 crashes per year and is expected to reach 24.8 crashes per year by 2017.

Three High Accident Locations (HALs) are located within the project limits (see Table 31. High Accident Locations (HALs). These segments have the highest crash rates in ITD District 2 and are in the top 13 highest crash locations in the State of Idaho. The crash rates in these locations and throughout the corridor are expected to increase as traffic volumes increase (ITD 2012a).

Between 2002 and 2011 approximately 40 percent of the accidents in the project area occurred while a driver was negotiating a curve. Most severe in head-on collisions occurred while passing and private accesses. Most accesses and curves in C-3. Most associated with inclement weather. Worst weather in W-2, Icy road conditions may result from condensation on road surfaces during freezing conditions. Reisenauer Hill, had the highest total number of hours with frost conditions, followed closely by the western corridor. The southern portion of the study area has the most severe frost conditions. E-2 and C-3 are included in the eastern corridor for weather and would both have less than half the number of hours with frost conditions than Reisenauer Hill and the western corridor.

The frequency of wild animal crashes in the project area is much less than many other sections of US-95 and many other highways in Idaho (Ruediger 2007). Crash data from 2002 thru 2011 indicated that there were 437 wildlife crashes along US-95 in District 2. Of those, 37 occurred within the project limits. None involved injuries. Based on the low severity and randomness of the wildlife crashes, they are not anticipated to be a

primary factor in the evaluation of the alignment alternatives.

Table 1. High Accident Locations (HALs)

High Accident Location on US-95 Idaho HAL Ranking	
Mile Post 337.67 - 338.17	Danger Ranking Statewide 6
Mile Post 338.67 - 339.62	Danger Ranking Statewide 13
Mile Post 340.62 - 341.12	Danger Ranking Statewide 4

The Alternatives

The No Action and 10 Action Alternatives were identified and categorized into the western, central and eastern corridors. One alternative from each corridor was forwarded for detailed analysis to give a range of alignment alternatives.

W-4

W-4 is aligned west of existing US-95. W-4 would displace fewer residences than C-3 or E-2 and would have similar effects to hazardous materials compared to E-2. W-4 would have the greatest effects to wetlands, floodplains, and cultural/Section 4(f) resources. It would have the greatest number of tributary crossings and would require the greatest amount of new right-of-way. W-4 would not affect potential long-eared myotis, northern alligator lizard, and pygmy nuthatch habitat associated with ponderosa pine stands near Paradise Ridge. Of the alternatives, W-4 would be the least consistent with the land use plans.

C-3

The C-3 Alternative would run closest to the current highway and would utilize much of the

existing US-95 alignment. It would have the highest crash rate of the Action Alternatives. The primary differences between the C-3 Alternative and the other Action Alternatives are that C-3 would require the least amount of new right-of-way compared to W-4 and E-2 but would have the greatest business displacements. Similar to E-2, C-3 would avoid cultural/Section 4(f) resources and would have the same number of tributary crossings. However, it would affect approximately three times the length of tributary channel compared to the E-2 Alternative. It would avoid the pine stands that are potential Pygmy nuthatch, northern alligator lizard, and long-eared myotis habitat similarly to W-4. C-3 would also have the least wetland effects. It would have the greatest effect to residences, businesses, and hazardous material sites.

E-2 (Preferred Alternative)

E-2 is aligned east of existing US-95. The primary advantages of E-2 are that it is aligned through flatter topography, has the fewest number of approaches, and has the greatest safety improvement compared to the other Action Alternatives. E-2 would affect the least amount of tributary channel and would avoid floodplains. Similarly to C-3, it would avoid cultural or Section 4(f) resources. The primary disadvantage of E-2 over the other alternatives is that it would be located closer to the base of Paradise Ridge and closer to moderate wildlife habitat. E-2 would affect pine stands that are potential long-eared myotis, northern alligator lizard and pygmy nuthatch habitat. It would also have the highest noise impacts of the action alternatives.

Preferred Alternative E2

The evaluation of effects during the screening process and the detailed analyses presented in this DEIS resulted in the lead agencies, FHWA and ITD, identifying the E-2 Alternative as the Preferred Alternative. The final selection of an alternative will not be made until the alternatives' effects and comments on the DEIS from the public hearing have been fully evaluated. The E-2 Alternative is identified as the Preferred Alternative for the following reasons:

- It would have the greatest safety improvement.
- It would have the fewest access points and at-grade county intersections.
- It would have the least effect to streams.
- It would avoid effects to cultural/Section 4(f) resources, businesses and floodplains.
- It would have the shortest length with the shortest travel time.
- It would have better weather conditions for driving than W-4.
- It best meets the project purpose and need.

Controversies that were Studied Extensively

During the public and agency involvement processes, it became evident through repeated written and verbal comments, that there were specific concerns and controversy related to the following topics:

- Effects of the E-2 Alternative on Paradise Ridge including effects to the Palouse remnants, potential wildlife effects and mitigation for wildlife impacts
- Effects of weather on safety within corridors

- Visual impacts to Moscow residents

In response to public and agency concerns, FHWA and ITD prepared detailed studies on wildlife habitat, wildlife movement, weather, and visual quality.

Wildlife Habitat and Wildlife Movement. IDFG, EPA and USFWS prefer the C-3 Alternative to the E-2 Alternative. This is primarily due to the perceived effects of the E-2 Alternative on wildlife habitat and movement based on its proximity to Paradise Ridge. The primary reasons that C-3 was not identified as the Preferred Alternative is because it would have the highest crash rate with the greatest number of at-grade access points compared to the other Action Alternatives and would have the highest business and residential displacements (eight businesses and seven homes).

IDFG proposed that ITD deposit funds into a bank or trust, to be used to purchase easements, complete habitat improvements in the Palouse region, or other activities that would benefit wildlife in the Palouse Ecoregion. IDFG proposed \$500,000 for W-4, \$325,000 for C-3 and \$750,000 for E-2 depending on the selected alignment alternative.

The studies concluded that wildlife species including ungulates, may utilize the project area which offers low to moderate quality habitat for wildlife. The eastern corridor has more suitable habitat than the central or western corridors. More suitable habitat is available north, south and east of the project area or concentrated in the gullies (Ruediger 2007).

The studies concluded that none of the Action Alternatives would bisect important ungulate habitat or known migration corridors and that population-level effects from highway construction were unlikely.

Weather Conditions. During the public meetings held from 2004 to 2006, weather as it pertained to safety was a major topic of concern. The public expressed concern that the topographic differences between the alternative corridors (west, central and east), could result in differing climatic conditions that could influence safety. To respond to this concern, a detailed weather analysis was developed that evaluated the differences in the weather in three corridors. The study measured wind speed, precipitation, snow, and road ice over the five month winter period. The study concluded that while there may be minor variations in climatic conditions in the corridors, they were not substantial.

The improvement of the lane widths, clear zones, steep grades and curves are more influential factors to safety. Therefore, weather was considered when developing the design elements but will not be a major factor for comparing the alternatives.

Visual. There are differing opinions regarding the visual effects of the W-4 and E-2 alternatives. The Citizens for a Safe Highway 95, claiming to represent people collectively owning 80 percent of the land along E-2, were in favor of the E-2 Alternative due to the "spectacular view" of the Palouse and of the City of Moscow for travelers. They believe that the beauty of Paradise Ridge could transform the highway into a gateway for Moscow, and that E-2 could promote and preserve the Palouse landscape through scenic highway status.

The group opposed alternative W-4, stating that it would disrupt westerly views and promote farmland conversion disrupting the agricultural setting (HDR 2005a).

The Paradise Ridge Defense Coalition, who opposed the E-2 Alternative, felt the expansion of the roadway should follow the existing route as much as possible in order to minimize the ecological footprint of road. In the view of those opposed to an E-2 alignment, the ridge should remain untouched because it provides both aesthetic and environmental value as the last remaining natural prairie in the area (HDR 2006).

Safety

E-2 would result in the greatest travel time reduction. Shortened travel times could improve the economic vitality of the area and could benefit freight transport, emergency service response, school access, bicyclists/pedestrians, and mail delivery.

The C-3 Alternative would have the highest predicted fatal, injury and total crashes of all the Action Alternatives. The C-3 Alternative would be the least safe because the extra intersections, approaches, and suburban section would create turning traffic across US-95.

The E-2 Alternative would have the shortest alignment, the fewest public road intersections, the fewest commercial and residential approaches and would have better weather conditions for roadway safety compared to W-4. E-2 would also have the greatest length of the fourlane divided highway. These factors all contribute to E-2 having the lowest predicted crash rate compared to the other alternatives. The E-2 Alternative is predicted to reduce the crash rate of the existing alignment by about 69 percent.

The W-4 Alternative would encroach upon approximately 1.73 acres of the Desteen/Davis Farmstead. This encroachment would not adversely affect any of the historic buildings but would remove several of the trees which were planted in the 1930s by the Civilian Conservation Corps. These trees provide a partial visual screen between the roadway and the farmstead. Removing the trees could alter the views of the farmstead adversely affecting the setting. Acquiring right-of-way and removing the trees would result in a Section 4(f) use. There are approximately 2.23 acres of Wetland 9 within the boundary farmstead. The W-4 Alternative would affect 0.84 acres of the wetland located on the farmstead. See Sections 3.6 and 4.6 for a discussion of wetlands.

W-4 would have increased noise and visual effects to the University of Idaho Arboretum, located on a hill approximately three-quarters of a mile north of W-4. It would have potential effects to the planned ball fields and nearby senior center on the southwest side of Moscow approximately one-half mile north of W-4. W-4 would also have potential noise and visual effects to a master-planned community approximately one-quarter mile north of W-4. A new development planned near the C-3 Alignment could potentially increase traffic and traffic related conflicts and access issues in the area. C-3 would have indirect effects to businesses and approaches along the existing US-95 alignment.

The primary indirect effect of E-2 would be a visual effect to residents on Paradise Ridge due to the roadway alignment and acceleration of development. There could be more conversion of farmland up to one mile south of Moscow where growth is predicted with any of the alternatives. W-4 could result in greater indirect effects compared to the other alternatives because there are

larger tracts of farmed land on the western corridor compared to the farmland near the E-2 corridor. The rate of farmland conversion for W-4 could also be expected to be higher because it would be closer to the universities, more accessible to the cities and closer to planned developments.

The floodplains (and a regulatory floodway) in the project area are concentrated at the north end of the project within the Moscow Area of Impact where growth is expected and along the W-4 alternative. There

While none of the alternatives would directly affect federally listed threatened or endangered plants, they would bring the road closer to the Spalding's catchfly population and Palouse remnants. This could introduce weeds or have other indirect effects that could affect Spalding's catchfly plants found near the project area. The distance of each alternative from the Spalding's catchfly plants are shown in Table 63. Alternative Distances to Spalding's Catchfly. The project May Affect but is Not Likely to Adversely Affect (NLAA) Spalding's catchfly due to these potential indirect effects. See Biological Assessment Technical Report. Measures that will be taken to minimize harm are described in Chapter 9, Environmental Commitments.

Habitat loss and fragmentation resulting from the increased development on Paradise Ridge will continue, irrespective of the construction of the highway. Because deer commonly feed on lawns, ornamental plants, and fruit trees, the effects on deer would be minimal as deer thrive near humans. However, moose would likely be negatively affected as complaints by homeowners that moose are eating ornamental shrubs in their yards or tearing down fences often lead to the removal of animals. In the Paradise Ridge area, if removal exceeds replenishment from immigration, moose would become temporary and intermittent residents.

Finally, thousands of acres of public lands with more suitable wildlife habitat are available north and east of Paradise Ridge and just over the Washington State Line. Because of the abundance of suitable habitat and the abundance of species, there is not expected to be substantial cumulative effects to wildlife and the effects would not reduce population viability.

Table 65. Cost Estimate for Alternatives

Alternative

Cost

No Action	Construction Costs minimal	Total Costs minimal
W-4	Construction Costs \$52M	Total Costs \$62M
C-3	Construction Costs \$43M	Total Costs \$58M
E-2	Construction Costs \$46M	Total Costs \$55M

*Note: The estimated cost includes excavation, rock ballast, plant mix, structures,

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March 18, 2013

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Palouse Prairie Foundation comments on ITD's US 95 Thorn Creek to Moscow Draft EIS

Due to the expected impacts on Palouse Prairie, the Palouse Prairie Foundation Board of Directors opposes the E2 alignment and we insist that the Idaho Transportation Department select an alignment that is less harmful to Palouse Prairie and the Paradise Ridge ecosystem.

As we are commenting on your DEIS, allow us to provide a little background on our organization.

The Palouse Prairie Foundation (PPF) is a nonprofit organization dedicated to the preservation and restoration of native Palouse Prairie. The PPF's Board of Directors has considerable knowledge of the Palouse Prairie ecosystem and hands-on experience with its restoration. The PPF has an active membership that draws from multiple counties in the region and a mail list that reaches hundreds in multiple states. Our members include home owners, prairie enthusiasts, farmers, conservationists, teachers, students, scientists, agency personnel, etc. The PPF has an active outreach program with a high traffic website, a quarterly newsletter, and regularly scheduled presentations and workshops. The PPF also administers a mini-grant program to foster conservation, restoration and education activities pertaining to Palouse Prairie.

The PPF is actively involved in shaping policies to conserve Palouse Prairie at the county level. For example, recent amendments to the Latah County Comprehensive Plan, and expected revisions to the Whitman County Critical Areas Ordinances, are the product of PPF's local partnerships and efforts. The PPF played a key role in helping Whitman County to assess impacts of a wind farm (the Palouse Wind Project) on Palouse Prairie, and to develop a mitigation strategy for losses to prairie due to wind farm development.

The PPF has been working in partnership with local conservation districts, the Idaho Department of Fish and Game, the Washington Department of Fish and Wildlife and the U.S. Fish and Wildlife Service to develop fine-scale, ground-truthed maps of Palouse Prairie in Latah and Whitman Counties. There have been surveys and inventories of Palouse Prairie within various target areas at various levels of mapping resolutions, including maps by the Natural Heritage Program; the map of prairie remnants in the current Project Area by Lichthardt (2005) that is utilized throughout the DEIS; the land cover map of Black et al. (1998); the survey of conservation priorities for threats to Palouse and Canyon Grasslands by Weddell and Lichthardt (1998); and the recent fine-scale map of prairie in a section of Latah and Whitman Counties by Looney and Eigenbrode (2012). These studies contribute to the science and body of literature regarding the quality and extent of Palouse Prairie.

Why the fuss about Palouse Prairie? Well, as is touched upon in the DEIS, the Palouse Prairie once covered hundreds of thousands of acres in northwestern Idaho and southeastern Washington (Noss et al. 1995, Tisdale 1961), and comprised a mosaic of habitats including bunchgrass meadow-steppe communities, shrub thickets, open ponderosa pine parkland, low meadows and riparian areas (Daubenmire 1942, 1970). However, with agricultural intensification over the last 150 years, the prairie has been severely reduced and now occupies only a small fraction of its former range (Black et al. 1998). In fact, so much of the prairie has been lost that the Palouse Prairie is widely recognized by scientists as a critically endangered ecosystem with less than 0.1% remaining (Noss et al. 1995, Samson and Knopf 1994, Tisdale 1961).

Despite the severe losses to Palouse Prairie and the need for additional studies to adequately describe this ecosystem, it is clear that remnant prairie is a treasure-trove of biological diversity that must be conserved! The prairie is home to several hundred species of flowering plants (Lichthardt and Moseley 1997, Hanson et al. 2008, Skinner and Hall 2011), a number of woody shrub and tree species, perhaps hundreds of species of birds (palouseprairie.org/birds/swift.html), a number of large ungulate species (including deer, elk and moose), and a much larger number of invertebrate species including soil-surface dwelling species (e.g. insects) (Hatten et al. 2006, Looney et al. 2009), arachnids (Hatten unpublished), myriapods, mollusks, soil-dwelling species (micro-flora and micro- and meso-faunae) (Sánchez-de León 2007), canopy species (Looney and Eigenbrode 2011), mycorrhizae, and a vast array of butterfly species (Pocewicz 2006, Pocewicz et al. 2009, pollinatorwatch.org), and moth (Thompson 2006) and bee pollinators (Hatten et al. 2013, pollinatorwatch.org).

Despite the fragmented condition of Palouse habitats, the prairie supports endemic and rare species. For example, found here are a dozen or more globally imperiled plant species with six of these occurring in Idaho (Lichthardt and Moseley 1997), a federally listed (*Threatened*) plant species (Spalding's catchfly, *Silene spaldingii*) (U.S. Fish and Wildlife Service 2007) and the rare giant Palouse earthworm (Sánchez-de León 2007).

The western bumble bee (*Bombus occidentalis*) was common on the Palouse and throughout the western USA, but populations of this species have experienced dramatic declines (Cameron et al. 2011) including on the Palouse where it hasn't been found since 1977 (Hatten et al. 2013). However, a population of this species has very recently been discovered in a Pacific Northwest bunchgrass grassland, the Zumwalt Prairie, some 150 miles south of the Moscow-Pullman area (Kimoto et al. 2012). The discovery shows that the species is not extirpated in the Inland Pacific Northwest, and that it may yet be detected in Palouse Prairie or forest communities of the region. Because of this, it is critical to preserve remaining remnants of Palouse Prairie.

There are social, cultural and biological implications for those areas on the Palouse with remnant native habitats. Donovan et al. (2009) found that the Paradise Ridge area is both biologically and socially important, with scenic views, outdoor recreation, and biodiversity of the ridge identified by study participants as important. Less easily defined but equally important to study participants was the "sense of place" and "attachment" that they felt for Paradise Ridge and other butte outcroppings found in the agriculturally-dominated Palouse landscape. During the January 23 public hearing in Moscow, ID for the Highway 95 DEIS, multiple individuals gave testimony to the great significance of Paradise Ridge in their lives. Some said that it was their favorite place to "get away from it all." Others said it was their place to hike, bike and/or ski, and others mentioned birding and botanizing on the ridge and in the prairie. These testimonials and the aforementioned scientific study demonstrate just how important Paradise Ridge and native habitats are for the well being and health of local residents.

Thus, the rarity of this habitat with all its diversity of plants and animals, and the love that locals have for it, warrants its protection and restoration. The PPF and other organizations are committed to doing just that.

GENERAL COMMENTS ON THE DEIS

The difficulty that we have with the ITD's E2 alternative is that it passes too high on the ridge and too close to some of the best and largest remaining prairie remnants in the region. This is stated in the technical reports of the DEIS. We summarize these points here. E2 would:

- affect more than twice as many prairie remnants in the project area as would C3 or W4 (24 vs. 14 or 12 remnants, respectively, p. 207, Table 62);
- come closer to the largest and highest-quality prairie remnants in the project area (p. 26, Vegetation Technical Report, Lichthardt 2005);
- by virtue of point 2 above, put at risk a higher proportion of globally imperiled plant species found in Palouse Prairie than would C3 or W4 (Vegetation Technical Report, Lichthardt 2005);
- put a higher number of prairie remnants, including those found on the ridgeline of Paradise Ridge, at risk for weed invasions created by highway construction and vehicular transport of weeds (p. 17, Vegetation Technical Report, Lass and Prather 2007);
- put all prairie remnants in the project area at risk for invasion by new weed species from adjacent counties, states and countries connected by the U.S. 95 corridor (Vegetation Technical Report, Lass and Prather 2007).

We believe that the ITD deserves credit for all the expertise that was assembled to generate the technical reports and DEIS. However, you consistently fail to heed the advice of your own experts, and fail to acknowledge the devastating consequences that E2 would have on the prairie and Paradise Ridge ecosystem. It is even likely that E2 would affect more prairie than is stated in the DEIS, because the standards used by Juanita Lichthardt (see her Vegetation Technical Report) to map the prairie were somewhat strict, requiring remnants to be 1/10th of an acre or larger and to have greater than 50% of the plant community weed (i.e. exotic species) free. Ms. Lichthardt provides a rationale for these criteria, and we respect these criteria and those used by the Conservation Data Center during the study. Nevertheless, this methodology may have underestimated the amount of prairie in the project area, and it left out any characterization of matrix habitats that prairie remnants are embedded in. Matrix habitats can allow for movement and use of this habitat by animals and provide varying degrees of habitat connectivity among remnants (Daily 1997, Daily et al. 2001, Looney et al. 2009, Looney and Eigenbrode 2011, 2012, Ricketts et al. 2001). Because E2 would cut right through these matrix habitats, further fragmenting this important portion of the ridge, it is certain that the effects of E2 on prairie, rare plant species and plant communities, wildlife and invertebrates have been underestimated.

Mitigation

We feel strongly that any compensatory mitigation that is to occur must be open for discussion and clearly articulated prior to the close of the FEIS. Here are a few important points that you must consider concerning prairie restoration.

Restoration efforts thus far have been able to re-create only rough approximations of the original Palouse Prairie (professional opinion, PPF Board of Directors).

- To do more will take a tremendous amount of time, energy, dedication, and resources.
- Some of the parts (especially soil organisms) may be missing and we may never know what they were.
- This makes the existing remnants very valuable, as it is far easier and less expensive to preserve them than to restore them.

- Damaged prairie cannot simply be repaired by seeding “native grasses.”
- The vegetation mitigation suggested in the DEIS is totally inadequate and inappropriate.
- The only way to protect the ecosystem is to avoid it during siting, construction, and operation of the highway.
- In a letter to ITD, IDFG recommended **avoidance of the eastern alignment (E2)**. “It has been IDFG’s position from the start – a position supported by recommendations from the other resource agencies – that the eastern alternative will have the greatest direct and indirect impacts to wildlife and other resources. **Avoidance of impact** is the primary mitigation tool available.” (letter in DEIS)
- In a letter to the Federal Highway Administration on March 8, 2004, the EPA notes that avoidance and minimization are the first and second priorities in mitigating impacts. Compensatory mitigation is appropriate only when impacts cannot be avoided or minimized. “We anticipate that avoidance of sensitive, rare, and/or high value terrestrial and aquatic habitats will be the most significant environmental need for this proposed project.” (letter in the appendices of the DEIS)
- ITD **does not have the expertise, the funds, nor the desire** to do compensatory mitigation for any Palouse Prairie impacted by highway construction.

Avoidance of impact is the only realistic mitigation available for Palouse Prairie. Avoidance and minimization are best achieved by **not building alternative E2!**

SPECIFIC COMMENTS ON THE DEIS

The Palouse Prairie Foundation cannot support alternative E2 because it would pass far too close to Paradise Ridge and thus jeopardize the structure and biological integrity of Palouse Prairie found in the project area.

Section ES.8, Topics of Concern or Controversy, page 16: *“IDFG, EPA, and USFWS prefer the C-3 Alternative to the E-2 Alternative. This is primarily due to the perceived effects of the E-2 Alternative on wildlife habitat and movement based on its proximity to Paradise Ridge.”*

This statement is inaccurate as the USFWS has stated that their concerns over E2 include impacts to Palouse Prairie habitat, wildlife and sensitive plants. The Palouse Prairie Foundation is in complete agreement with the USFWS on this point, so please revise appropriately. Moreover, we object to the wording of this Section, especially the use of the phrase “perceived effects...” We believe that the biologists contracted to do the technical reports for the DEIS, as well as the work of ITD biologists and the opinions of many professionals and residents during past and recent hearings, provide ample evidence that such effects are not just “perceived” and instead are “likely” if not “inevitable.”

Lichthardt (2005) shows in the Vegetation Technical Report that four rare plant species tracked by the Conservation Data Center (now the Natural Heritage Program) occur in the project area. Two of these species (Palouse goldenweed and Palouse milkvetch) are ‘globally imperiled’ and two (Palouse thistle and broad-fruit mariposa lily) are ‘vulnerable globally,’ meaning that they are endemic and rare. Lichthardt (2005) provides a map of these species’ occurrences, and shows that they occur most often east of E2 and closer to this route than the others (Maps 1 - 5). Moreover, most of these populations fall squarely within the 1 km weed infestation zone of Lass and Prather (2007), and thus E2 would have the greatest impact on rare plant species. Furthermore, as Lass and Prather (2007) state that some weed species will disperse more readily in an easterly direction, these rare plant species will be at an even greater risk by every alternative, but especially by E2.

Section 2.6, Comparison of Alternatives, E-2 (Preferred Alternative) page 55: *“The primary disadvantages of E-2 compared to the other alternatives are that it would be located closer to the base of Paradise Ridge . . .”*

Alignment E2 is not “closer to the base of Paradise Ridge...”, it is **on** Paradise Ridge and **above** the base of it! Because of this, ecological effects from E2 would engulf the whole upper portion of the ridge. As shown in Lass and Prather's Vegetation Technical Report (2007), the 1 km weed infestation zone around each alternative will extend to the top of the ridge if E2 is built. This is a terrible disadvantage of E2 as greater densities, and, almost certainly, new species of weeds would invade this very important area (Lass and Prather 2007), affecting and destabilizing the ecology of the critically endangered Palouse Prairie and all the rare plant species found therein (see discussions below concerning ecological consequences of exotic species). Moreover, while Spalding's catchfly (*Silene spaldingii*) has not been found on the ridge, the ridge is “suitable habitat” (Lichthardt 2005) for the species and the ridge is designated by the USFWS as a key conservation area. Therefore, the ecological disadvantage of E2 is the primary disadvantage of this alignment. This ecological disadvantage is large and should not be ignored!

Section 3.8.2, Methodology, Vegetation Studies, page 95:

The Palouse Prairie Foundation has been a proponent of developing fine-scale, ground-truthed maps of Palouse Prairie. To this end, information was provided to the IDFG and USFWS that was used to develop a map of Palouse Prairie in the portion of Latah County covering the project area. Were these maps not provided to you by the USFWS, and why were they not included or, at least mentioned, in the DEIS?

Section 3.8.3, Existing Conditions, Invasive Plants, page 100: *Latah County has about 260 listed non-native, invasive plant species that affect agricultural, rangeland, pastures, and forests. Sixty-four noxious weeds are listed in Latah County. Of those, five species of noxious weeds were found in the project area (Lass and Prather 2007)."*

More details from the Vegetation Technical Report of Lass and Prather (2007) need to be noted here. For example, they state that the counties adjacent to Latah have an additional 32 weed species not found in the county, and that Latah County and adjacent counties have 27 highly invasive species in common. Also, please note that Latah county and adjacent counties with Highway 95 passing through them (Benewah and Nez Perce) have 26 highly invasive species in common, and that these and those not found in common will provide a source pool for the project area.

Section 3.8.3, Existing Conditions, General Wildlife Species, page 101: Table 25. Representative Wildlife Species, “Palouse earthworm *Drioleirus amercanus*”

Both the genus and the species epithets of the giant Palouse earthworm are misspelled.

Section 4.8.1 General Wildlife Species Effects, page 163:

Table 47, Representative Wildlife Species Effects, reports “Palouse giant earthworm: No Impact” This cannot be correct as the assessment by the IDFG is full of inaccuracies, see below.

Table 47 misspells both the genus and the species epithets of the giant Palouse earthworm.

The Wildlife Technical Report entitled “General Wildlife Assessment Thorncreek Road to Moscow” states, “Palouse earthworm, *Drioleirus* [sic] *amercanus* [sic]: The Palouse earthworm is endemic to the Palouse bioregion. The species was first reported in 1897, and was described as being common in the area around Pullman, Washington; however, reported occurrences are very rare and there have been no recent confirmed occurrences reported in Idaho. Palouse earthworms inhabit relatively loose, rich soils in undisturbed bunchgrass prairie. Threats include loss of native Palouse habitat to agriculture, development and other disturbances, as well as introduction of European earthworm species (IDFG 2006, p.8).”

“Determination of Effect and Rationale: No Effect

- There have been no reported occurrences of Palouse earthworm in the project area.
- No remnant Palouse plant communities (suitable habitat) will be effected [sic] by the project . (IDFG 2006, p.8)”

The wildlife assessment (IDFG 2006) states that no suitable habitat for *Driloleirus americanus*, the giant Palouse earthworm, will be affected. This information is incorrect and must be corrected and updated. Some of the most recent discoveries of this worm have been from locations on Paradise Ridge and its habitat seems not to be exclusively undisturbed prairie but also transitional zones.

In two separate findings, confirmed giant Palouse earthworms were found on Paradise Ridge in 2012. Moreover, in 2010, two worms (one adult, one juvenile) were found in the large ridge-top prairie on Paradise Ridge by UI scientists. In 2005, a Palouse earthworm was found at Smoot Hill Ecological Preserve in Whitman County in a Palouse Prairie remnant. In 1986 or 1987, about five Palouse earthworms were found near Moscow. Circa 1978 one Palouse earthworm was found near Moscow. Also circa 1978, one Palouse earthworm was found at the top of the Lewiston Grade along U.S. Highway 95.

Section 4.2 Land Use and Recreation Effects, E-2 (Preferred Alternative), page 143: *“E-2 would affect the same types of land use categories as the other alternatives; but would affect more CRP land than other alternatives.”*

Table 42 (p.145) shows that E2 would affect much more CRP land than would C3 or W4 (43.5 ac, 9 ac and 9 ac, respectively). While CRP fields are not always planted to native vegetation, they are always planted to perennial habitat (Fargione et al. 2009). Such habitat helps to make up the landscape (i.e. the matrix) in which native habitats such as Palouse Prairie are embedded. This is important, because matrix habitats can provide refuge, food and movement corridors for remnant-inhabiting animals (Daily 1997, Daily et al. 2001, Ricketts et al. 2001). Multiple studies show that CRP benefits wildlife (Herkert 2007, Fargione et al. 2009, Stanley 2010, Grovenburg et al. 2012). Directly adjacent to the project area, Hatten et al. (2006) found that ground-dwelling beetle species preferentially used reduced-tillage agricultural fields as compared to conventional-tillage fields outside of the prairie, very likely due to the more stable and enriched environment that such fields provide. Moreover, Hatten et al. (2013) found a relationship between numbers of bumble bee species in Palouse Prairie and complexity of the landscape surrounding prairie, consistent with the findings of authors in other regions (Steffan-Dewenter et al. 2002, Hines and Hendrix 2005, Hendrix et al. 2010). These authors found Palouse Prairie to harbor 10 bumble bee species – a sizable number considering that only 50 species are found in the entire United States (Hatten et al. 2013) – and found more of these species in prairie remnants of Latah County that adjoin forest, other remnants and/or CRP grasslands than were in remnants of Whitman County that are bordered more consistently by agricultural fields. The large ridge-top remnant on Paradise Ridge was one of the Latah County remnants sampled by Hatten et al. (2013). This study suggests that habitat complexity on the granitic outcrops may increase effective patch size of the prairie by providing additional habitat and connectivity for the bees. In addition, Looney et al. (unpublished) found up to 100 species of bees in Palouse Prairie, and found robust populations using CRP fields. Pollinators are increasingly at risk due to habitat loss, deterioration and exotic pathogens (Cameron et al. 2011), and thus perennial and relatively undisturbed habitats such as Palouse Prairie and some matrix habitats are increasingly important for their survival. It is reasonable to expect, then, that greater losses in CRP caused by E2 would affect bee populations as well as wildlife and other animals in the project area, especially when one considers that E2 would come closer to prairie than would C3 and W4 and reduce and further compromise the quality of matrix habitats of the upper ridge where the best prairie and largest populations of rare plant species are found.

Despite the importance of matrix habitats to the persistence of flora and fauna of remnant native habitats, it is important to point out that CRP grasslands are not without their problems and they are not a surrogate for native habitat. For example, while CRP provides benefits for wildlife (see previous paragraph), the composition and structure of vegetation in CRP is often dissimilar from that of native grassland/prairie systems (Baer et al. 2004), and does not provide equivalent habitats for some animals such as grassland birds (Bakker and Higgins 2009). Moreover, Lichthardt (2005, p.10) found that the invasive, rhizomatous exotic species tall oatgrass was frequently abundant in the borders of remnant prairie adjacent to CRP fields in the project area. So, while CRP provides important perennial habitat, it requires management, and it is not a replacement for native prairie. Consider, also, that it is very difficult to restore prairie habitats (Baer et al. 2004); native grasses may be restored relatively quickly, but to establish less common forb species critical to biodiversity is very difficult (Clarke and Bragg 1994, Kindscher and Tieszen 1998). Thus, it is best to avoid disturbing the prairie.

Section 4.12, Noise Effects, page 182.

Where is the discussion regarding noise impacts on wildlife? Multiple studies show that noise is disruptive to wildlife. Forman (2000) found road noise to have a major effect on forest nesting birds due to its interference with bird communication during incubation and fledgling phases of reproduction.

Section 6.1, Indirect effects by resource, Vegetation, page 207: *“Thirty-two areas were identified as Palouse remnants during the 2005 inventory (Lichthardt 2006). The primary threat to the persistence of Palouse remnants in their present state is colonization by weeds; expansion of those present as well as invasion by new arrivals.”*

This is an accurate statement. However, the potential consequences of weed colonization to the ecological integrity of the 32 prairie remnants in the project area needs to be discussed, and it needs to be discussed throughout the document including in the Cumulative Effects section (6.2.3). There is plenty of evidence showing that exotic species (i.e. weeds) can pose very serious challenges for the conservation of remnant prairie and grassland habitats (Scheiman et al. 2003). Weeds diminish habitat quality and adversely affect biodiversity (Parker et al. 1993). They do so by altering the composition and structure of native communities. With niches to exploit, they compete for available nutrients, light, water and space (Trammell and Butler 1995, Svedvarsk and Van Amburg 1996, Scheiman et al. 2003). Such effects are not restricted to the plant community, but instead have bottom-up effects on the food web which influences all organisms in the affected habitat. Weeds, for example, alter trophic relationships, outcompeting or dominating forage species needed for the survival of native ungulates (Trammell and Butler 1995), or altering community composition critical for survival of grassland bird species (Scheiman et al. 2003). These are but a few examples of the serious effects of weeds on communities; many more are to be found in the scientific literature. It follows that weed infestations that would result from the proposed realignments, and especially if E2 is constructed (see your commissioned report by Lass and Prather 2007), could be expected to have very serious and long-lasting ecological consequences for the ecology within the project area.

The last sentence in this same paragraph, *“All remnants identified in the project area are bordered completely or partially by weedy vegetation”* further deflects from the needed discussion by implying that weed colonization is not an issue, presumably because remnants are already bordered by weeds or are weedy. Clearly, weed infestation is an issue in the project area (Lass and Prather 2007), not unlike the situation for native grassland habitats everywhere (see any of the preceding literature references). Nevertheless, “the game” is not up with remnant prairie in the project area just because weeds have gained a foot-hold here.

Much of this prairie remains in fair to excellent condition as measured by “cover and extent of non-native species” within the remnants (Lichthardt 2005, p. 4). Lichthardt (2005, p. 6), for example, classified 14 of the 32 remnants as grassland communities, and of these, ranked seven with a top condition score of ‘A,’ five with

'B,' and two with 'C.' In order to be scored an 'A,' observed weed patches needed to be minor (in extent and abundance) with 80-90% of the grassland community relatively weed-free and biologically intact. A score of 'B' indicated weeds had "made inroads" throughout the remnant, and remnants scored with a 'C' had extensive annual weed coverage. Lichthardt also mapped weed infestations in the other remnant habitat types in the project area, and found that composition of weed infestation varied by remnant (Lichthardt 2005, Maps 7 & 8). A list of these remnants, along with detailed information on plant species, plant communities and dominant exotic species found therein, is provided in Appendix 3 (Lichthardt 2005). We ask you to re-examine your commissioned Vegetation reports, and you will see that great habitat is found in the project area and much of it remains in good condition.

It is clear that road construction and operation in close proximity to or on the ridge, such as that posed by E2, would expose remnant habitats including the relatively weed-free 'A' condition grasslands to resident and new weed species. Local landowners, the Palouse Prairie Foundation and other local, state and federal organizations are working to keep weeds out of these remnants and E2 would exacerbate this problem. Lichthardt (2005) warns of this threat, stating that noxious weeds known to occur in and around the Moscow area – including yellow-star thistle, spotted knapweed, teasel, and Dalmatian toadflax – could invade Palouse remnants in the project area. Lass and Prather (2007) also provide ample evidence for this scenario, showing a high number of weed species that could invade the area. We urge you to reexamine the evidence provided by your commissioned biologists regarding these dangers, and especially the dangers that the high elevation E2 alignment would face if constructed.

IN CLOSING

The U.S. Department of Transportation Act of 1966 states, "It is the policy of the U.S. Government that special effort should be made to preserve the natural beauty of the countryside..." ... "The Secretary may approve a transportation program or project... only if: There is no prudent and feasible alternative to using that land ..." (DEIS 5.1 Regulatory Framework and Policies, Section 4(f)). We direct your attention to the numerous letters from resources agencies (including the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service and the Idaho Department of Fish and Game) that also are asking the ITD to choose a different alternative than E2 because of how hard this route would be on the Paradise Ridge ecosystem. The DEIS provides prudent and feasible alternatives to E2. ITD should proceed with one of them and stop pursuing alternative E2.

We have shown throughout this letter that alignment E2 is environmentally and ecologically the worst alternative and we call upon ITD to recognize this and remove alternative E2 from consideration as the "preferred alternative." Doing so will help to preserve Paradise Ridge and the prairie for the enjoyment of residents, travelers on Highway 95, and the rare plants and animals that reside there.

Very sincerely,

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House of Representatives State of Idaho

March 7, 2013

Ken Helm
District Two
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Box 837
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Dear Mr. Helm:

It is clear that completion of the segment of highway from Thorn Creek to Moscow is critically important. With that in mind, we must be assured of the integrity of the process and information so that there are not potential credible challenges that would lead to further delay.

I have been contacted by constituents who have concerns about the publication, "Guide to the Draft Environmental Impact Statement," and other information in the DEIS. They have asked me for more specific details regarding some of the areas discussed, and I would appreciate having you supply the information.

Reason C-3 was not identified:

1. It would displace eight businesses – what businesses would be displaced? What businesses would be adversely affected, and how?
2. It would have the greatest affect on residences – what residences would be affected by C-3 and E-2? Would E-2 displace all residents of the mobile home park near Eid Road?
3. It would have the highest crash rate of any of the alternatives – how significant is the statistical difference, and are potential accidents related to wildlife given consideration? Do you have information that Idaho Fish and Game predicts that the road through deer, elk, and moose habitat will likely cause "a number of big game/vehicle collisions in the future?"

E-2 is the safest alternative – did your studies of weather conditions comprise a wide sample of conditions during various times of the year?

4. E-2 would have the shortest travel time – can you discuss the significance of the difference?

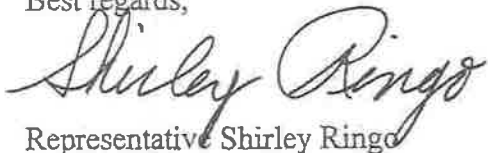
5. The report mentions that E-2 affects wildlife habitat, and affects more farmland and wetlands. It seems significant that C-3 would require the least amount of right-of-way. How much did these factors weigh in your decision?
6. Your report indicates that 8 businesses would be displaced by C-3. What are those businesses and how are they affected?

I note the following statement in the DEIS: "C-3 is believed by business owners to have the least indirect effects because the access would be similar, although it would be changed to a limited access facility. Traffic would continue to pass by the existing business which would encourage businesses to stay or locate in the area. W-4 and E-2 would have greater effects to visibility and access to existing businesses; however, they could also potentially encourage growth in the area. While safety and direct routes to and from Moscow and Lewiston are also believed to be an important consideration for area businesses and goods movement, the travel times and safety between Action Alternatives does not differ substantially."

There were other concerns, but I would appreciate your response to those I have detailed. I find them bothersome, along with information I have that IDFG, EPA, and USFWS prefer the C-3 alternative to the E-2 alternative.

We have waited a long time for improvements on this stretch of highway. The changes proposed have far-reaching and long-lasting implications. On behalf of my constituents, I eagerly await clarification on these concerns.

Best regards,

A handwritten signature in cursive script that reads "Shirley Ringo". The signature is written in dark ink and is positioned above the printed name.

Representative Shirley Ringo

Comments regarding the Draft Environmental Impact Statement US-95 Thorn Creek to Moscow

Submitted by David M. Skinner.

March 19, 2013

Idaho Transportation Department:

I have worked with Palouse Prairie professionally since 1996. During that time I have learned much about the ecosystem. From that experience, and from the scientific background that i have from both education and long-time experience in the sciences, I have the following concerns about the Draft EIS for US 95 and in particular proposed route E2.

E2 is environmentally untenable. There are other alternatives available which are just as feasible and which are superior in many other aspects. Alternative E2 has so many obvious faults and flaws it is difficult to imagine what ITD engineers were even thinking about when they decided E2 was their *"preferred alternative"*.

Many of the reasons for this untenability below come either from personal experience or from the body of scientific literature related to grassland ecology in general and/or Palouse Prairie specifically. I have not provided references here as i doubt ITD staff have or will take the time to read the literature. However, i can supply the references if you so desire.

E2 comes very close to Palouse Prairie remnants on Paradise Ridge.

- This is both a **direct and indirect threat** to said remnants and I therefore believe it **should not be the "preferred alternative"** just for that reason alone.
- Palouse Prairie once covered much of eastern Whitman County and western Latah County but **today is rare**.
- Because the environmental conditions that formed the Palouse Prairie are the same ones that made it some of the most productive agricultural land in the world, over 99% of the prairie has been converted to agriculture and other uses and Palouse Prairie is **one of the rarest ecosystems in the world**.
- The exact amount of remnant Palouse Prairie is not presently known, but it is **less than 1%** of its original extent.
- On that basis alone the few small and widely scattered remnants that remain should be **protected from further harm**. They provide habitat for many species including beneficial soil microbes, pollinators and other beneficial insects, birds and small mammals, and large game animals.
- Most of the remaining Palouse Prairie is in small, **isolated fragments**. Fragmentation results in lower animal movement, lower gene flow, less movement of pollinators and other insects, and less movement of water and nutrients.
- It is important to **maintain as much connectivity as possible** between the fragmented remnants of Palouse Prairie.
- Fragmentation can **lead to extinction** locally or over an entire species range when the fragments are no longer large enough to provide ecological support for that species.
- Highways **fragment** landscapes and habitat.
- While not a totally impervious barrier, **roadways certainly restrict or adversely change connectivity** and increase the effects of fragmentation resulting in more isolation of species, more inbreeding depression, and greater extinction pressure.

- **E2 would have the most detrimental fragmentation effects** of the suggested alignments because it is closest to more and higher quality Palouse Prairie than C3 or W4.
- The few, scattered **remnants** remaining today are preserved primarily because they **lack value as agricultural land**, usually being too steep or rocky. The biggest threat to these remnants is not farming, but **destruction and weed invasion** caused by construction projects!

No Palouse Prairie should be damaged in any way either during the construction or during future use of US 95.

- No equipment, roads, transmission lines, or any other parts of the highway should be placed where it will cause **damage to any Palouse Prairie remnants** on Paradise Ridge or anywhere else.
- The Washington Department of Fish and Wildlife (WDFW) considers Palouse Prairie to be **among the most endangered ecosystems in the US and endorses its preservation.**
- The Environmental Protection Agency (Region 10), The Nature Conservancy, the Palouse Land Trust, and the Palouse Prairie Foundation all **support preservation** of the small amount of Palouse Prairie that remains.
- The Idaho Department of Fish and Game (IDFG), the Environmental Protection Agency (EPA), and the US Fish and Wildlife Service (USFWS) prefer **avoidance of the E-2 Alternative.** They have determined this thru a thorough examination of the science involved. Yet, ITD insists on playing semantic tricks to belittle and dismiss the scientific opinions of other agencies by saying “*this is primarily due to the perceived effects of the E-2 alternative on wildlife habitat*” (emphasis mine) (DEIS pg 16). This demonstrates ITDs lack of willingness to listen to any opinion or fact that deviates from their own predetermined conclusions.
- The Palouse Prairie Foundation, also after a thorough scientific examination, recommends **avoidance of alternative E2** for many of the same reasons as IDFW, EPA and USFWS.
- E2 would **affect more than twice as many prairie remnants** in the project area than C3 or W4. There are 24 remnants near E2 vs. 14 for C3 and 12 for W4. (DEIS p. 207, Table 62).
- E2 passes **much closer** to some of the remnants than does either W4 or C3.
- The **remnants on Paradise Ridge are larger and of higher quality** than those elsewhere in the project area (DEIS Vegetation Report by Lichthardt 2005).
- Because of the above, E2 would have a **much greater detrimental effect** on the endangered Palouse Prairie ecosystem than C3 or W4.
- Because the largest and highest quality remnants are on Paradise Ridge, E2 would **put at risk a higher proportion of globally imperiled plant species** such as Palouse milkvetch (*Astragalus arrectus*) broad fruit mariposa (*Calochortus nitidus*), and Palouse goldenweed (*Pyrrocoma liatrisformis*).
- **Presence or absence of rare plants should not be the sole determining factor** in whether a prairie remnant is valuable. Because of the rarity of the ecosystem, all of the remnants are valuable, whether or not they contain rare plants, and whether or not they contain invasive weeds.

Restoration efforts thus far have been able to re-create only rough approximations of the original Palouse Prairie.

- To do more will take a tremendous amount of **time, energy, dedication, and resources.**
- Some of the **parts (especially soil organisms) may be missing** and we may never know what they were.

- This makes the existing remnants very valuable, as **it is far easier and less expensive to preserve them than to restore them.**
- Damaged prairie **cannot simply be repaired** by seeding “native grasses”.
- The vegetation mitigation suggested in the DEIS is totally **inadequate and inappropriate**. The only way to protect the ecosystem is to **avoid it** during siting, construction, and operation of the highway.

Avoidance of impact is the only realistic mitigation available for Palouse Prairie.

- The first and preferred mitigation is avoidance of disturbance of any Palouse Prairie.
- ITD **does not have the expertise, the funds, or the desire** to do compensatory mitigation for any Palouse Prairie impacted by highway construction.
- ITD has consistently **rejected, rebuffed, and/or stonewalled** any suggestions from IDFG regarding mitigation for any of the environmental impacts of highway construction. ITD has shown a reluctance to work with anyone or any group who might have an opinion differing from ITD.
- In a letter to ITD, IDFG recommended **avoidance of the eastern alignment**. (E2) *“It has been IDFG’s position from the start – a position supported by recommendations from the other resource agencies – that the eastern alternative will have the greatest direct and indirect impacts to wildlife and other resources.”* Again, **avoidance of impact** is the primary mitigation tool available.
- In a letter to the Federal Highway Administration on March 8, 2004, the EPA notes that **avoidance and minimization are the first and second priorities in mitigating impacts**. Compensatory mitigation is only appropriate when impacts cannot be avoided or minimized. *“We anticipate that avoidance of sensitive, rare, and/or high value terrestrial and aquatic habitats will be the most significant environmental need for this proposed project.”* (letter in the appendices of the DEIS). Avoidance and minimization are only achieved by **not building alternative E2!**
- Furthermore, in the DEIS under “Topics of Concern and Controversy” it states, *“there has been disagreement between IDFG and ITD regarding appropriate mitigation.”* One recent mitigation proposal by IDFG suggests ITD could set aside compensatory mitigation funds of **\$750,000 for E2 and \$325,000 for C3**. Even this grossly underestimates the cost of restoration for damaged Palouse Prairie.
- The differing numbers suggested by IDFG, however, demonstrate how **much more valuable the habitat is in the vicinity of E2**. Of course, ITD has resisted any suggestions regarding mitigation.

There is **little mention of vegetative mitigation** in the DEIS except that mentioned by other agencies and groups and an ambiguous statement regarding weed control on pg 231. ITD has failed to consider mitigation and has developed no plans for doing any mitigation despite having it brought to their attention. One must conclude either that ITD has **no intention to mitigate** for environmental damage or that they desire to keep any mitigation plans out of the public view until all possibility of public comment has expired.

- There is no mention of species to be used.
- There are no details as to seeding rates, timing, establishment, follow-up for unsuccessful seedings, soil preparation, or tactics for maintaining the stand once it is established.
- Native species often do poorly in competition with weedy species on the exposed subsoils of road cuts and fills.
- The species which do best on roadcuts and fills are often non-native and invasive.
- There is no mention in the DEIS of any actual weed control away from the right-of-way (ROW), only that ITD will seed the ROW to some unnamed species which will magically prevent weeds from spreading out of the ROW.

- They only suggest they will consult with “local weed experts”. There is no mention of who they might be or if anyone else with valuable input will be consulted.
- Pesticide applicators should be trained to recognize the species they might encounter. At present the knowledge level of ITD applicators in this regard is woefully inadequate.
- Vegetation mitigation should be subject to public review and should be planned and detailed out in the FEIS.

There is no discussion of **impacts outside the ROW** from such activities as equipment parking, equipment maintenance, and materials stockpiles despite the fact that these activities can have serious impacts on nearby habitat.

- These can be major **sources of new weeds**.
- Because these activities can be the result of agreements between contractors and local landowners, they can also have major impacts which **may be outside the direct control of ITD**, including the destruction of important habitat and contamination of valuable farmland.
- There is no mention of how ITD plans to **control unauthorized access** to lands outside the ROW by contractors and employees within and outside of their actual performance of duties. Such activity resulted in the destruction of rare plants on the earlier construction project on US95 from the top of the Lewiston Grade to Thorn Creek.

The weather data relied upon in the DEIS is seriously flawed.

- On page 1 of the Weather Technical Report it states “*ITD desires to characterize the **climate** of the study area with respect to variables which affect driving conditions and traffic safety.*” Climate is determined by extensive **weather measurements over an extended time** of many years. The study lasted for only five months, not even remotely sufficient to determine any climatic trends.
- ITD relies solely on a weather study conducted from **January 2005 thru May 2005**. This study failed to capture data for half of a winter and then only captured data for **half of a very unusual Palouse winter** which was noted for its lack of snow. • The weather study was conducted during one of the mildest, driest year on record for more than 30 years. **It is inadequate at best!**
- This means the supposed superior safety of alternative E2 is, in fact, **incorrectly calculated** and does not account for normal snow, ice and fog which can be expected in most winters, especially given the increased elevation of alternative E2.
- The Weather Technical Report did not even evaluate snow levels because **there was no snow to evaluate** during the time period of the study! Again, how could ITD claim to have considered weather conditions in deciding which was the safest alternative?
- ITD itself reports that nearly 60% of accidents on US 95 are weather related, yet they recommend alternative E2 **based on faulty information**.
- On pg 5 of the Weather Technical Report it states “*measurements are ongoing*”. However, this report only includes data from January 1, 2005 through May 1, 2005. If the data collection is indeed ongoing, why is it not reported in the DEIS published in 2013, nearly 8 years later? I must conclude that either the statement in **the DEIS is incorrect** and no further follow-up weather data was collected, **or ITD decided to ignore any further data** collected. Either indicates unwillingness on the part of ITD to really consider all the facts before making a decision.
- The weather data for this short period of time was **collected from only 3 stations** (DEIS pg 2) within the study area. Anyone remotely familiar with the Palouse knows that the topography creates multiple microclimates which 3 widely scattered instrument sites would never possibly hope to cover.

- The 3 stations were **not even correlated to specific routes** and none of the data reflects conditions on the C3 alternative because **no instruments were placed** anywhere near that route except the top of Reisenauer Hill, a site which is common to all three alternatives.
- If ITD is really interested in safety, as they claim, it seems they should have taken steps a long time ago to ensure that accurate data was collected. Over the 8 years between the time ITD commissioned the study and the time they released the DEIS, they could have gathered plenty of valuable data. **They did not!** This reflects ITD's intention to build E2 without considering contrary information. They are obviously not interested in facts!
- E2 covers the distance from Thorn Creek to Moscow at the **highest elevation** of the 3 possible alignment choices. Much of it is above 2800 ft., reaching above 3,000 ft in places. Those of us who have lived in this area for any length of time know that **elevation equals more snow, ice, freezing temperatures and fog**. Higher elevations are also subject to higher winds and more snow drifting. Many of us need only look out our windows to see this on Paradise Ridge! Those of us who drive US95 know that the worst road conditions are frequently encountered on the tops of Reisenauer Hill, Steakhouse Hill, and several other hills to the north. The weather analysis did not note any of this because it was **not properly conducted over time and did not have enough properly located instrument sites!**
- During the winter, school bus drivers and residents of the area report **frequent fog** on the higher parts of Eid Road than on lower elevations where the current US95 runs. The weather analysis did not note this because it **was not properly conducted over time and was not conducted during a typical winter**. Additionally, the **instruments were not properly located to capture this data**.
- E2 will be **more expensive** to maintain. Not only will snow and ice at higher elevations make the road less safe to travel, it will also increase the costs of maintenance to deal with the snow and ice removal and/or abatement.

Weed invasions are known to occur primarily along roads. The impacts from weeds would be much greater along alternative E2 than along any of the other alternatives.

- *"New roadway alignments, induced development and weed distribution through vehicles can contribute to the establishment and spread of weeds and could contribute to the degradation of nearby Palouse remnants. Remnants **within 0.6 miles of the highway** are at greatest risk to weed invasion"* (emphasis mine) (Lass and Prather Technical Report 2007). The potential **weed infestation zone for E2 extends to the top of Paradise Ridge!**
- It is true that there are already weeds on Paradise Ridge. This, however, **is not the point**. Many of the landowners on Paradise Ridge are already working hard to control weeds in remnant native vegetation and in farmland. Considerable amounts of money and time have already been invested by landowners as well as state and federal agencies in the control of weeds which threaten Palouse Prairie remnants. **E2 would destroy many of the gains already made** and contribute to more weed invasion.
- ITD seems to think the mere existence of other threats to the integrity of Palouse Prairie remnants justifies introducing a new threat in the form of a new roadway (E2). This argument shows either a blatant disregard for or a complete lack of understanding of ecological principles. **Existence of other threats does not justify adding new threats!** Rather, it mandates **avoiding the introduction of more threats!** This means avoiding the E2 route altogether.
- Putting a major highway up on Paradise Ridge opens the area to **invasion by new weeds**.
- These are weeds that are **not yet established in Latah County** or are present in only isolated populations elsewhere in the county. For a list of these weeds, view the Idaho State Department of

Agriculture Noxious Weed List at

<http://www.agri.state.id.us/Categories/PlantsInsects/NoxiousWeeds/watchlist.php>

- The weeds in the “Statewide EDRR List” and the “Statewide Control List” are among the ones which threaten Palouse Prairie remnants.
- US95 runs from the **Canadian Border to the Mexican Border** thru 5 states. Vehicles can and do easily carry weed seeds and propagules long distances, opening new areas to weed invasion from distance sources.
- Construction equipment is also a **significant vector for moving weed propagules** from one site to another. The DEIS makes no mention of any ITD requirement for cleaning and inspecting equipment for weed propagules before transporting. One can probably deduce that ITD has no such program.
- According to the DEIS Vegetation Technical Report of Lass and Prather (2007), counties adjacent to Latah County have 32 invasive weeds that are not found in Latah County. E2 would offer an easy corridor to new **invasions of the Paradise Ridge ecosystem by many of these weeds**. Additionally, E2 would offer an easy colonization corridor for other invasive weeds not yet found of Paradise Ridge but present in other parts of Latah County.
- Alternative E2 **requires a comprehensive and ongoing program** by ITD to monitor and control invasive weeds, yet no mention of such program appears in the DEIS.
- ITD does not have the **expertise, the funds, the equipment, or the desire** to mitigate for weed impacts 0.6 miles from the roadway. ITD **cannot and will not provide sufficient weed control monitoring and prevention**. Because of this, alternative E2 should be avoided!
- The **cost of weed control** away from the E2 right-of-way will fall to Latah County and the landowners affected.
- **Active farmland is a very effective barrier** to weed encroachment because weeds need time to establishment and farmers are very diligent about weed control in their cropland. Thus C3 or W4 would be much better at preventing weed spread into adjoining lands than E2. Parts of E2 would pass thru land in the Conservation Reserve Program (CRP) and near remnant native vegetation which are not as actively managed for weeds. Weeds could quickly and easily spread from the roadside into adjacent lands in this situation. In fact, on pg 206 of the DEIS, it is stated “*intensively managed cropland is believed to provide a more efficient buffer to new weed invasion compared to native vegetation or CRP plantings.*”

If E2 is built, there is no access for people living along present US 95. They will still travel the existing US 95 with all its hazards.

- **School buses would still travel the old section** of US95, including Reisenauer Hill, to pick up and return children of families living along the old route.
- Existing US95 would be turned over to Latah County and **the county would have to maintain the roadway** for access to the homes in that area if E2 is built.
- According to the DEIS (pg 4) the existing section of US95 has a **substandard rating** for the pavement surface. Both the surface roughness and the amount of cracking fall below the minimum standard indices used to determine acceptable pavement performance. The county will be responsible for **maintaining and repairing a substandard road** if E2 is built.
- While Latah County employees are very capable and work hard at their jobs, the fact is that Latah County has many more miles of roads to maintain with fewer people and lower budgets than ITD. This means county roads do not get plowed out or maintained as well as state highways, making them **more dangerous to travel**, especially in bad weather.

- One of the most dangerous sections, Reisenauer Hill, would still exist as it is today if E2 is built. **Local traffic would still need to use Reisenauer Hill.** This hill would be even more dangerous because it would not be maintained as well in inclement weather as it was when it was part of US95.
- Instead, **if the C3 alignment is built**, the highway over Reisenauer Hill will be built to current AASHTO standards and will be **much safer** than the existing roadway.
- If E2 is built, **there would still be accidents** on the existing stretch of US95. Looking at the overall picture, the accidents on existing US95 should be attributed to building E2. If we imagine for a second that ITD correctly calculated accident rates, when this is factored in, it is likely the predicted accident rates would be very similar. However, in view of the fact that ITD did not have enough weather data to correctly predict accident rates, it is quite likely that the total **accident rate for E2 would be higher than for C3.**
- **Emergency equipment would** also need to travel this section of US95 to respond to emergencies on the property of local residents.
- In a letter to the editor of the Moscow-Pullman Daily News, the Moscow Rural Fire District Board of Commissioners supported E2 because they thought it would improve safety and response time. **They are mistaken.** C3 would improve safety and response time to local residents. E2 would have no access to local residents along existing portions to US95. At best that would leave response times where they are now. During severe weather events, response times would likely be even longer.

There appears to be a widespread misconception that houses on Paradise Ridge cause environmental degradation.

- While home sites can cause degradation if not properly managed, home sites also can result in great **improvements to habitat.**
- Paradise Ridge is all privately owned. The good remnants can span **multiple landowners.**
- A number of landowners are aware of the uniqueness of the Palouse Prairie on their land and are actively **working on protecting and restoring** parts of it.
- Since the home sites are frequently multiple acre parcels, this is often a good way to **preserve and even expand habitat.**
- Indeed, having a home site owner with an interest in creating and/or preserving habitat may be preferable from an environmental aspect to the land remaining in the hands of a farmer where it might again be either **pastured or plowed out** to grow crops.
- I have occasionally consulted with new home site owners in local rural areas (although not yet on Paradise Ridge). They are usually interested in locating the home on the worst habitat so that they can **preserve the best.**

There is conflicting information about displacements.

- The **DEIS claims** C3 would displace 7 residences, E2 would displace 5, and W4 would displace 3 (DEIS pg 13).
- The **DEIS claims** 8 businesses would be displaced by C3, none by E2 or W4 (DEIS pg 13).
- The “**Screening of Alternatives**” Technical Report **claims** C3 and W4 would each displace 3 residences, E2 would displace 5 (pg 17 of Tech Report). No business displacements are mentioned in this report.
- According to a recent Letter to the Editor in the Moscow Pullman Daily News, a local resident was informed by 2 employees of ITD that **no businesses would be displaced** by C3.

- Also, according to the same letter, during a follow-up conversation the same resident was informed by one of the same ITD staff members that **E2 would displace the most homes** and C3 would displace only 1 home.
- **If the DEIS is correct**, ITD has done a very poor job of informing their own employees of their plans. If ITD has such poor communications with their own staff, can the public expect ITD to give them factual information? Not even the DEIS agrees with itself!
- **If the ITD staff members are correct** and the DEIS is incorrect, why was the DEIS not updated to reflect the correct information. Again, how can the public expect ITD to give them factual information?
- Either way, it appears **ITD is not really interested in the truth**, but only in obfuscation to deceive the public and that they plan to build E2 without regard for conflicting evidence.
- With careful planning and design, ITD should be able to **avoid any displacements** by shifting the roadway. Engineers often take pride in saying “**nothing is impossible**”.

Impacts on wildlife.

- Idaho Dept. of Fish and Game, US Fish and Wildlife Service and Region 10 of the Environmental Protection Agency all recommend **avoidance** of E2 because of its potential impacts on wildlife and habitat.
- E2 is closer to moderate ungulate habitat and would **increase the likelihood** of vehicle-ungulate collisions. This creates a wildlife impact issue and a human safety issue as well as causing increased property damage.
- C3 would have the **least** affect on wildlife in general.
- E2 would **pass through higher quality habitat** for ungulates including elk, moose and deer (DEIS pg 171).
- E2 would **increase noise and human presence** in habitat used by ungulates (DEIS pg171).
- E2 would generate **greater traffic noise** than C3 or W4 (DEIS pg 182, Table 56) and this would negatively affect usage of the area by animals and birds.
- E2 would **reduce connectivity** between remnants for prairie fauna, including pollinators. Connectivity is also important for gene flow in plants to reduce inbreeding depression.
- E2 would **affect more wildlife species** dependent on the prairie or intergraded habitats of Paradise Ridge (DEIS pg 163, Table 47).
- E2 would affect critical habitat for the giant Palouse earthworm (*Driloleirus americanus*). The DEIS **incorrectly characterizes the Paradise Ridge area as unsuitable habitat** for *D. americanus*. In fact, most of the recent discoveries of *D. americanus* have been from Paradise Ridge.
- Even if the highway avoids direct impact to *D. americanus* habitat, indirect impacts from increased weed invasion are still a threat to *D. americanus*. E2 has the greatest potential to impact habitat and therefore the giant Palouse earthworm.
- The Biological Assessment concludes “*the project will have no effect on the gray wolf.*” However, **wolves have been reported** on Paradise Ridge by at least 2 reliable sources. This suggests the Biological Assessment, dated 2007, needs to be updated.
- E2 **impacts 4 acres of pine stands**. These pine stands are habitat for northern alligator lizard, pygmy nuthatch and long eared myotis. C3 and W4 impact no pine stands and no habitat of northern alligator lizard, pygmy nuthatch and long eared myotis. Many of the pine stands of Latah County have already been lost.

- Page 169 of the DEIS calls this pine stand “*potential habitat*” for pygmy nuthatch, yet the wildlife technical report states that **pygmy nuthatch are already known to inhabit the stand**. It appears ITD is willing to distort facts in order to support their predetermined “*preferred alternative*”.
- **Pygmy nuthatch** is rare in northern Idaho and **populations here are considered imperiled**. Any loss of habitat has a **cumulative effect** on already imperiled populations (DEIS Melquist Technical Report, pg 13). **E2 destroys habitat** for the birds. C3 and W4 do not.
- Melquist (DEIS Technical Report, pg 15) recommends **avoidance of E2** for this very reason!
- ITD on pg 169 of the DEIS calls such loss of habitat for pygmy nuthatch “*minor*”, ignoring the technical data and without any supporting evidence for their contrary opinion. Again it appears ITD is willing to **distort facts** in order to support their predetermined “*preferred alternative*”!
- Pygmy nuthatches prefer **south slopes** of mountains. E2 would impact the populations on Paradise Ridge and **they cannot simply move to other parts of Paradise Ridge**, as suggested in the DEIS (pg 169) because the other parts are not suitable habitat. C3 and W4 do not impact pygmy nuthatch.
- Even if the pygmy nuthatch habitat is not directly affected, indirect effects from increased traffic noise will have a large impact on the nesting sites. Putting up a few “nest boxes” (DEIS pg 231) **will not mitigate for the impact of E2**. The birds will not use the otherwise suitable habitat because of the increased noise.
- E2 would affect more CRP land than other alternatives (DEIS pg 143). CRP is **important habitat for grassland nesting birds**. Grassland nesting bird populations are under serious decline nationwide. The **loss of CRP grasslands is nearly 5 times more** for E2 compared to C3 or W4 (DEIS pg 145).
- **Bat populations are declining** globally, nationally, and locally. Habitat loss and habitat degradation are considered important factors in this decline. **E2 destroys or degrades habitat for bats**. C3 and W4 do not.
- E2 will result in **increased noise levels near suitable habitat** for long eared myotis. Increased noise will likely cause the bats as well as pygmy nuthatches to **avoid otherwise suitable habitat**.

These additional considerations all suggest that E2 should NOT be the “*preferred alternative*”.

- C3 would have the most access points and this would be most convenient for local residents and provide best emergency response times to local residents. **Access points will have turn lanes and merge lanes** so that turning traffic does not need to slow down or stop on the roadway and vehicles entering the highway can get up to speed before merging.
- E2 has much **higher** noise impacts for those people living in the area.
- E2 requires **more new right-of way** acres than C3 and only 3 less acres than W4 (DEIS pg 53, table 8).
- E2 goes **against** much of the Natural Resource Element in Latah County’s Comprehensive Plan.
- E2 opens Paradise Ridge to **new and greater fire hazards**. The window for fire in agricultural land is rather short. CRP grasslands, prairie grasslands, and forests have a much wider window. Activities along roadways are a common ignition source for wildfires.
- C3 and E2 have about **equal** construction costs.
- C3 and E2 have a **similar number of residential displacements**, if the DEIS numbers are assumed to be accurate. We have seen from above that they **may very well not be!**
- C3 is **more compatible** with a proposed Moscow ring road than E2 or W4.
- C3 is the **most consistent** with Moscow and Latah County land use goals

- C3 is only 0.09 miles longer than E2. That is **less than 500 feet!**
- C3 requires the **least** amount of new right-of-way. The policy of the Federal Highway Administration is to take the least new right-of-way. **E2 does not meet this requirement.**
- C3 has **less noise** impacts to area residents.
- C3 would have the **least** adverse visual impact.
- C3 would **take the least amount** of prime farmland, farmland of statewide importance, and CRP land. Alternative **E2 would take twice as much prime farmland** and nearly 5 times as much CRP lands as C3.
- C3 would be a new highway engineered to today's American Association of State Highway and Transportation Officials (AASHTO) standards. Curves would be designed for high speed travel. **Straighter does not equal safer** with these design standards! The divided portion of US95 from the top of the Lewiston Grade to Thorn Creek is not straight, yet it is constructed to AASHTO standards and the curves are safe by those criteria.
- C3 has the least new area (acres) of impervious surface. This is significant in terms of the amount of pollutant runoff into area streams. If either W4 or E2 is built, the existing US95 would still be providing access to local residents and the impervious surface there combined with that from the new alignment would add to the runoff.
- C3 is viewed by the City of Moscow as the most consistent with city and area land use goals.
- C3 is more compatible with a proposed Moscow ring road than is E2.
- E2 will affect over **twice as many acres of wetlands** as C3 but not as much as W4 (DEIS pg 146, Table 45). Wetlands are important wildlife habitat and also important in flood control.
- The National Environmental Policy Act (NEPA) of 1970 requires ITD to mitigate for any wetlands impacted. The best mitigation policy is to avoid wetlands. C3 avoids the most wetlands.
- During the construction of the divided portion of US95 from the top of the Lewiston Grade to Thorn Creek, a contractor for ITD buried and destroyed a **Spalding's catchfly** (*Silene spaldingii*) population that had been reported to ITD. Spalding's catchfly was and is currently listed as threatened by the US Fish and Wildlife Service. ITD did not take adequate steps to prevent this from happening. Why could they be trusted to build a highway in an even more environmentally sensitive area?
- Latah County Commissioners wrote a letter in support of E2. Unfortunately, they did no research of their own. They relied on hearsay and misinformation and refused to listen to any contrary evidence. They obviously did not even bother to read the DEIS. It appeared they had already made up their minds before bringing the issue up in a public meeting.
- The EPA policy is to make the **least impact on the environment**. ITD is required to choose the alignment that will best meet this criterion. **E2 does not meet this requirement.**
- In Section 2.6, page 55 of the DEIS ITD states "*The primary disadvantages of E-2 compared to the other alternatives are that it would be located closer to the base of Paradise Ridge*" This is another example of **ITD using confusing language to obscure the impacts** of what they want to do! E2 is not "*closer to the base*". It is, in fact, on Paradise Ridge above the base! **E2 will be on Paradise Ridge!**

In 2002, ITD proposed to build a new highway over Paradise Ridge. They did so without any public involvement and were disdainful when met with resistance from the public.

In 2003 they were taken to court over the issue and the court decided that ITD had not followed the law or sufficiently considered environmental impacts. ITD was ordered by the court to conduct environmental studies and prepare an Environmental Impact Statement.

Ordinarily, an EIS is produced in a year or two. ITD chose to delay the process for over nine years, finally publishing a draft EIS in late 2012.

One would suppose that this extraordinary time frame would result in an excellent evaluation of the environmental impacts, but this sadly was **not** the case. The DEIS is full of holes, poor data, and even incorrect conclusions drawn from that data. With this much sloppy work, it is unlikely the FEIS will be any better. It makes one wonder whether ITD engineers had their egos bruised by the public reaction and court decision and decided to half-heartedly jump thru some hoops and still trot out the same old bad idea.

As is seen from the evidence above, alternative **E2 is really the worst alternative**, not the best. I call upon ITD to do the right thing, **admit they were wrong** about building a highway on Paradise Ridge, and get on with the business of **serving the public** by building a highway which is both environmentally less damaging and safer to travel along the C3 alignment.

David M. Skinner
1020 East F Street
Moscow, ID 83843

Wayne and Jacie Jensen

2088829143

p.1

38

Wayne and Jacie Jensen Comments

Wayne and Jacie Jensen
1461 Thorn Creek Rd.
Genesee, ID 83832

March 22, 2012

Idaho Transportation Department Headquarters
Office of Communications
P.O. Box 7129
Boise, ID 83707-1129
Fax (208)334-8563
comments@itd.idaho.gov

Dear Idaho Transportation Department,

Thank you for putting in place procedures and policies on State projects, including the opportunity to make comments. The purpose of the Thorn Creek Rd to Moscow proposed realignment of Hwy 95 is to improve public safety and increase highway capacity. From our farm, we do business and personal commerce from Thorn Creek to Lewiston and appreciate the improved safety and capacity of the south portion of Hwy 95. We look forward to the improved safety and higher capacity on the north Highway 95 realignment.

Our family farm, in its fourth generation of operation, is located on the west side of Hwy 95 along Thorn Creek Road and to Reisenhauer Hill, as well as the east side of Paradise Ridge. We also have the privilege and responsibility of caring for the Palouse Prairie and woodlands we own on the west and east slopes of Paradise Ridge.

The west route replaces Idaho's and the world's prime agricultural with Highway 95 for all time. This is the least favored route according to the studies and citizen comments. All routes greatly improve the safety and capacity of Hwy 95. Therefore, our comments reflect on one question we ask ourselves often as stewards of agricultural, native prairie, and other lands: *Is there value to preserve Idaho's largest and most diverse Palouse Prairie remnant?* We hope our response to this question, located on the following pages, will be helpful in your review of the east and central routes.

How do we do the least harm to this heritage land? The Palouse grassland does not face serious threats from agriculture because nearly all of the habitat has already been converted. Degradation of the remaining fragments continues to be a problem..." -World Wildlife Fund (NA0813). The degradation, caused by weeds and development, is less plant diversity.

Based on the DEIS Prather & Lasser (2007) study on weed migration and invasive behavior, and studies by the Federal Transportation Administration, highways become weed corridors from 0.6 miles of the highway edge. As the caretakers of this land, we know the difficulty in preventing stray invasive weeds from getting a foothold, and eradicating or controlling present weed invasions. We, along with our employees, spend hundreds of hours yearly searching and then either hand pulling or spot spraying invasive weeds on Paradise Ridge. As land stewards of the largest congruent Palouse prairie in Idaho, we ask for your assistance in maintaining its health and diversity for future generations.

We are a family that has deep roots with the land on the Palouse. However, if we want to be 'native to this place' as farmers and citizens of the Palouse, today and in the future, we need to respect the prairie, the memory it holds and the lessons it can teach us. Please feel free to contact us if you have questions at (208) 882-9143 or at JLWJensen@gmail.com.

Sincerely, Wayne and Jacie Jensen



1. Is there value to preserve Idaho's largest and most diverse Palouse Prairie remnant and ecosystem?

A. The Palouse Prairie has value to us as farmers in the Palouse region

1. Our best teacher is the land itself.

As farmers we observe the prairie in awe of its efficiency, its sustainability, and its sufficiently to balance soil, water and air. This balance is as important to agriculture as it is to nature. Nature may not provide the final answers, but it is worthy of our attention.

For over twenty years on our farm we have implemented soil-saving tillage and waterway practices, and soil-health crop rotations and micro-nutrient practices. We continue to adapt to new farm practices as the science in soil health and conservation advances because what happens below ground directly impacts what grows above ground. Our Palouse soil is our life-blood.

Science is beginning to understand how much our native soils have to teach us. For us as Palouse farmers, the Palouse prairie is a teaching and research laboratory for our grain, legume and brassica operations. By practices such as lengthening crop rotations, introducing annual and perennial crops with different roots structures and diversity, replenishing specific micro-nutrients and micro-biotics, and attempting to bring our rising soil pH back to normal levels, we have begun a highly simplified approach to mimic the prairie as closely as practical. We are attempting to keep our Palouse soils healthy for four more generations.

We have learned to view our farm as a whole system, not as individual crops with individual inputs and outputs needs. Wheat is our cash crop, but crops like peas and barely will continue to have important non-economic role on our farm. Like the Prairie, it is not the individual flora and fauna species that make a healthy and balanced ecosystem, but the interaction and interconnection over time of all species in a place.

An intact healthy Palouse Prairie ecosystem leaves us in agriculture and other land management with options to discover the answers to questions we do not even know yet to ask. To be good stewards of all our lands, it is important we have a baseline – a reference point. In the Palouse agricultural region that reference point is the Palouse Prairie.

2. Our native grass and forb (wildflower) seed farm operation depends upon a healthy Palouse prairie ecosystem on Paradise Ridge.

a) The best land solutions are built upon the uniqueness of each place.

On the Palouse, soil-erosion is the biggest threat to its agricultural land. Our farm land east of Paradise Ridge, with its historical lower soils depths, was the place we chose to start implementing no-till conservation tillage and using the Conservation Reserve Program.

In 2004, when the wheat price was \$3.00/bushel, we knew we had to make changes on fields with lower than average production but require the same inputs. Once again, our

land east of Paradise Ridge is where we chose to increase our farm diversity by growing crops that have grown here for a millennium – native grasses and forbs (wildflowers). Our thought was “If the native grasses and wildflowers can grow on this soil without our assistance, can we grow them for seed for public and private seed markets, and for the use on our own land?” At the time native Palouse wildflower seed was not available the market.

Today we have approximately 400 acres of 10 species of native grass seed and 30+ acres of 5 species of native wildflower seed in production on our farm. All of our native wildflower fields and 2 of our grass fields originate from seed collected on the prairie on Paradise Ridge. An additional species of Paradise Ridge Palouse wildflowers are in production in an acre seed-increase field for future seed production fields, small order sales to land owners, University and government research and restoration projects and nurseries.

b) Pollinators from the Palouse prairie on Paradise Ridge required for seed production

As with many US crops, our native wildflower fields require pollinator to produce seed. The Palouse prairie ecosystem on Paradise Ridge provides over 20 different native pollinator species for our native wildflower production. As of today, we have not had to pay for additional pollinator services.

Current research at the University of Idaho is indicating that an increase in invasive weeds and a decrease in native or non-native grasses in natural and pasture lands, decrease the survival of birds possibly to due to the weeds not supporting the protein (insects) required during bird breeding and fledgling feeding. Our natural lands and agricultural production are interconnected on our farm.

3. **The Palouse prairie is increasing the diversity of all our natural and non- farm land .**

a) Over time, our Conservation Reserve Program (CPR) land has increased in flora and fauna diversity by native wildflower species moving out from the prairie and into to the adjacent non-farm land.

To reduce the time it takes nature to increase CRP diversity on its own, we are working in cooperation with the Pullman Plant Material Center USDA-NRCS, on four research project areas on our Paradise Ridge land. The purpose of the project areas is to determine the best seeding methods and specie mix to increase wildflower diversity and therefore all diversity in retired farm land and CRP. This information will be shared with landowners.

b) The key is not the just the Prairie itself, or the individual species, but the diversity of species in a given habitat on Paradise Ridge.

Attached is list of plant species found on our prairie land on Paradise Ridge. This list does not include the mosses, lichens, fungi and such that flourish as the biotic soil crusts that protect the space or “skin” between prairie plants of the Palouse. Regional researchers are just now attempting to identify the mycorrhizes associated with the prairie plants located on

DON'T PAVE PARADISE!

Paradise Ridge Defense Coalition

P.O. Box 8804, Moscow, Idaho 83843

Email: PRDC@Paradise-Ridge-Defense.org

Website: Paradise-Ridge-Defense.org

March 22, 2013

Office of Communications
Idaho Transportation Department
P.O. Box 7129, Boise, Idaho 83707-1129
Comments@ITD.Idaho.gov

Paradise Ridge Defense Coalition Petition Addressing the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) & Section 4(f) Evaluation

Please consider and include the enclosed *Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow* as part of our comments on the U.S. 95 Thorncreek Road to Moscow DEIS and Section 4(f) Evaluation.

Respectfully,










Paradise Ridge Defense Coalition (PRDC)
P.O. Box 8804, Moscow, Idaho 83843
PRDC@Paradise-Ridge-Defense.org

PRDC members include local citizens and
Palouse Audubon Society
Palouse Broadband of the Great Old Broads for Wilderness
Palouse Environmental Sustainability Coalition
Palouse Group of the Sierra Club
Wild Idaho Rising Tide

Copies sent to: Attorney Scott W. Reed, Federal Highway Administration, Idaho Department of Environmental Quality, Idaho Department of Fish and Game, Idaho Governor C.L. 'Butch' Otter, Idaho Representative Shirley Ringo, Idaho Senator Dan Schmidt, Idaho Transportation Board, Idaho Transportation Board Chairman Jerry Whitehead, Idaho Transportation Department Director Brian Ness, Latah County Commissioners, Moscow City Council, Moscow Mayor Nancy Chaney, U.S. Department of the Interior Office of Environmental Policy and Compliance, U.S. Environmental Protection Agency (Boise and Seattle), U.S. Fish and Wildlife Service, U.S. Secretary of Transportation Ray LaHood

Petition Opposing the E-2 Alternative Realignment or Highway 95 between Thorncreek Road and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThomCreek.com). We recognize the need for a straighter, wider, and safer highway, and we thus deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section. Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers can expect more hazardous E-2 driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of an unseasonably mild and dry winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E2 alternative. Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna. Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.




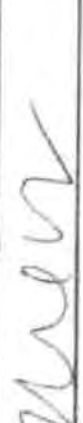







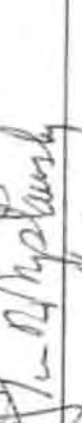




Printed Name	Signature	Address
1. Zachary Johnson		509 Grant Ct Moscow
2. Helen Yost		P.O. Box 8784 Moscow ID 83843
3. Nora Lucka		1112 S Logan Moscow ID 83843
4. Betsy Dickow		1109 E. 6th St Moscow 83843
5. Karen L Cohen		1295 Saddle Ridge Viola ID 83872
6. Pamela Brunsfeld		707 S. Hayes Moscow ID 83843
7. Cynthia Magnuson		326 E. A Moscow ID 83843
8. Jim Reed		122 N. Cleveland Moscow
9. NED B KOPFENSTEIN		1095 Tao Trail, Moscow, ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. Ellen A. Riosovich  953 N. Grant St, Moscow ID 83843
11. Mathew C. Demers  4640 Robinson Park Rd #143 Moscow ID
12. Laude Forbes  1043 Shoreline Rd, Moscow ID 83843
13. Mike Forbes  1043 Shoreline Rd Moscow ID 83843
14. Jill Dacey  1436 CHINOOK Moscow ID 83843
15. Brian Funke  1123 E. 8 Rd Moscow TP 83843
16. Charlotte Mohan  1432 Borah Ave Moscow ID 83843
17. Cathy Porter  725 E. E. St Moscow ID 83843
18. Jade Porter  " " " " " "
19. David Willard  1290 Lundquist Ln, Moscow, ID 83843
20. James P. Higgins  611 East 4th Street Moscow ID 83843
21. Alan R. Poplawsky  2108 Vandal Dr. Moscow, ID 83843
22. Sara Holup  534 N. Eisenhower Moscow, ID 83843
23. Sonja Lewis  438 E. 8th St. Moscow ID 83843
24. Britnee Beckwood  215 W Taylor St Apt 11 Moscow, ID 83843
25. Elizabeth Kage  722 S. Lynn, Moscow, TP 83843

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name	Signature	Address
1. PAUL MUNEKA	Paul Muneke	203 S HOWARD, MOSCOW
2. Mary Jo Hovell	Mary Jo Hovell	1102 Paradise Ave. Moscow
3. Cathy Wilmes	Cathy Wilmes	2152 Cedarcrest Rd Moscow
4. Fred Ruhl	Fred Ruhl	1715 Applebush Rd Moscow
5. Judith Brown	Judith Brown	226 E. 1 st Moscow
6. Rod Sprague	Rod Sprague	605 N ALMONS PC 38 89943-9710
7. Elizabeth Berlinger	E. Berlinger	2106 Orchard Ave Moscow
8. Carol Clark	Carol Clark	1011 Rothwell Rd Viola
9. Martha M. Goddard	Martha M. Goddard	

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Green Rod	Green Rod	2680 Troy Rd Moscow
11. Judy Balande	Judy Balande	1021 McKee Rd. T18
12. Stephen Cook	Stephen Cook	226 E. 1st St Moscow, ID
13. Ignace Willard	Ignace Willard	3110 Darby Rd Moscow ID
14. Donald Wilcasan	Donald Wilcasan	3100 West Twin Moscow, ID
15. Alan R Poplawsky	Alan R Poplawsky	2108 Landol Moscow ID 83843
16. Joseph Gallan	Joseph Gallan	1205 Orchard Moscow ID
17. Kay Tenniss	Kay Tenniss	616 S 7th Moscow ID
18. Michael Jennings	Michael Jennings	616 E 7th Moscow ID
19. Ham Smith	Ham Smith	P.O. Box 8715 Moscow, ID
20. Margaret's Dille	Margaret's Dille	1131 Jackson Rd, Moscow, ID
21. Dorothy S. Thomas	Dorothy S. Thomas	1103 East 7th Moscow ID
22. Elizabeth M. Sullivan	Elizabeth M. Sullivan	304 N. Van Buren St, Moscow, ID
23. Nancy S. Sauer	Nancy S. Sauer	1093 Canyon Canyon Dr
24. Sally Levine	Sally Levine	980 Larch St. Hotels Patah ID
25. LaRae Ribeiro	LaRae Ribeiro	1408 Kerien Lane, Moscow, ID

Petition Opposing the E-2 Alternative Realignment or Highway 95 between Thorncreek Road and Moscow








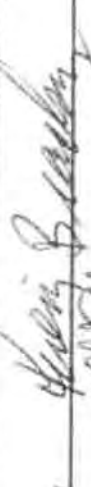





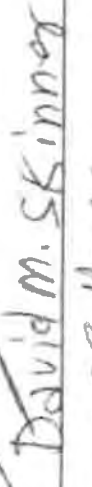


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Printed Name	Signature	Address
1. Jim Macdonald	[Signature]	1185 Paradise Ridge Road
2. S Kisten LaPogie	[Signature]	520 E 3rd St Moscow, ID
3. Robert Keffner	[Signature]	820 S Logan St Moscow ID
4. BRENT KNAPP	[Signature]	1404 RIDGE RD #9 Moscow ID
5. Pat Fierst	[Signature]	805 SW Fountain Pullman, WA
6. Becky Paul	[Signature]	471 East F, Moscow 83843
7. Betty Bunsal	[Signature]	830 S Lynn Moscow ID 83843
8. Elisabeth Brackney	[Signature]	838 S Lyna St, Moscow, ID
9. Tim Prall	[Signature]	1091 Farmers Ln Moscow ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Ronney Boehm		732 S Logan St, Moscow
11. Antone G Holquist		817 S Jefferson Moscow
12. Marsha Schoeffler		609 Almon #8015 Moscow
13. Joann Muneta		203 S Navajo Dr 83843
14. Keanu Starr		1786 Lexington Moscow 83843
15. Emma Schmidt		267 Circle Dr Moscow 83843
16. Patricia Kattmann		219 N. LEAVELLEN MOSCOW 83843
17. Kevin Brackney		838 Logan St Moscow 83843
18. Marc Miller		225 Elkay St Moscow ID
19. Greg Freistadt		225 E Henley St Moscow, ID
20. John Creech		3100 W. Twin Rd Moscow ID
21. Lauren Spencer		"
22. Jeremy Jenkins		721 Brent Dr. Moscow ID
23. David M Shumway		1020 East St. Moscow ID
24. David Hall		1362 Wallen Rd Moscow ID
25. Mary Fauce		1117 Eld Rd Moscow ID 83843

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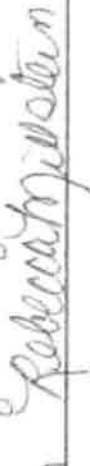

Printed Name

Signature

Address

1. Donall J. Arceneaux Donall J Arceneaux Po Box 212 Santa AP3866
2. DAVID J. GRAHAM David J. Graham 459 W. Paradise Dr. Moscow
3. MICHAEL PIERSON Michael Pierson 2809 Han, Ar Moscow ID 83843
4. Heath Anspach H. Anspach 1170 Zietler Rd Moscow ID 83843
5. Judy Soboleff Judy Soboleff 228 N. Howard St Moscow ID 83843
6. DAN RATHMAN Dan Rathman 219 N. Lien Allen St Moscow ID 83843
7. Paul McDaniel Paul McDaniel 1160 Paradise Ridge Rd Moscow ID 83843
8. FRED GITES Fred Gites 228 N Howard Ct Moscow 83843
9. Nancy Chaney Nancy Chaney 1333 Tonderosa Dr, Moscow ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Cass Davis		1041 Iverson Rd
11. Priscilla Wiegars		735 E 6th St Moscow
12. TERRI APPALUWA		735 E 6th St "
13. Kristin Becker		620 N. Jefferson St Moscow, ID
14. Patricia Hart		K.E. Carlson@gmail.com 704 E. First Moscow, ID
15. Kimberly Vincent		12 S. Hayes Moscow ID
16. PETER VIKEN		" "
17. Londen Wetzel		411 N. Adams St #104 Moscow ID
18. Anne-Marie Fulper		117 S. Howard St. Moscow ID
19. Ericka Chavez		506 Ridge Rd Moscow ID
20. LANCE LUSCHING		325 E 5th Moscow, ID
21. Cecelia Lee by		525 E 5th Moscow, ID
22. James Calvert		1904 Park Dr. Moscow, ID
23. GRACE GOC KAPF		857 E 7th Moscow, ID
24. Rebecca Hillsten		P.O. Box 204 Deary, Idaho 83829
25. Patricia Anne		415 E 1st Moscow, ID 83848

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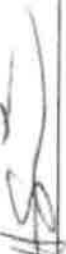







1. Nick Fishbein [Signature] 520 Sunn #4 Moscow
2. Carlynn Faircloth Carlynn Faircloth 878 East St. Moscow, ID
3. Seneca Jensen Seneca Jensen 1080 W 6th St. MSC #3008
4. James N. Syper James N. Syper 324 1/2 N Hawks St. Moscow 83843
5. Kenneth Burns Kenneth Burns 514 N. Howard St. Moscow 83843
6. Anne Gutmann Anne Gutmann 514 N Howard St Moscow 83843
7. Tobias Smart Sabina E Smart 1440 Hawthorne Dr #A Moscow 83843
8. Andrea Hunter ASHS 1440 S Hawthorne Dr Apt A Moscow 83843
9. Katie McGuire [Signature] 500 Queen Rd Apt 47 Moscow 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. Halley Raikach  2015 Main St Moscow ID 83843
11. Bo Clark  225 Baker St. Moscow, ID 83843
12. Gravin Schell  1408 Richmond CDA, ID 83813
13. Jeff Andrews  532 E. 6th St #1, ID 83843
14. Susie Evelyn  701 West Taylor Ave Moscow, ID 83843
15. Robert Franklin  133 W Orchard Dr Pullman, WA
16. Christie Stordahl  141 Gambels Ln Moscow, ID 83843
17. Claire Stordahl-Whitney  441 Gambels Ln Moscow, ID 83843
18. Matt Sullivan  493 College Ave APT F Moscow
19. Levi Elsdedy  405 College Ave APT F Moscow, Russia
20. Tyler Bennett  239 Southview Ave Pullman ID
21.  112 1st St Moscow ID 83843
22.  1580 NE Newman Dr Apt 390 Pullman WA
23. Jessica Jordan  1580 NE Newman Dr Apt 377 Pullman WA 99166
24. Jamie Matsuura  325 SW State St #2 Pullman, WA 99163
25. Jill Buring  440 East 7th St. Moscow 83843

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Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

















Printed Name

Signature

Address

1. Stacy Powers Thorncreek 404 Sandlot Rd Pullman WA
2. Katie Campbell Mike Campbell 803 E 7th St Moscow Idaho
3. Eligh Wender Jeff E. Wender 526 N. Washington Moscow, ID 83843
4. Sasha Juckopie Sasha Juckopie 526 N Washington Moscow ID 83843
5. Candace Huntford John Huntford 1110 S MAIN APT 10 MOSCOW ID 83843
6. Leahey Thompson Leahey Thompson
7. John Elzey John Elzey 380 NW Irving, Pullman, WA 99163
8. Vince Hankley Vince Hankley 1066 Campbell St.
9. David Wilkinson David Wilkinson 3100 West twin rd Moscow ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Alexandra Ketter		405 Sash Hayes St Moscow, ID
11. Ranger Adams		1430 W 4th #303 " "
12. Elizabeth von Bagen		PO Box 1581 Lemmon, ID
13. David Ryan		714 Ridge, Moscow
14. Susan Simonds		3051 Western Moscow
15. Troy Pawlekas		109 E. 4th St Moscow, Idaho 83843
16. Nancy Pedrian		5850 E. Jackson? Alameda WA 9944
17. Joseph Melior		202 E. Henley #2 Moscow, ID 83843
18. Sam F. West		1058 W. C St, UNIT C, Moscow, ID
19. Kevin Pettit		P.O. Box 8802 Moscow ID
20. Scott Edinborough		103 N Main #1 Moscow ID
21. Paulotte Hase		P.O. Box 22 Troy, ID 83871
22. Calista Karel		335 N Main - ID 83843
23. Sarah Heitsman		523 Taylor St 1 Moscow
24. Erin O'Rourke		1055 S. Avon Rd, Deary, ID 83827
25. Ruth Roeder		732 PANORAMA DR, Moscow

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name

Signature

Address

















1. Paul Volant  1029 15th Ave Lewiston ID 83501
2. DAV NORDIS  3402 Hwy 8 Moscow ID 83543
3. Kurt Queller  510 N. Hayes St Moscow ID 83543
4. Weston Capron  614 STEFFENSEN Moscow ID 83543
5. JAMES KATU  2229 N. ASTORIA AVE WEATHERS ID 83543
6. Jordan Brundt  4517 57th Simpson Ave Boise ID 83724
7. Amber Ziegler  324 W 1st St Moscow ID 83543
8. Dakot Reach  122 N Cleveland Moscow ID 83543
9. MICHAEL VANDER  424 HOMESTEAD ST MOSCOW ID 83543

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. Heather Cassen  2309 Calumbridge Rd Moscow ID 83843
11. Jason Sandberg  1225 Kouse St. Moscow ID
12. Janis Hanson  1546 Birch Dr Moscow ID 83843
13. WHITNEY CHAPMAN  492 TAYLOR #3 Moscow ID 83843
14. Paige Davies  425 Indra Hills Moscow ID 83843
15. Jennifer Whitney  225 N. Army Moscow, ID 83843
16. Dave Solberg  PO Box 556 Nederland CO 80466
17. Kimi Corbin  3137 N. 12th St Coeur d'Alene 83815
18. Alice Rust  777 Residence St Moscow, ID 83843
19. Andrew Rust  777 Residence St Moscow, ID 83843
20. Marisa Gubler  425 Veatch St Moscow ID 83843
21. Tasha Dev  555 N. Blaine St, Moscow ID 83843
22. Bill Banger  440 W. Army - Cdr 83843
23. PML Corbin  3137 N. 12th St. CoA, ID 83843
24. Jay Lussanante  301 E. P St Moscow, ID 83843
25. Chuck Harris  1130 Paradise Ridge Rd Moscow, ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name

Signature

Address

1. MARIE GRIFFITHS Marie Griffiths 1073 Nearing Rd Moscow, ID
2. Emily Martin Emily Martin 935 NE Moore St Pullman, WA
3. James Martin James Martin 935 NE Moore St Pullman, WA
4. Sam Martin Sam Martin 1504 McKittrick St Wenatchee, WA
5. Andrieka Kuhnle Andrieka Kuhnle 541 N Blaine St Moscow, ID
6. Anna Maria Shannon Anna Maria Shannon 1735 NE Lippert Dr Pullman, WA
7. Karen Hill Karen Hill 2272 Arborcrest Rd Moscow ID 83844
8. Catherine Olsen Catherine Olsen 821 E 10th Ave - Colville WA 99114
9. PATRICIA KATH Patricia Kath 1204 3rd St Lewiston ID 83501

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. Sean Cassidy *Sean Cassidy* 722 Riverview Blvd. Clarkston, WA 99605
11. Weteke Holtzinger *Weteke Holtzinger* 319 E 6th St Apt. 6 Moscow, ID 83843
12. Craig Schutz *Craig Schutz* 772 N Main Moscow ID 83843
13. Jesse Engstrom *Jesse Engstrom* 428 E. Sportsman Dr. Moscow ID 83843
14. Paul Duquette *Paul Duquette* 703 Anna St Moscow, ID, 83843
15. Delaney Meyer *Delaney Meyer* 6125 N Blaine Moscow ID 83843
16. XENA Lunsford *Xena Lunsford* 1080 West 6th Street Moscow ID 83843
17. James Bilyeu *James Bilyeu* 1000 W 6th Street Moscow ID 83843
18. Trilla Wallace *Trilla Wallace* 1122 S 7th St. Moscow ID 83843
19. John Wallace *John Wallace* " " " "
20. BILL KERR *William (Bill) Kerr* 730 SE High St Pullman WA
21. Jackson Deibald *Jackson Deibald* 1944 Duane Street Moscow ID
22. Carolee Smith *Carolee Smith* 2033 15th Potlatch, ID 83855
23. Judy Forster *Judy Forster* 1236 Parkwood, Moscow, ID 83843
24. Bryna Ames *Bryna Ames* 1041 V A St Apt 29 Moscow ID 83843
25. *Shirley Forster* 523 S Almond St Moscow ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name

Signature

Address

1. Audrey Johnson

Audrey Johnson

885 Pinet Lane Moscow, ID 83844

2. Vicki Young

Vicki Young

62522 Foley St. Pullman, ID 83846-17

3. Larissa Munkittrick

Larissa Munkittrick

Pullman, WA

4. Carol Nelson

Carol Nelson

815 Delvalle St Port Orchard, WA 98366

5. Larry Nelson

Larry Nelson

815 DeKain St. Port Orchard, WA 98366

6. Cole Nelson

Cole Nelson

1032 D St Pullman WA 99163

7. Caylene Eddings

Caylene Eddings

1545 NE Newman Dr Pullman, WA

8. Susan Keller

Susan Keller

11337 NE 104th St Kirkland WA 98033

9. Sue Dixon

Sue Dixon

P.O. Box 10857, N. Ada ID 83638

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Molly Dixon	Molly Dixon	811 Reedy Ln. McCall, ID
11. Alice Dixon	Alice Dixon	811 Reedy Ln. McCall 83638
12. Aaron R. Fikey	Aaron R. Fikey	813 South Falls Apt 303 Moscow, ID 83843
13. Jay Dearien	Jay Dearien	213 S. MONROE MOSCOW
14. Ian Middleton	Ian Middleton	777 deakin Ave. Moscow
15. Kayla Ockers	Kayla Ockers	630 Elm St. Moscow
16. Joe McCrann	Joe McCrann	812 W A St
17. Courtney King	Courtney King	727 Lee Peace Dr. Moscow
18. Angel Gonzalez	Angel Gonzalez	812 W. A St.
19. Luke Mays	Luke Mays	141 S. Howard St.
20. JERRY FAIRLEY	Jerry Fairley	846 MARQUE ST Moscow ID
21. Ben Carpenter	Ben Carpenter	402 N. Grant St Moscow, ID
22. James Gale	James Gale	1813 Joseph St. MOSCOW
23. Christian Smith	Christian Smith	905 front St. Troy ID 83891
24. Alison D. Brame	Alison D. Brame	3175 Tamer Rd #12 Moscow, ID
25. Tara Paisano	Tara Paisano	925 8th St. Clarkston WA

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Printed Name

Signature

Address

1. Tina Grace [Signature] 550 W. Taylor Ave Apt 6 Moscow, ID 83843
2. Cecelia Connors [Signature] 404 S Monroe St Moscow ID 83844
3. Jane S Free [Signature] 817 S Jefferson Apt 2 Moscow ID 83843
4. Patty Brehan [Signature] 1335 Endersson Drive Moscow 83843
5. Carolee Shepherd [Signature] 133 W. Van Dusen St Moscow 83843
6. Susan Hagen [Signature] 411 Riverside Blvd Clarkston 99403
7. Rachel Beberman [Signature] 424 1st St Lewiston ID 83501
8. Michael Casberg [Signature] 717 S. Adams St Moscow ID 83843
9. Mark Casberg [Signature] 717-2 S Adams, Moscow ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Ryan Triepel		1014 E Smith St Moscow
11. Scott V Feldale		828 Tulare St Moscow
12. Kris Allen		377 NW Dillon St Pullman
13. Mike Anderson		903 E 5th St Moscow
14. Zach Floyd		2110 E 11th St Moscow ID 83843
15. Bradshaw Hobbs		211 N Lilly St Moscow ID 83843
16. Lacey Sutter		304 N. Main St Pullman ID 83843
17. Edward J Bell		542 W Taylor Ave Thermo ID 83843
18. Tim Anderson		608 W. Hayes St Moscow
19. Olivia Alexander		625 N. Hayes Moscow ID
20. Jacob Alexander		675 N. Hayes Moscow ID
21. David C. AMHRAN		700 W. Main St Pullman, WA
22. Rachel Miller		732 E 7th St Moscow ID
23. Alexander Torgue		903 E 5th St Moscow ID
24. Fletcher Sora		1634 S. Main St Moscow ID
25. Vane-Zaborskie		1227 Highland Dr Moscow ID

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Printed Name

Signature

Address

1. Eric Ahlme [Signature] 109 E 4th St Apt 26 Moscow ID
2. GEOFF NIELSEN [Signature] 1425 S. Mountain View Rd #14, Moscow, ID
3. Cheryl Nielsen [Signature] 1425 S. Mountain View Rd #14, Moscow, ID
4. John Van Vleet [Signature] 1431 W. A. St #10 Moscow ID 83843
5. Matt Lindquist [Signature] 109 S Almon St Apt 1
6. Angelique Holt [Signature] 109 S Almon St, Moscow, ID 83843
7. Melanie Siebe [Signature] 3311 W. Twin K. Moscow ID 83843
8. Mary Katherine Clancy [Signature] 609 N Almon St 3034 Moscow ID 83843
9. Joan J. Full [Signature] 1295 Saddle Ridge Viola, ID 83872

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thomcreek Road and Moscow

Printed Name	Signature	Address
10. <u>Edna Darter</u>	<u>[Signature]</u>	<u>396 Mallard CT Moscow ID 83843</u>
11. <u>Eve Strongam</u>	<u>[Signature]</u>	<u>4325 Lenville R#5 Moscow, ID 83843</u>
12. <u>Kurt Obermeyer</u>	<u>[Signature]</u>	<u>2170 N Folk Moscow</u>
13. <u>Scott Cornelius</u>	<u>[Signature]</u>	<u>452 Sand Rd, Pullman WA 99163</u>
14. <u>Diane Cornelius</u>	<u>[Signature]</u>	<u>" " "</u>
15. <u>Debra Miller</u>	<u>[Signature]</u>	<u>" " "</u>
16. <u>Just Dunn</u>	<u>[Signature]</u>	<u>1461 Northwood</u>
17. <u>Judo Dykessie</u>	<u>[Signature]</u>	<u>1080 W 6th street</u>
18. <u>Chris Adams</u>	<u>[Signature]</u>	<u>" " "</u>
19. <u>Arc Blackwell</u>	<u>[Signature]</u>	<u>321 E D St Moscow, ID 83843</u>
20. <u>Christine Angiulo</u>	<u>[Signature]</u>	<u>430 E. Veatch St Moscow ID 83843</u>
21. <u>Carol Squaring</u>	<u>[Signature]</u>	<u>212 W Lincoln Moscow ID 83843</u>
22. <u>Eve Francavilla</u>	<u>[Signature]</u>	<u>500 NE Campus St, Pullman WA 99163</u>
23. <u>Meggan Baumgartner</u>	<u>[Signature]</u>	<u>842 Mabelle St Moscow ID 83843</u>
24. <u>Jim Hands</u>	<u>[Signature]</u>	<u>3100 Tomer Rd Moscow ID 83843</u>
25. <u>Nathan Wessel</u>	<u>[Signature]</u>	<u>713 S Adams St apt #1</u>

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Printed Name

Signature

Address

1. Jennifer Elliott Jennifer Elliott 1051 Pleasant Hill Rd Troy, ID 83871
2. Marilyn VonSeydewitz Marilyn VonSeydewitz 1040 NE Croston Ave Pullman WA 99163
3. Laura Powers Laura Powers 516 E 8th St Moscow, ID 83843
4. Mitchell S. Fray Mitchell S. Fray 2012 Davis Ave Moscow, ID 83843
5. Nicolas Anderson Nicolas Anderson 420 E Church St. Palouse WA
6. Kristina Jones Kristina Jones 1340 Bi St Moscow ID 83843
7. Amanda Hess Amanda Hess 717 16th St Clarkston, ID 83843
8. Kelly Daugherty Kelly Daugherty 730 S Harrison Moscow ID 83843
9. Erin Simmons Erin Simmons 730 S Harrison Moscow ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. Carlin Cae Carlin Cae 203 S. Moore St Moscow ID
11. Staci Laughney Staci Laughney 1702 Sand Rd, Pullman WA 99163
12. Elizabeth Moe Elizabeth Moe PO Box 8402 Moscow ID 83843
13. Joel D Pals Joel D Pals 1610 15th Ave Lewiston ID 83501
14. Ray von Wapruska Ray von Wapruska 827 Daves Ave.
15. Susan Irizany Susan Irizany 223 E 10th Moscow, ID 83843
16. Charles Berr Charles Berr 407 E 8th St Moscow ID 83843
17. William Gordon William Gordon 623 S Jefferson - Moscow, ID 83843
18. CLAUDIA DEOBAND Claudia Deoband 1944 Dammien Moscow, ID 83843
19. Erik Jacobson Erik Jacobson 407 S. Polk St #2 Moscow, ID 83843
20. Reuben Gervain Reuben Gervain 501 main st deary ID
21. Steve Wal Steve Wal 735 sw staley Dr Pullman WA 99163
22. Kase Delebrut Kase Delebrut 411 N Almu St HHS Moscow ID
23. Dey Sakde Dey Sakde 506 Moore Moscow ID
24. Nicole Barsley Nicole Barsley 703 E 5th St Moscow, ID 83843
25. Ben Lohman Ben Lohman 520 E 13th St Moscow ID 83843









Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Printed Name	Signature	Address
1. Michael Schwab		385 New Albion St Moscow ID 83843
2. Vikki Peterson		1590 NE Northwood Dr. Pullman WA 99163
3. JOHN PETERSON		" "
4. Alex Crump		710 Spinnaker Dr Pullman WA
5. Topsyanna Littlestar		1442 NE Markley Dr Apt 7 Pullman WA 99163
6. NATHAN J. WINDHAM		20403 S. Yare Rd. Sprague WA 99132
7. Paul E. Eckwright		119 N. Garfield St, Moscow, ID
8. Catherine M. Hunko		4352 Ridgeway Rd Copley OH 44321
9. Clare TH Haystack		4352 Ridgeway Rd Copley OH 44321

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. Ryan Hayes 329 V Grant St Moscow
11. Maureen O'Connell Maureen O'Connell 323 S Ashbury St. Moscow 83843
12. Jamaica Ritchie Jamaica Ritchie 902 E 6th St. Moscow 83843
13. Jack Torresdal Jack Torresdal 20327 NW Sauvie Is. Rd 97231
14. Kelly Berg Kelly Berg 436 N. Wain St. Moscow ID 83843
15. Arlene Falcand Arlene Falcand 113 N Wainfield Moscow ID 83843
16. LAUREAS TATE La Tate 1400 ROBINSON PARK RD #204, Moscow ID 83843
Paradise Ridge Land Owner
17. David Port David Port 4382 Johnson Rd. Pullman, WA. 99163
18. Margaret Harper MARGUERITE HARPER 1220 NW State St 99113 3357
19. Lillian Young Lillian Young SE 330 Bellevue Pullman WA 99163
20. Douglas DeLeon Douglas DeLeon 960 SW Myers St Pullman WA 99163
21. Stephanie Bradshaw Stephanie Bradshaw 518 N. Howard St. Moscow, ID 83843
22. Elise French Elise French 825 SE Greenhill RD PN
23. EVAN FRENCH Evan F. French 825 SE Greenhill RD P
24. Rebecca Behre Rebecca Behre 1259 Highland Dr. Moscow, Id. 83843
25. Tiffany Lovee Tiffany Monie 225 Baker St #103 Moscow, ID 83843







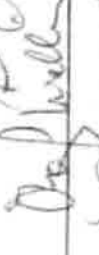


Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name	Signature	Address
1. Tim Haggins		611 East 1st St. Moscow ID 83843
2. Norma Assefi		624 N. Garfield St. Moscow ID 83843
3. Frances Rodriguez		211 N. Polk St. Moscow, ID 83843
4. Wilhelmine-Jane Clark		503 East D St, Moscow, ID 83843
5. Alan Rose		1114 Highland Moscow ID 83843
6. Walt in Hesford		1117 E. C St. Moscow ID 83843
7. Roger WALLINS		504 S. Hayes St. Moscow ID 83843
8. Leanne Parker		979 East F St. Moscow ID 83843
9. Eric M Scott		1224 E 3 St #2 Moscow ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Roderick Sprague	<i>Roderick Sprague</i>	605 N ALMON ST SPC 38 83843 9710
11. Glen Butters	<i>Glen Butters</i>	1636 Levick St #5 Moscow ID
12. Laurie Cardes	<i>Laurie Cardes</i>	411 N 40 Wad Moscow 83843
13. Don & Pam	<i>Donna Feltz</i>	1630 Pine Cone Moscow
14. JANIS HALL	<i>Janis Hall</i>	1088 Canterbury Rd Moscow
15. Christina Trana	<i>Christina Trana</i>	3000 S Mt View EX #3 Moscow
16. Paula Arnold Pifferty	<i>Paula Arnold Pifferty</i>	1401 Alton Ave Moscow ID 83843
17. Kim Shaw	<i>Kim Shaw</i>	1022 S Logan St Moscow 83843
18. <i>Steph</i>	<i>Steph</i>	890 Nth Alton Moscow 83843
19. JAYNE SLICHTER	<i>Jayne Slichter</i>	1163 HARRISON #6 MOSCOW 83843
20. Nicole Tallas	<i>Nicole Tallas</i>	1403 S E Walker Moscow ID 83843
21. Mark James Muddock	<i>Mark James Muddock</i>	6185 Marshall Troy ID 83571
22. William Beck	<i>William Beck</i>	3682 Estes Rd Pullman WA 99163
23. TIM DAULTON	<i>Tim Daulton</i>	809 E B MOSCOW
24. David Christian	<i>David Christian</i>	419 W Howard Moscow 83843
25. Julia Parks	<i>Julia Parks</i>	942 N. Cleveland St Moscow 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, and we thus deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers can expect more hazardous E-2 driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of an unseasonably mild and dry winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E2 alternative.

Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name

Signature

Address

1. Joseph Erhard-Holton *Joseph Erhard-Holton* 407 N Jefferson St Moscow, ID
2. Bradley C. Halter *Bradley C. Halter* 1301 Wakenta Dr. Moscow, Idaho
3. Hannah Brunning *Hannah Brunning* 1100 Nora Creek Rd. Troy ID 83871
4. Sam Thackeray *Sam Thackeray* 1153 W. 4th St Moscow, ID 83843
5. TJ Bruckowski *TJ Bruckowski* 32nd East D Street, ID 83843
6. Mandy McCreas *Mandy McCreas* 419 E Lewis St #5 Moscow, ID 83801
7. Chace Colton *Chace Colton* 419 E Lewis St #5 Moscow ID 83843
8. Saeb Yacobi *Saeb Yacobi* 402 E. Main St Moscow, ID 83843
9. Renée Hill *Renée Hill* 103 N. Lilly St. Moscow, ID 83843

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Kelsey Wheat		231 Jordan St Apt 44, Moscow, ID 83843
11. Tony Sacramento		FORT COLLINS CO.
12. Josh Schwabe		1141 S. Howard Moscow ID 83843
13. Troy Robey		5100 E 19th Ave Denver, CO 80220
14. W.P. Maffei		461 N Adams 461 N Adams St
15. Grace Young		1029 Colt Rd Moscow ID 83843
16. Austin Nichols		1523 Hillcrest Way Clarksburg WA 99403
17. Sonja Moreaux		1350 Ludwig St Moscow, ID 83843
18. John B. Hedrick		SW 960 Alcora Dr. Pullman, WA 99163
19. Tom Unken		715 S.W. C-Fry Ave. Pullman, WA 99163
20. Mitchell Hornsby		628 S. Deakin St, Moscow, ID 83843
21. Katelyn Hutchinson		106 N Van Buren Moscow ID 83843
22. Robert Snyder		2000 OLD HWY 95 Genesee ID 83832
23. Jeremy Wulfehorst		803 Logan St. Moscow, ID. 83843
24. Amy DeLozier		1470 Ridge Road 83843
25. Theresa D. D.		1420 Ridge Rd ID 83843










Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, and we thus deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers can expect more hazardous E-2 driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of an unseasonably mild and dry winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E2 alternative.

Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name	Signature	Address
1. Clark J Filip		503 E Spotswood St #2 Moscow, ID
2. Doug Park		609 N Almon & 2040
3. Rick Callaway		610 S Adams
4. Mark Lechin-Bauer		816 S Blaine St Moscow ID
5. Jay Wagner		Moscow, ID.
6. Stacy Pace		Moscow ID
7. Jacob Franklin		800 S Jefferson #35 5843
8. Yolande George		909 W Astor St #C Moscow ID
9. Daryl LeVine		909 W Astor St #C Moscow, ID

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. Thomas Gale Joseph Gale 1141 N. Grant Moscow, ID
11. Bruce Morgan Bruce Morgan 313 S. Morgan #202 Moscow ID
12. DENISE CARL DENISE CARL 323 E. 4th St Moscow, ID
13. Kevin Bertsch Kevin Bertsch 215 W Taylor Ave Apt Moscow, ID
14. Al Kiefer Al Kiefer 2124 W 1st #204 Spokane WA 99201
15. _____
16. _____
17. _____
18. _____
19. _____
20. _____
21. _____
22. _____
23. _____
24. _____
25. _____

Petition Opposing the E-2 Alternative Realignment or Highway 95 between Thorncreek Road and Moscow

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name	Signature	Address
1. ROBERT BARRY	<i>Robert Barry</i>	541 S RIVER RD PALOUSE, IDA 99161
2. Tim Fountain	<i>Tim Fountain</i>	2018 S Main, Moscow 83843
3. Jack West	<i>Jack West</i>	902 North Almo Apt #2, Moscow ID 83843
4. Sharon Curtis	<i>Sharon Curtis</i>	1821 Commonwealth Rd Moscow ID 83843
5. Rodney Gray	<i>Rodney Gray</i>	1040 W Cayenne Ln Moscow 83843
6. Michelle Smith	<i>Michelle Smith</i>	117 S Jackson St Moscow 83843
7. Eric Givens	<i>Eric Givens</i>	1215 3rd St Moscow
8. Diane Hickey	<i>Diane Hickey</i>	824 E 1st Moscow 83843
9. Trevor Miller	<i>Trevor Miller</i>	724 E 7th St #5 228213

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10.

Kathy Decker

K. Decker

622 E C St Moscow

11.

Dwayne Rich

Dwayne Rich

1725 NW Arcadia Dr Pullman

12.

Dan Seiler

D. Seiler

205 SE 5th Pullman WA

13.

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Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name

Signature

Address

1. Peggy Lund Peggy Lund 1000 Tamarack Tree ID
2. James Sutcliffe James Sutcliffe P.O. Box 108 Vicks ID 83872
3. William Ferris William Ferris 104 S Main St #216 Moscow ID 83843
4. Robert Wickenhagen Robert Wickenhagen 327 N Van Buren Moscow ID
5. Robert Thompson Robert Thompson 1590 NE Postward B301 Pullman WA 99167
6. Katie W. Main Katie Main 233 S. Cleveland Apt. A Moscow, ID 83843
7. Michael W. Brandon Michael Brandon 233 S. Cleveland St Apt A Moscow ID 83843
8. Mary Lauver Mary Lauver 1205 NW Haven Circle, Pullman, WA 99163
9. Harriet Furecht Harriet Furecht 735 E 8th St Moscow ID

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. Marcia Swift *Marcia Swift* 899 Hirsch Rd Moscow, ID 83843
11. Kelly Wane *Kathleen Wane* 3370 W Twp Pl. Moscow, ID 83843
12. Kathleen Tetzlaff *Kathleen Tetzlaff* 980 SW Alcora Pullman, WA 99163
13. Idgi Potter *Idgi Potter* 210 N Blaine, Moscow ID 83843
14. Barbara Hipple *BARBARA HIPPLE* 605 East B Moscow ID 83843
15. Brittany Moss *Brittany Moss* 745 Mount Dr. Apt 1 Moscow ID 83843
16. Steven Worthman *Steven Worthman* 17605 NW Canyon View Pullman, WA 99163
17. Bonnie Brindard *Bonnie Brindard* 815 Altimis Drive Moscow ID 83843
18. Sonny Main *Sonny Main* 8400 27th South Clark and 4th St
19. Sara Thompson *Sara Thompson* 1590 NE Dawnwood Blvd, Pullman
20. Ruth Israel *Ruth Israel* P.O. Box 544 Nat Spring Mt.
21. *Kathleen* *Kathleen* 1311 Birch Creek Rd. Pullman ID 83823
22. Nathan, Pallerio *Nathan Pallerio* 780 Wayside Dr Waco TX 76705
23. David French *David French* *David French*
24. Will Ankrath *Will Ankrath* 1140 Latimer Peak St Pullman WA 99163
25. Anna Curet *Anna Curet* 468 Paradise Dr Moscow

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, and we thus deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers can expect more hazardous E-2 driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of an unseasonably mild and dry winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E2 alternative.

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Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name

Signature

Address

1. William Cook

Will Cook

1205 SW Sunnyside Dr. Pullman WA 99163

2. Jacob Swan

Jacob Swan

2425 5th Ave SE Seattle, WA

3. Jake Fitzharris

Jake Fitzharris

1503 42nd Ave SW Seattle, WA

4. Tim Ekins

Tim Ekins

215 N. Mtn. View Rd. Moscow ID 83843

5. Anna Chenier

Anna Chenier

718 E. First St. Moscow ID 83843

6. Richard Pentecost

Richard Pentecost

718 E. First St. Moscow ID 83843

7. Kelsey McAllister

Kelsey McAllister

2530 Burrill Drive Liveston, WA 99403

8. David Foster

David Foster

71 Kendrick Rd Pullman, WA

9. Tim Swan

Tim Swan

2220 Airport Way, Seattle WA 98148

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Jesse Reid	Jesse Reid	978 Lundell #4
11. Skylar Garcia	Skylar Garcia	12306 Bergstrasse Rd. Leavenworth, WA
12. Sky Stahl	Sky Stahl	PO Box 275 Roslyn, WA 98441
13. Forrest Breyfogle	Forrest Breyfogle	PO Box 358 Roslyn, WA 98441
14. CATHY MUNSEN	Cathy Munsen	SEATTLE, WA
15. Carly Dexter	Carly Dexter	1584 Northwood Dr. Apt 4 Moscow Idaho
16. ZACH COMEN	Zach Comen	917 S ALAMANT BLVD, SPOKANE WA 99202
17. Tommy Eddy	Tommy Eddy	
18. Dave Cobe	Dave Cobe	8098 W San Fernando Ct Boise, ID 83704
19. Jacque Brown	Jacqueline Brown	116 Abbey #3 Moscow, ID
20. Kris Erickson	Kris Erickson	1275 Lundquist Moscow, ID
21. Emily Brunelli	Emily Brunelli	1230 NW Douglas Dr., Pullman WA
22. Erica Austin	Erica Austin	2852 Banner Rd, Pullman WA
23. Hannah Wray	Hannah Wray	4205E Jackson St Pullman WA
24. Felicity Apple	Felicity Apple	425 SE Spring St Pullman WA
25. Mary Conity	Mary Conity	602 Ridge Rd. Moscow, ID

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, and we thus deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

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Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name	Signature	Address
1. W.P. Brydon Muzzan	W.P. Brydon Muzzan	610 SYRNER AVE #6
2. Danielle Murray	Danielle Murray	Salem Jefferson #4
3. Gerson Gould	Gerson Gould	1767 Hwy Road, Revelstoke BC Canada
4. Rowley Ellis	Rowley Ellis	1878 600000 R3 Revelstoke
5. Carol Hill	Carol Hill	216 E 1st Tuguewa
6. Kayla Erpsten	Kayla Erpsten	1080 N 6th St 1551
7. Emma Gould	Emma Gould	1680 W 6th
8. Shannon Slaughter	Shannon Slaughter	313 C. Street Albion WA
9. Gordon Dewber	Gordon Dewber	60 NW 60th St Wallingford WA 99162

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thomcreek Road and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thomcreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThomCreek.com). We recognize the need for a straighter, wider, and safer highway, and we thus deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers can expect more hazardous E-2 driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of an unseasonably mild and dry winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E2 alternative.










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Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thomcreek Road and Moscow.

















Printed Name

Signature

Address

1. Annette Bridges  1414 Alpena Moscow ID
2. Cassie Sears  706 N Polk St. Moscow, ID 83843
3. Debbie Barkana  1415 Pine Cone Rd 1410 Moscow, Id 83843
4. George Bridges  1422 Alpena, Moscow, ID 83843
5. Amy Trujillo  315 Sweet Ave #17, Moscow, ID 83843
6. Narcia Rexendiz  1529 N. Polk Ext #1 Moscow, ID 83843
7. Elizabeth Sansing  475 Greenacre Place, Moscow, ID
8. Lorraine Zaitman  917 Public Ave Moscow
9. Justin Wilk  "

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Brandon Volkmann		
11. Robert Ramirez		670 W 6th St Moscow ID
12. Andy Eason		1311 east 3rd Moscow ID
13. Susan Deere Ross		1244 Lake Park Dr Moscow ID
14. Julian Williams		46 East C St Moscow ID
15. Karyn Holt		2200 Hwy 95 N Moscow ID
16. MICK NAKKENIDA		201 N TAYLOR AVE, #213, MOSCOW
17. ERIC SANDER		500 GREEN RD MOSCOW ID
18. CUNNIE BAYER		314 S MAIN ST #3 MOSCOW
19. Juanita Lichtardt		1160 Paradise Ridge Rd Moscow
20. Josh Stevenson		1667 Hillcrest Dr Moscow
21. Johnelle Fifer		1111 E 3rd St MOSCOW
22. Daniel Beck		314 E 7th St Moscow
23. Eric Matson		417 E Spotswood Moscow
24. Sara Wallace		326 Lone Cedar Ln, Clark Fork ID
25. IAN REMANSKY		317 E D STREET MOSCOW

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Printed Name

Signature

Address

















1. Walt Spurling Walt Spurling 512 North Lincoln Moscow
2. Scott Oliver [Signature] 4779 Ridge Rd Moscow
3. Justin Peterson [Signature] 222 2nd E Street Moscow
4. Danielle Summerhater [Signature] 514 W Sweet Ave Moscow
5. [Signature] [Signature] 1110 S Main St Moscow
6. [Signature] [Signature] 1110 S Main Street Moscow
7. Eric Anderson [Signature] 1638 West 2nd Street Moscow, ID, 83843
8. Charles Condit [Signature] 322 Willey St Moscow, ID, 83843
9. Chris Condit [Signature] 4110 E Main Ave CHADWELL, ID
83607

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. William Warfel  1445 NE W. Fairway Dr Pullman, 99162
11. Patricia Hartzell  1191 Idlers Rest Rd Moscow ID 83843
12. Nick Nelson 
13. Xavier Delmon 
14. Anna Ziegler  430 E Van Buren St Moscow ID 83843
15. Marie Babin  PO BOX 8397 Moscow
16. Chris Bender  451 W. Van Buren Street Moscow ID
17. Kristal Faust  1109 SE 14TH CT, Vancouver WA 98683
18. Tara Flatt  386 Regents Hall, PO 1700, Pullman, WA
19. Michael Lynn Buckner  207 S Blaine St (Lower)
20. Joseph Tolletson  Moscow, ID
21. Kim Greer  734 BE 8th SE Moscow, ID
22. Sarah Collins  674 N Tall Pine PL Skidwan, ID
23. David Woodruff  PO Box 6 Winthrop, WA 98862
24. Samantha Patton  ~~7~~ Payette, ID, 83664
25. D. Co Se  11

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, and we thus deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

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Printed Name

Signature

Address

1. David Hall T.E. Hall 1362 Wallen Rd, Moscow ID
2. Michael Awley Michael Awley 531 E 3rd Moscow ID 83843
3. Christopher LaPaglia Chris LaPaglia 510 Hunter St. Moscow, ID
4. Kelly Bmo Kelly Bmo 1025 Holmes Lane Darry ID 83802
5. Sandra Crooks Sandra Crooks 3600 Hwy 8, Troy, ID 83871
6. Alan Solan Alan J Solan 214 N. Ashby, Moscow, ID 83843
7. Steve Pauson Steve Pauson 213 Blockberry Ln Kenner ID 83571
8. Don Gilling Don Gilling 1395 N. Thompson St. Moscow ID 83843
9. ANDREA MASON Andrea Mason Box 257 Kendrick ID 83537

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. Theresa Hanford	<i>Theresa Hanford</i>	1024 E 7th, Moscow ID 83843
11. Alan Chidester	<i>Alan Chidester</i>	1024 E 7th, Moscow 83843
12. Susan Nelson	<i>Susan Nelson</i>	2133 Cackberg, Lemoore 95254
13. Shannon Mackenzie	<i>Shannon Mackenzie</i>	110 N Lilly Moscow ID 83843
14. Shannon Mackenzie	<i>Shannon Mackenzie</i>	110 N Lilly Moscow ID 83843
15. Jany Salomon	<i>Jany Salomon</i>	210 S. Ninth Moscow, ID.
16. Tracy E. L. K.	<i>Tracy E. L. K.</i>	1110 Orchard Loop, Tris ID 83841
17. Leontina Hanel	<i>Leontina Hanel</i>	428 E 7th St, Moscow ID 83843
18. Laura Farkas	<i>Laura Farkas</i>	115 N Grand St, Moscow 83843
19. Dawn Hamilton	<i>Dawn Hamilton</i>	Box 212 Uniontown, WA 97149
20. Carl Pacheco	<i>Carl Pacheco</i>	520 East B. Main, Id 83843
21.		
22.		
23.		
24.		
25.		

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, and we thus deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name	Signature	Address
1. Dean Stewart	<i>Dean W Stewart</i>	411 S. Hayes St. Moscow ID 83843
2. Gretchen Stewart	<i>Gretchen H. Stewart</i>	411 S. Hayes St. Moscow ID 83843
3. MARC FLEISHER	<i>Marc Fleisher</i>	2444 BLAINE ST MOSCOW 83843
4. IAN TAYLOR	<i>IAN TAYLOR</i>	850 MABELLE ST
5. Katie Luna	<i>Katie Luna</i>	1125 Ridge Rd Apt 203, Moscow ID 83843
6. Bill Voxman	<i>Bill Voxman</i>	1400 Orchard, Moscow, ID 83843
7. Joanne Reece	<i>JOANNE REECE</i>	1400 Orchard Ave, Moscow
8. Marian Kent	<i>Marian Kent</i>	2280 Old Pullman Rd #51
9. Daniel Leonard	<i>Daniel Leonard</i>	11 Johnson 2nd St. Colton, WA 99113

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name	Signature	Address
10. KENTON BIRD	<i>Kenton Bird</i>	577 East B, Moscow ID 83843
11. Todd Broadman	<i>Todd Broadman</i>	489 Paradise Dr. Moscow
12. Mabel Vogt	<i>Mabel Vogt</i>	1161 W. Main, Home Rd. Pullman
13. Amanda Hixson House	<i>Amanda Hixson House</i>	4410 Hwy 8 Troy, ID 83871
14. Russell Pot	<i>Russell Pot</i>	810 Empire Ln Moscow
15. Joyce Leonard	<i>Joyce Leonard</i>	11 John St Cotton, WA 99113
16. Don Baldridge	<i>Don Baldridge</i>	807 Shoshone Moscow
17. JO BALDRIDGE	<i>Jo Baldridge</i>	807 Shoshone Moscow, Id
18. Matt McAdoo	<i>Matt McAdoo</i>	709 S. Adams #4, Moscow
19.		
20.		
21.		
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24.		
25.		

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

* ~~By~~ *By signing this; you willingly obligate yourself to buy a round for the Bar*

Printed Name

Signature

Address

1. Daron Webb D Webb 917 1/2 S. Adams St - Moscow
2. Colby Blair Colby Blair 963 Fairview Dr. Moscow, ID
3. Ashley HART AHART 504 S. Pullman St 83843
4. ANTHONY CLARK Anthony Clark 504 S. Park St. 83843
5. Caleb Frederick Caleb Frederick 2280 Old Pullman Rd # 8
6. Shaylee Martling Shaylee Martling 2280 Old Pullman rd. # 8
7. Matthew Roberts Matthew Roberts 1415 S. Hawthorne Apt D Moscow ID 83803
8. Blake Peterson Blake Peterson 1415 S Hawthorne Apt D Moscow ID 83803
9. George H Co III George H Co III 1215 S. Harrison Moscow, ID 83843








→

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

Printed Name

Signature

Address

10. Russ Lagley  505 S Main Moscow ID
11. Mike Patterson  1307 6th Place NE
12. Darin Patton  1425 NE Valley Rd #12 Pullman, W.
13. Teresa Whister  530 SW Winter Circle #4 Pullman, ID
14. David O'V  890 N Almon St #83 Moscow, ID
15. Marcus Como  616 North Main St, Moscow ID
16. Mark R. Jones  4182 2nd Rd of Moscow, ID
17. _____
18. _____
19. _____
20. _____
21. _____
22. _____
23. _____
24. _____
25. _____

Sign this and → Keep choosing mail to environmental propaganda over human life

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Printed Name

Signature

Address

1. MARY ENGELS *Mary Engels* 520 E A St. Moscow ID 83843
2. BROWN MILES *Brown Miles* 83843
3. Matthew Turner *Matthew Turner* 1122 E 3rd Apt 201 Moscow ID 83843
4. *1946 Paradise Ave E Seattle WA 98105*
- 5.
- 6.
- 7.
- 8.
- 9.

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, and we thus deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

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We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Printed Name

Signature

Address

1.

DREAUCINE BONNER

Address

933 E 6th Moscow ID

2.

Diane Baumgart

Dumburg

494 Ridge Rd Moscow, ID.

3.

Ava Schreck

Ana Jachewich

494 Ridge Rd Moscow ID

4.

Mym Schreck

Mym Jachewich

494 Ridge Rd Moscow ID

5.

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Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow

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Printed Name

Signature

Address

1. Jonathan Huyck Jonathan D Huyck 440 E Vested St Apt B Moscow, ID 83843

2.

3.

4.

5.

6.

7.

8.

9.

Dear C.L. ButchâOtter, Governor of the state of Idaho, Brian Ness, Idaho Transportation Department Director, and Jerry Whitehead, Chairman, Idaho Transportation Board,

We are pleased to present you with this petition affirming one simple statement:

"For safety, cultural, and environmental reasons, we the undersigned oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department's preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com).

We recognize the need for a straighter, wider, and safer highway, and thus regret that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers can expect more hazardous E-2 driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of an unseasonably mild and dry winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E2 alternative. Also, some of the least safe sections of the current highway would remain unimproved as parts of a county road with the E-2 proposal, whereas C-3 would correct these sections of highway.

Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

"

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,
Al Poplawsky

Adria Mead
Moscow, ID 83843
Mar 21, 2013

Stephen Amy
Portland, OR 97220
Mar 21, 2013

I prefer the central route to preserve our valuable and non-replaceable native Palouse prairie.

Jeri L Hudak
Moscow, ID 83843
Mar 20, 2013

Please do not choose option E-2. It is quite clear that locating the road there would be much more dangerous because of fog, ice, snow, drifting. Also, it would destroy habitat on Paradise Ridge. It seems absurd that E-2 is even being considered, and it makes me believe that there must be ulterior motives to the IDT promoting that route. IDT should respect its responsibility to serve the public, not its own or its buddies' financial gain.

Patricia King
Grants Pass, OR 97526
Mar 20, 2013

I'm astounded and ashamed at the lack of interest from ITD to explore improving the existing route. Slower speed limits, median and side barriers are two easy attempts. How much would this cost? As much as moving the highway? I suspect there are other factors contributing to where ITD's interests lie. Otherwise it is the responsibility of ITD (that's Idaho transportation department not big business, logging, Bennett or Clyde transportation department) to deliver the most practical (I think they mean financial) and safest route for Idaho citizens. I feel like the process of ITD responding to Idaho citizens is being interrupted by those who have a financial or personal gain by placing the route over E2 alternative. The existing route would put no one out of business. It would displace no one. The special place of Paradise Ridge and and the Palouse Prarie Remnant undisturbed. Elk, deer and moose wander the ridge constantly. Lastly I would really like to know who will be responsible for monitoring the existing route if a new one is built. Will we close the old one? If no who is responsible for maintenance? Snow plowing? The county? We barely get plowed out as it is, out here in the county roads. Assuming that no one will drive the old route? This is idaho. Everyone drives the "old roads". Think again ITD, about supporting big business and good ol' boy "politicking" over the tax paying citizens of Idaho. It is your responsibility.

Erika Greenwell
Moscow, ID 83843
Mar 20, 2013

Britt Heisel
University, ID 83843
Mar 19, 2013

Please do not destroy more Palouse prairie and habitat for the Giant Palouse Earth Worm. Do not select E-3 realignment of Highway 95.

Ronnie Hatley
Colfax, WA 99111
Mar 19, 2013

Henrienne Westberg
Moscow, ID 83843
Mar 19, 2013

Amy Ross-Davis
Moscow, ID 83843
Mar 19, 2013

Cheyenne
Moscow, ID 83843
Mar 19, 2013

anna moody
lewiston, ID 83501
Mar 18, 2013

Marcia Gossard
Pullman, WA 99163

Mar 18, 2013

I strongly disagree with the E-2 alignment for various reasons. I have already sent a letter to ITD with my opinion and reasons why.

Malena Braatne
Moscow, ID 83843
Mar 18, 2013

Jill Werner
Moscow, ID 83843
Mar 17, 2013

Molly Hallock
Moscow, ID 83843
Mar 17, 2013

Susan G Weaver
MOSCOW, ID 83843
Mar 16, 2013

Elisa Medrzycki
Moscow, ID 83843
Mar 16, 2013

Moscow, and the surrounding area, is such a beautiful place. Why would you ruin it by placing a highway through it?

Garrett Brown
Moscow, ID 83843
Mar 16, 2013

Sarah Rial
Moscow, ID 83843
Mar 15, 2013

We are at the southern edge of town and face Paradise Ridge and see the weather patterns everyday. Cloud banks build up against the south edge of Paradise Ridge and creep over it multitudes of times when there is no affect to Moscow proper. With the higher elevation, they get ice and snow much more often, and we personally can attest to this. One just has to look to know that the E-2 alternative will be very dangerous. No one has taken adequate time to consider this issue. The lobbyists who just want to open up a nice view for a fancy hotel up there should not be allowed to outweigh the pubic safety issues. We have had enough tragedy; let's not create more.

Lynn Ate
Moscow, ID 83843
Mar 15, 2013

E. Patrick Fuerst

Pullman, WA 99163-2130
Mar 14, 2013

Bill Bowe
Silvana, WA 98287
Mar 14, 2013

Cris Peterson
Moscow, ID 83843
Mar 13, 2013

The E-2 Alternative would do greater harm to wetlands than the other alternatives.

Fred Rabe
Moscow, ID 83843
Mar 13, 2013

Angela Schauer
Moscow, ID 83843
Mar 12, 2013

Lori Batina
Pullman, WA 99163
Mar 10, 2013

Ruby Valentine
University, ID 83843
Mar 10, 2013

Bill Bowe
Silvana, WA 98287
Mar 10, 2013

Valeria Aizen
University, ID 83843
Mar 7, 2013

Gulhan Unlu
University, ID 83843
Mar 7, 2013

Turi Fesler
Oakland, CA 94607
Mar 5, 2013

Mark Heinlein
Moscow ID, ID 83843
Mar 5, 2013

todd broadman
moscow, ID 83843
Mar 5, 2013

Ameena El-Mansouri
University, ID 83843
Mar 3, 2013

Benjamin Jerabek Miller
Moscow, ID 83843
Mar 3, 2013

Kim Knerl
Hayden, ID 83835
Mar 2, 2013

Tom Hansen
Moscow, ID 83843
Mar 2, 2013

Anna Campbell
University, ID 83843
Mar 2, 2013

Luke Miller
Moscow, ID 83843
Mar 2, 2013

Wilson Guo
University, ID 83843
Mar 2, 2013

E. Eric Kurtz
Princeton, ID 83857
Mar 2, 2013

Celine Knudsen
Moscow, ID 83843
Mar 1, 2013

Cartier Couch
Moscow, ID 83843
Mar 1, 2013

Meghan Reisenauer
Moscow, ID 83843
Mar 1, 2013

Sarah
University, ID 83843
Mar 1, 2013

Meadow Poplawsky
University, ID 83843
Mar 1, 2013

Elizabeth Hillman
Troy, ID 83871
Mar 1, 2013

ABSOLUTELY NO highway between the town of Moscow and its surrounding mountains, including Paradise Ridge (between Thorncreek Road and the town of Moscow)!

Lumin
Moscow, ID 83843
Mar 1, 2013

Please do not reroute Hwy 95, south of Moscow, up onto the shoulder of Paradise Ridge.

Linda Lee
Eagan, MN 55123
Mar 1, 2013

M Demers
University, ID 83843
Mar 1, 2013

Linda Liou
University, ID 83843
Feb 28, 2013

Russ deForest
State College, PA 16801
Feb 28, 2013

jeanne jacobson
Moscow, ID 83843
Feb 28, 2013

bill kirsch
moscow, ID 83843
Feb 28, 2013

Paige Reid
Moscow, ID 83843
Feb 27, 2013

Jeanne Wood
University, ID 83843
Feb 27, 2013

John Snyder
Moscow, ID 83843
Feb 27, 2013

Kevin Murphy
Moscow, ID 83843
Feb 27, 2013

Lynn Wells
Moscow, ID 83843
Feb 27, 2013

Barbara Wells
Moscow, ID 83843
Feb 27, 2013

The E-2 alternative is not the best alternative. Please do not select it.

Jeanne Leffingwell
moscow, ID 83843
Feb 27, 2013

Adrienne Vincent
Helmer, ID 83823
Feb 27, 2013

Suzanne St Pierre
Pullman, WA 99163
Feb 27, 2013

Richard Shedd
Lewiston, ID 83501
Feb 26, 2013

Lisa O'Lear
Moscow, ID 83843
Feb 26, 2013

Ted Wolovich
Coeur D Alene, ID 83814
Feb 26, 2013

Anne Borgerson
Pullman, WA 99162

Feb 26, 2013

Kevin Harvey-Marose
Lewiston, ID 83501
Feb 26, 2013

Jim Mital
Moscow, ID 83843
Feb 26, 2013

Ron
Troy, ID 83871
Feb 26, 2013

Laura Williams
Moscow, ID 83843
Feb 26, 2013

Doris Billingsley
Moscow, ID 83843-3342
Feb 26, 2013

We need to keep our environment as free and clear from any other damage that we can prevent so I definitely am signing the petition. How about you?

Tara Kok
Moscow, ID 83843
Feb 26, 2013

Martina L Jilek
Moscow, ID 83843
Feb 26, 2013

Don Crawford
Moscow, ID 83843
Feb 26, 2013

Chelsea Rose
Moscow, ID 83843
Feb 26, 2013

BernaDeane Blackburn
Worley, ID 83876
Feb 26, 2013

Sandra & Bill Lund
Moscow, ID 83843
Feb 26, 2013

Please opt for the C-3 plan. We need a safer highway and we should make it with as little damage as possible.

Joan Jones
Moscow, ID 83843
Feb 26, 2013

Irene Rea
Orofino, ID 83544
Feb 26, 2013

Margaret Littlejohn
Moscow, ID 83843
Feb 26, 2013

Mary Giddings
Potlatch, ID 83855
Feb 26, 2013

seem like you people like to burn up our oil way to fast!! Please Slow down!!

Becky Chastain
Moscow, ID 83843
Feb 26, 2013

Jill Maxwell
University, ID 83843
Feb 26, 2013

Nathan Foster
Moscow, ID 83843
Feb 26, 2013

Stacey Dunn
Moscow, ID 83843
Feb 26, 2013

Elizabeth Miles
Moscow, ID 83843
Feb 26, 2013

Alex Moody
University, ID 83843
Feb 26, 2013

Christian Shae
Moscow, ID 83843
Feb 26, 2013

Deborah Rupp
Moscow, ID 83843
Feb 26, 2013

Anita Reed
Lewiston, ID 83501
Feb 26, 2013

How did we get here? Why won't the ITD answer questions in a public forum? A panel to address questions would be appropriate. We need accountability.

John holup
Moscow, ID 83843
Feb 26, 2013

Chris Norden
Moscow, ID 83843
Feb 26, 2013

Choose the safest, most environmentally responsible route.

Jan Johnson
Moscow, ID 83843
Feb 26, 2013

David Sweet
Moscow, ID 83843
Feb 26, 2013

Holly McCollister
University, ID 83843
Feb 26, 2013

Cheryl Halverson
Tensed, ID 83870
Feb 26, 2013

Summer Stevens
University, ID 83843
Feb 26, 2013

There appears to be one and maybe two alternatives to realigning U.S. 95 over Paradise Ridge. Please urge ITD to not harm this fragile environment on Paradise Ridge.

Dr. Ronald L. Sack
Moscow, ID 83843
Feb 26, 2013

Aaron Hunter
Lewiston, ID 83501
Feb 26, 2013

Solo Greene
Lapwai, ID 83540
Feb 26, 2013

Paul Allan
Moscow, ID 83843-3139
Feb 26, 2013

That is one of the worst places you could put a Highway.

Erik Jacobson
Moscow, ID 83843
Feb 26, 2013

Josh Boyce
University, ID 83843
Feb 26, 2013

Tom Van Fossen
Worley, ID 83876
Feb 26, 2013

Patricia Rathmann
Moscow, ID 83843-2140
Feb 26, 2013

Suzanne DuVal
Moscow, ID 83843
Feb 26, 2013

James Foster
Potlatch, ID 83855
Feb 26, 2013

June Cochran
Fernwood, ID 83830
Feb 26, 2013

Martha Foster
Potlatch, ID 83855
Feb 26, 2013

Fred Rabe
Moscow, ID 83843

Feb 26, 2013

Virginia Babcock
Potlatch, ID 83855
Feb 26, 2013

Nancy Draznin
Genesee, ID 83832
Feb 26, 2013

Lisa Duarte
University, ID 83843
Feb 26, 2013

adrienne darr
Plummer, ID 83851
Feb 26, 2013

Arlene Falcon
Moscow, ID 83843
Feb 26, 2013

Craig Trygstad
Lewiston, ID 83501
Feb 26, 2013

Please reconsider C-3 as the preferred realignment route for this project.

clinton johnson
moscow, ID 83843
Feb 26, 2013

Mary Jo Hamilton
Moscow, ID 83843
Feb 26, 2013

marty denham
University, ID 83843
Feb 26, 2013

Rosemary Huskey
University, ID 83843
Feb 26, 2013

Angie Vanhoozer
Moscow, ID 83843
Feb 26, 2013

Rajal Cohen
Moscow, ID 83843
Feb 26, 2013

I can't believe the lack of rationale for selecting this option.

J. Storm Shirley
University, ID 83843
Feb 26, 2013

sharon Hatch
lewiston, ID 83501
Feb 26, 2013

Donna Mills
Moscow, ID 83843
Feb 26, 2013

Please reconsider C-3 as the preferred realignment route for this project.

Donna Hime
Moscow, ID 83843
Feb 26, 2013

Ken Faunce
Moscow, ID 83843
Feb 26, 2013

The petition speaks for itself

Lisa O'Leary
Moscow, ID 83843
Feb 26, 2013

Vern Sielert
Moscow, ID 83843
Feb 26, 2013

MaryJane Butters
Moscow, ID 83843
Feb 26, 2013

Jen Jackson
Moscow, ID 83843
Feb 26, 2013

Beatrice L. Dorsett
Winchester, ID 83555

Feb 26, 2013

Linda Wolovich
Coeur D Alene, ID 83814
Feb 25, 2013

The C-3 option makes much more sense.

Joan Jones
Moscow, ID 83843
Feb 25, 2013

James P. Riser II
Pullman, WA 99163
Feb 25, 2013

Sunna
State College, PA 16801
Feb 25, 2013

Victoria Morasch
Moscow, ID 83843
Feb 24, 2013

This is an insanely dumb choice. Please don't destroy Paradise Ridge.

John Rubino
Moscow, ID 83843
Feb 24, 2013

I strongly prefer Route C-3 which corrects safety problems with the existing route while presenting the least impact to residents, businesses, and the surrounding environment.

Donald M. Keon
Moscow, ID 83843
Feb 23, 2013

I do not live on Paradise Ridge, I do not favor the E3 alternative but think the C3 is the most logical and cost-effective solution

Scott A. Minnich
Moscow, ID 83843
Feb 23, 2013

Owen Burney
Mora, NM 87732
Feb 23, 2013

Sarah Church
Moscow, ID 83843
Feb 23, 2013

Emily Sly
Sequim, WA 98362
Feb 23, 2013

just say no to E2 !!

bob barry
Palouse, WA 99161
Feb 23, 2013

Joel
Portland, OR 97202
Feb 22, 2013

Kevin Port
Pullman, WA 99163
Feb 22, 2013

Thank you for your consideration. pat

Patricia Nagourney
Lake Forest Park, WA 98155
Feb 22, 2013

Please change the preferred route for 95 to C-3. It is safer, displaces less residents and businesses, and protects precious wildlife, plant communities, and prime farmland.

Roger Lee
Chaska, MN 55318
Feb 22, 2013

marnie clay
Pullman, WA 99163
Feb 22, 2013

E-2 would be a short sighted choice; environmental degradation of prairie remnants and no consideration of future bypass road of Moscow

Mark A. Townsend
Moscow, ID 83843-3634
Feb 22, 2013

Nathan Ullrich
Pullman, WA 99163

Feb 22, 2013

Leonard Poussard
Boston, MA 02118
Feb 22, 2013

alex meiners
los angeles, CA 90026
Feb 22, 2013

Rebecca C. Galt
Carrington, ND 58421
Feb 22, 2013

After careful review of all the options proposed for realignment of HWY 95 between Thorncreek Rd. and Moscow, it is apparent to me that by far the E-2 route is not the best choice for a plethora of reasons. I very strongly urge the ITD to reconsider this as their preference and instead choose the C-3 option. By far it is the best choice for all who use Hwy 95. Sincerely, Nancy Maxeiner

Nancy Maxeiner
Viola, ID 83872
Feb 22, 2013

Kristi Lee
Richfield, MN 55423
Feb 22, 2013

Tof Lee
Richfield, MN 55423
Feb 22, 2013

Edie Baumgart
Minneapolis, MN 55409
Feb 22, 2013

Alyson Kral
Moscow, ID 83843
Feb 22, 2013

Please preserve the Palouse Prairie for generations yet to come!

Sally
New Orleans, LA 70118
Feb 22, 2013

I strongly oppose the expensive E-2 realignment of Highway 95. Having botanized on Paradise Ridge, I find it unfathomable that the state would jeopardize this fragile and unique ecosystem. I favor the alternate C-3 realignment.

Kyle Port
Boston, MA 02118
Feb 22, 2013

Kathryn Albury
Salt Lake City, UT 84104
Feb 22, 2013

Tina Fisher
New Plymouth, ID 83655
Feb 22, 2013

Adam Baumgart-Getz
Durham, NC 27701
Feb 22, 2013

Amanda Liechty
Moscow, ID 83843
Feb 22, 2013

Keep Idaho families safe!

Patricia Carter
Lapwai, ID 83540
Feb 21, 2013

Please keep the path to Moscow environmentally sound.

Leigh Bernacchi
Moscow, ID 83843
Feb 21, 2013

I oppose the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow, Idaho. That area is a beautiful example of the original Palouse life we value.

Aviva Suchow
Spokane, WA 99201
Feb 21, 2013

I was born in Moscow so I know the difference in climate and wildlife, C-3 would be much the best highway route.

Glenda
Moscow, ID 83843

Feb 21, 2013

Pam Rosenman
Pullman, WA 99163
Feb 21, 2013

C3 has been slated by ITD offices as not displacing any businesses and only one residence. C3 will get rid of several dangerous curves. C3 will also keep traffic out of a lot of fog,snow,rain and wind.

Wesley E. Oller
Moscow, ID 83843
Feb 21, 2013

Gayle Leberg
Mill Creek, WA 98012
Feb 21, 2013

Kelly Baumgart
Waupaca, WI 54981
Feb 21, 2013

Myron Schreck
Moscow, ID 83843
Feb 21, 2013

Rio Harris
Moscow, ID 83843
Feb 21, 2013

Karena Prater
Indianola, WA 98342
Feb 21, 2013

Lori Rice
Port Townsend, WA 98368
Feb 21, 2013

michelle echols
Quilcene, WA 98376
Feb 21, 2013

elinor fredston
larchmont, NY 10538
Feb 21, 2013

Robert Anderson
Moscow, ID 83843
Feb 21, 2013

The road should not go onto Paradise Ridge!

Mamie Colburn
Missoula, MT 59802
Feb 21, 2013

Patricia Gardner
Moscow, ID 83843
Feb 21, 2013

Joanna Kozanecka
Wolomin, Poland
Feb 21, 2013

Daniel B. Forbes
Port Ludlow, WA 98365
Feb 21, 2013

Sarah M Fesler
Dresden, ME 04342
Feb 21, 2013

We strongly oppose the proposed realignment of Highway 95 for all the reasons set forth in the petition, but particularly the safety and environmental reasons.

Sandra J. Forbes
Moscow, ID 83843
Feb 21, 2013

Kurt Rathmann
Spokane, WA 99204
Feb 21, 2013

We need our beautiful places preserved.

Paul Sherman
Anacortes, WA 98221
Feb 21, 2013

Too many of the precious, wild, beautiful and prolific prairies in the US have been destroyed. Please preserve this precious bit that's still intact, for generations to come. It is more important than another highway.

Matt Sean Gras
Moscow, ID 83843
Feb 21, 2013

Doug Fesler
Anchorage, AK 99516

Feb 21, 2013

Jill Fredston
Anchorage, AK 99516
Feb 21, 2013

We humans are responsible for preserving rare ecosystems (only rare because of our rampant development) and the species that depend on them. They are a reminder of our ancestry and ancient connections to this landscape. When the ends of our lives are near, we will not remember an asphalt highway, but a field of amazing grass widows on a peaceful walk on Paradise Ridge overlooking the Palouse.

Ashley Martens
Bozeman, MT 59715
Feb 21, 2013

Chris fountain
Moscow, ID 83843
Feb 21, 2013

Kate Thomas
Canberra, Australia
Feb 20, 2013

I fully support rerouting highway 95 via the C-3 realignment for a variety of reasons, not the least of which is that the higher route (E-2) can be considerably more dangerous during the winter months. We live on approximately the same elevation on Moscow Mt. and regularly experience snow and ice when the lower elevation roads still have only rain. These same conditions would make the higher portions of the E-2 route equally dangerous, except that it would be the major highway with heavy traffic, rather than a local access road, as it is in our case.

Willemina Kardong
Moscow, ID 83843
Feb 20, 2013

Hollis enserro
Dayton, CA 95928
Feb 20, 2013

Nancy Chaney
Moscow, ID 83843
Feb 20, 2013

Sarah Wray
Moscow, ID 83843
Feb 20, 2013

Joe Campbell
Moscow, ID 83843
Feb 20, 2013

Ken White
University, ID 83843
Feb 20, 2013

William F. Moore
Moscow, ID 83843
Feb 20, 2013

The C-3 option is the best route. I drive that stretch of highway and agree something has to be done, but the preferred E-2 option is disruptive to our community.

Roger Hayes
Moscow, ID 83843
Feb 20, 2013

Scott Chitwood
Waxhaw, NC 28173
Feb 20, 2013

matt arrell
Pullman, WA 99163
Feb 20, 2013

The petition statement sums it up nicely, anyone who has been on Paradise Ridge would agree.

Nancy McPherson
Eagle, ID 83616
Feb 20, 2013

What are you thinking? Truly improve the road or leave it alone and reduce the speed limit. Be reasonable.

Diana Armstrong
Moscow, ID 83843
Feb 20, 2013

Eric Martin
moscow, ID 83843
Feb 20, 2013

al espinosa
Moscow, ID 83843
Feb 20, 2013

kelly kingsland
Moscow, ID 83843
Feb 20, 2013

Cheryl Mendiola
Boise, ID 83702
Feb 20, 2013

erika kleyne
Eugene, OR 97404
Feb 19, 2013

Please do not realigne this highway! It is a terrible idea and will destroy a valuable ecological area. It is also very hazardous

Jacqueline E Coan
Moscow, ID 83843
Feb 19, 2013

Gordon Steinhoff
River Heights, UT 84321
Feb 19, 2013

Alternative E-2 is the most destructive of the 3 alternatives. ITD studies did not accurately reflect the realities of weather, potential conflicts with wildlife (e.g. car/deer interactions), and the overall cultural and environmental impact of E-2. Nor did it give adequate weight to the continuing danger of the existing segment of US 95 which will continue to be used for local access under the E-2 scenario and which will need to be maintained. Using the existing corridor for the improved US 95--alternative C-3-- will avoid these problems.

Mary DuPree
Moscow, ID 83843
Feb 19, 2013

Anyone who lives in this area could tell you that often when it is clear in Moscow, most of Paradise Ridge is completely enveloped in dense fog. And when it is cold and rainy in the lowere elevations, it is snowing on the Ridge. Please pay attention to the people who know and drive in the area.

Jane S. Freed
Moscow, ID 83843
Feb 19, 2013

Please consider the C-3 alternative as it achieves a better result and damages less sensitive areas. Thank-you

James Spohn
Worley, ID 83876
Feb 18, 2013

William Hall
Moscow, ID 83843
Feb 18, 2013

Marilyn Olsen

Emigrant, MT 59027
Feb 18, 2013

Bruce Pendery
Logan, UT 84321
Feb 18, 2013

EJ Hansen
Moscow, ID 83843
Feb 18, 2013

Bob Loftus
Moscow, ID 83843
Feb 18, 2013

As a professional photographer specializing in the Palouse region for 20 years, Paradise Ridge has provided me the opportunity to photograph the rare native flora that is present on the Ridge. Some of these photographs have been published and displayed the world over, increasing appreciation and awareness of the Palouse region and of issues related to environmental concerns for native landscapes. Paradise Ridge is too valuable, beautiful, and rare to place at further risk-- please do not select the E-2 Alternative Realignment of Hwy. 95 between Thorncreek Road and Moscow, Idaho.

Alison Meyer
Worley, ID 83876
Feb 18, 2013

Please consider the public safety implications of widening this particular corridor. In addition I support the state of Idaho's independent tradition of keeping some of our native areas intact not only for our tourism economy, but for our frontier ethos of keeping some of the wildness alive for future generations of Idahoans, for fishing and hunting. I urge the ITD to consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Janet Guthrie-Granja
Viola, ID 83872
Feb 18, 2013

Theresa Hanford
Moscow, ID 83843
Feb 18, 2013

Shirley Page
Wyoming, MI 49509-4409
Feb 18, 2013

Jerry Bancroft
Payson, AZ 85541
Feb 18, 2013

Susan Bistline

Sagle, ID 83860
Feb 17, 2013

Thomas
Newport, MN 55055
Feb 17, 2013

Julianne Waters
Moab, UT 84532
Feb 17, 2013

Cecelia Hanford
Bellingham, WV 98225
Feb 17, 2013

jacquelyn vorhees
moscow, ID 83843
Feb 17, 2013

Margaret Besser
Moscow, ID 83843
Feb 17, 2013

Kristina Hanford
Moscow, ID 83843
Feb 16, 2013

Robin Baker
Moscow, ID 83843
Feb 16, 2013

Nathaniel Cousins
University, ID 83843
Feb 16, 2013

Moving the highway to a higher elevation is going to create safety problems. I have been over this highway many times when the fog was so thick we couldn't see but a few feet ahead. If you move it higher, it will be even more dangerous. Also, snow will be more prevalent in higher elevations, also making it more unsafe.

Dick Bullock
Priest River, ID 83856
Feb 16, 2013

Janet Campbell
Moscow, ID 83843
Feb 16, 2013

The central route is safer and more economical overall.

Jim Prall
Moscow, ID 83843
Feb 16, 2013

Mickey Jackson
Copeland, ID 83805
Feb 16, 2013

Michael Turk
Moscow, ID 83843
Feb 15, 2013

The short term of this proposal does not compare the the long term livelihood of this community.

SCOTT MCBEATH
PULLMAN, WA 99163
Feb 15, 2013

This would be an unreal break in our community!

Francene Watson
Pullman, WA 99163
Feb 15, 2013

Theresa Potts
Coeur d'Alene, ID 83815
Feb 15, 2013

Ann Peters
Idaho Falls, ID 83402
Feb 15, 2013

Sally A. Jones
Cocolalla, ID 83813
Feb 15, 2013

Holly Porterfield
Nampa, ID 83651
Feb 15, 2013

Susan T Williamson
Bayview, ID 83803
Feb 15, 2013

Beverly Adams
Minneapolis, MN 55404

Feb 15, 2013

Amy Mazur
University, ID 83843
Feb 15, 2013

Borg Hendrickson
Kooskia, ID 83539
Feb 15, 2013

Karen Lewis
Moscow, ID 83843
Feb 15, 2013

Teresa Kurtzhall
Elk, WA 99009
Feb 15, 2013

Please be responsible for what can never be returned to our national cultural heritage. There is a better solution.

Elizabeth Graff
Moscow, ID 83843
Feb 15, 2013

Allyson Unzen
Sagle, ID 83860
Feb 15, 2013

I drive U.S. 95 when in Idaho going to visit relatives. The current route is important as it is a good n/s road to drive on. I object to any change in the route as I enjoy the special features the Palouse panhandle offers. I am concerned about any additional human upset in the delicate environment that this area of Idaho has. Keep as close to the SAME route you currently have. Don't upset any additional wild lands for a new road. Also, the Palouse farmland is valuable to keep in tack. Use the C3 proposal and NOT the E2.

Patrick Joyce
Billings, MT 59101
Feb 15, 2013

Ellen A. Roskovich
Moscow, ID 83843
Feb 15, 2013

Strongly agree with position statement

Robert Farr MD
Coeur d Alene, ID 83814
Feb 15, 2013

Prairie Wolfe
MSLA, MT 59801
Feb 15, 2013

Don't these people listen to the constituency of Idaho?

David M Monsees
Boise, ID 83702-1350
Feb 15, 2013

ardyth hoffer hallicola
Grand Ronde, OR 97347
Feb 15, 2013

Midge Marcy-Brennan
Hayden, ID 83835
Feb 15, 2013

frances rodriguez
Moscow, ID 83843
Feb 15, 2013

Jeanne Wood
Moscow, ID 83843
Feb 15, 2013

The IDOT proposed route is the most damaging option. It damages the integrity of the Palouse prairie of Paradise Ridge. It is also most impactful on the landscape and the view-scape and it incurs greater danger from the point of ice and fog. Please choose a lower-elevation route that avoids these issues. Thank you. I am a prior resident of Moscow and Paradise Ridge.

Philip Tanimoto
Newton, MA 02466
Feb 15, 2013

Bruce Ackerman
Boise, ID 83712
Feb 15, 2013

A decade gone, and ITD has learned nothing! This is the same "Pave Paradise" route that we've been fighting for so long.

Joshua Yeidel
Viola, ID 83872
Feb 14, 2013

Why is ITD obsessed with E-3? What aren't they telling us? Even if they are planning some bypass to the east of Moscow in the future, the E-3 plan would only save maybe half a mile of future construction. As I recall from the previous round of proposals a few years ago, the C-3 alternative was much cheaper.

Richard A. Hensley
Moscow, ID 83843
Feb 14, 2013

Strongly support C3. Strongly disfavor E2

Thomas Besser
MOSCOW, ID 83843
Feb 14, 2013

Shelley McGuire
Moscow, ID 83843
Feb 14, 2013

Joel Deese
Eugene, OR 97402
Feb 14, 2013

Bernadette
Copeland, ID 83805
Feb 14, 2013

Having driven US 95 countless times going to and from college, I'd hate to see this stretch of road become even more dangerous and ruin an environmental landmark.

Suzanne Dolberg
Seattle, WA 98122
Feb 14, 2013

Donni Moen
St Maries, ID 83861
Feb 14, 2013

Stephen Willey
Sandpoint, ID 83864
Feb 14, 2013

bill and joan gundlach
Coeur d Alene, ID 83814
Feb 14, 2013

C.L.Osborne
Potlatch, ID 83855
Feb 14, 2013

Adela Sussman
COEUR D ALENE, ID 83815
Feb 14, 2013

Charles H. Trost
Pocatello, ID 83204
Feb 14, 2013

This path goes through unique habitat, and is one of the only remaining places where certain rare bird species, such as Clay-colored Sparrows, can be seen. There is no where else in Idaho where these rare species can be found.

Paul Ostler
Boise, ID 83714
Feb 14, 2013

I am concerned because of potential destruction of the last of the native Palouse Prairie

Janet Callen
Coeur d Alene, ID 83815
Feb 14, 2013

The E-2 alignment will do irreparable damage to a tiny pocket of a largely vanished ecosystem, and for what? There is no reason to destroy this when there is a perfectly acceptable alternative.

Steven Hofhine
Moscow, ID 83843
Feb 14, 2013

Joe Roberts
Moscow, ID 83843
Feb 14, 2013

Thank you for giving every consideration to this petition.

Julia M Saylor
Helena, MT 59601
Feb 14, 2013

Please consider route C# as the choice for the new U.S. highway 95. Although this is a necessary north/south roadway in the panhandle of Idaho and safely is of utmost importance any other route would have very negative impact on the Moscow region.. Due to the unique environment in which it travels through I believe it VERY important that as little as possible new land be used/disrupted with making HWY 95 safe and up to current standards as a highway. The Poulouse is home to some of the most fertile farmland in Idaho. It also has a delicate ecosystem, home to much wildlife that are dependent on land NOT being encrouched upon for increased motor vehicle traffic. The native plants in this region are also valuable and in need of protection. The least damaging route through the Moscow area is hands-down C3. Please consider the itemized statement that lists the numerous negative impacts the E2 route would have. Please reconsider the C3 route over the E2!

Sue E. Robinson
Billings, MT 59101
Feb 14, 2013

William Sweeney
Moscow, ID 83843
Feb 14, 2013

There are better choices for this Hwy that would protect the native lands of the Polouse.

Janet Torline
Harrison, ID 83833
Feb 14, 2013

William L Krumpelman
Post Falls, ID 83854
Feb 14, 2013

Shirley Sturts
Coeur d'Aene, ID 83814
Feb 14, 2013

Jay Carlisle
Boise, ID 83703
Feb 14, 2013

Save this valuable land for the habitat that rare songbirds use it! A road would only increase problems in the area.

Stephany Erwin
Boise, ID 83705
Feb 14, 2013

AnnMarie Little
Bigfork, MT 59911
Feb 14, 2013

Cameron Wilson

Moscow, ID 83843
Feb 14, 2013

robert greene
Portland, OR 97217
Feb 14, 2013

I support the statement.

Brian French
Pullman, WA 99163
Feb 14, 2013

H. M. Sustaita
Eugene, OR 97404
Feb 14, 2013

Please use either the central or west route. The Paradise Ridge route damages our fragile prairie ecosystem. It can never be reclaimed. It is also a hazardous winter route. The far west line would be least detrimental to homeowners and wildlife.

Joanne sutton
Moscow, ID 83843
Feb 14, 2013

Marya Schroeder
Germany
Feb 14, 2013

Linda Canarie
Moscow, ID 83843
Feb 14, 2013

Sarah Ullrich-French
Pullman, WA 99163
Feb 14, 2013

Merla Barberie
Sandpoint, ID 83864
Feb 14, 2013

The preferred alternative will be very bad for the endangered Palouse Prairie and all the animals and plants that live there. Therefore, I cannot support this route and urge the ITD to choose a lower route away from the ridge.

Tim Hatten
Moscow, ID 83843
Feb 14, 2013

Janet Williams
Moscow, ID 83843
Feb 14, 2013

Julie Roberts
Moscow, ID 83843
Feb 14, 2013

Jim and Zoe Cooley
Troy, ID 83871
Feb 14, 2013

Idaho has a backlog of road maintainance needs. To triple the amount of roads Idaho will need to maintain with both snow removal and repair is not fiscally responsible. A more reasonable approach would be to make the current route a 2-lane, 1-way stretch and build a new 2-lane, 1-way stretch flowing in the opposite direction on the western proposed route, or make the C3 route the prefered choice, as paving Paradise Ridge is unacceptable for numerous reason already well-articulated. After all, the current route will still be used and remain unsafe if they build a new 4-laner. Better to modify the current route, solve the safety issues, save money and protect Paradise Ridge.

Garrett Clevenger
University, ID 83843
Feb 13, 2013

this highway is scary in winter already. lets not make it worse.

Sally
Sandpoint, ID 83864
Feb 13, 2013

As an almost daily commuter on Hwy 95, I understand the need for a safer highway and very much want to see this section of road become four lanes. However, the E-2 Alternative does not seem to be the best route, for a variety of reasons, the most significant of which are the weather conditions that the proposed route would be subject to. On many mornings in the winter, there is a fog bank on the flank of Paradise Ridge where the proposed E-2 route would go. Also, that area of the ridge is snowier than lower down, and given that ITD can't keep the current, highly treacherous section of 95 safely maintained in the winter, why should we trust that the road maintenance would improve on this new route? Do we really want people driving in these kinds of dangerous conditions when the entire point of this reroute is to make the road safer? And from a community aesthetic standpoint, there's no question that C-3 is the better route. Please reconsider this crucially important decision.

Laura Earles
University, ID 83843
Feb 13, 2013

Saving sensitive native Palouse Prairie's flora and fauna and locating Highway 95 in a safer elevation will be of greater long term benefit for all traffic on Highway 95's busy corridor. Driving this stretch of Highway 95 during winter weather has always been difficult for myself and my family, when we travel from our home to events in Moscow during the many cold and dark winter months here in Idaho.

Nikki Pacheco-Theard
Coeur d Alene, ID 83814
Feb 13, 2013

Andriette Pieron
Moscow, ID 83843
Feb 13, 2013

Of course we do need help for this section of road. As a biker I'm completely scared biking home from friends who live at thorn creek. But I'd love you to reconsider the C3 alternative. Paradise ridge has been part of my life for 60 years - it is quite dear to many of us for multiple reasons. And the E2 alternative may create dangers due to weather and it's high elevation, and it still leaves some dangerous road so is not a good solution. Thanks for your time and attention to this!

Jill Seaman
Moscow, ID 83843
Feb 13, 2013

lynn and vince murray
Moscow, ID 83843
Feb 13, 2013

Rob Freistadt
Helena, MT 59601
Feb 13, 2013

Please recognize the need to make changes that make the best use of resources in the least amount of time and energy/financial expenditure. I can only guess that the push to use the E-2 alternative is because someone is related to or in debt to the contractors/engineers who stand to profit from choosing E-2.. This is usually the way it is when it makes no sense to construct/allow or support a less safe alternative. Please review the C-3 option for its workability, and don't create more hazards for us.

Jennie Reisner
Priest River, ID 83856
Feb 13, 2013

Claire
Deary, ID 83823
Feb 13, 2013

anne nesse
Coeur d'Alene, ID 83814
Feb 13, 2013

Carol
State Line, ID 83854
Feb 13, 2013

Amara Karuna
Pahoa, HI 96778
Feb 13, 2013

carl lowry
dalton gardens, ID 83815
Feb 13, 2013

Cynthia Muskat
Moscow, ID 83843
Feb 13, 2013

Jon Hagadone
Sagle, ID 83860
Feb 13, 2013

Les Newman
Cocolalla, ID 83813
Feb 13, 2013

Patricia Anderton
Cda, ID 83815
Feb 13, 2013

Jonathan Lomber
University, ID 83843
Feb 13, 2013

Debra Miller
Dalton Gdns, ID 83815
Feb 13, 2013

Worse Winter conditions, environmental, and cultural considerations should make C-3 the choice.

Robert Moir
Bonners Ferry, ID 83805
Feb 13, 2013

Lynne Haagensen
Troy, ID 83871
Feb 13, 2013

Wanda Mills
Troy, ID 83871

Feb 13, 2013

E. Kittell
University, ID 83843
Feb 13, 2013

Our students use this road to come home to North Idaho many times each year. Please choose the safest course for our kids.

Linda Larson
Sandpoint, ID 83864
Feb 13, 2013

Gifford Studley
Moscow, ID 83843
Feb 13, 2013

Willette Schmidt
Hauser, ID 83854
Feb 13, 2013

Sally L. Smith
Sagle, ID 83860
Feb 13, 2013

Jennifer Boie
Moscow, ID 84843
Feb 13, 2013

Jennifer Harvey
Sandpoint, ID 83864
Feb 13, 2013

As a resident of the Moscow area, my strongest feeling is the road is perfectly serviceable as is for vehicles willing to drive in a reasonable manner. That being said; the C-3 option is considerably more environmentally friendly than E-2.

Paul Ockerberg
Princeton, ID 83857
Feb 13, 2013

Considerations of public input must be taken seriously when deciding to spend Public taxpayer money, especially when public safety is involved.

Hal Vosen
Clark Fork,, ID 83811-0507
Feb 13, 2013

Thomas Seaman
University, ID 83843
Feb 13, 2013

Larry Siglin
Coeur d'Alene, ID 83815-9435
Feb 13, 2013

Sarah Hughes
Spirit Lake, ID 83869
Feb 13, 2013

The E-2 Alternative is a VERY poor alternative. I wholeheartedly recommend ITD considers the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Cheryl Costigan
Spirit Lake, ID 83869
Feb 13, 2013

Josh Amendola
Coeur d'Alene, ID 83816
Feb 13, 2013

Richard P Lucas
Sandpoint, ID 83864
Feb 13, 2013

Sherry George
Moscow, ID 83843
Feb 13, 2013

please Idaho Transportation Department: Do Not select the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow, Idaho

Suzanne Kurtz
Moscow,, ID 83843
Feb 13, 2013

Sarah Dahlstrom
Wyoming, MI 49519
Feb 13, 2013

Lynn McAlister
Kirksville, MO 63501
Feb 13, 2013

Odette Engan
Moscow, ID 83843

Feb 13, 2013

There are so many other places of lower elevation

harriet mcquarie
moscow, ID 83843
Feb 13, 2013

Please consider the natural beauty of Paradise Ridge and the property rights of current landowners there.

Elizabeth Brandt
Moscow, ID 83843
Feb 13, 2013

Thomas R. Brandt
Moscow, ID 83843
Feb 13, 2013

Gerik Eberts
Moscow, ID 83843
Feb 12, 2013

Justin Donohue
Westwood Village, WA 98126
Feb 12, 2013

Lisa Saladin
Moscow, ID 83843
Feb 12, 2013

All that is said, in this petition is, CORRECT. The state departments, have failed in the design, the true consequences of the construction, and in the method of ingratiating, the expertise of the local people. The petition should be signed.

Kay Moore
Moscow, ID 83843
Feb 12, 2013

Ryan Littlefield
University, ID 83843
Feb 12, 2013

Elisabeth Brackney
Moscow, ID 83843
Feb 12, 2013

Looking to the future, the West route would make the best connection to a bypass.

Tim Daulton
University, ID 83843
Feb 12, 2013

Roberta Radavich
Moscow, ID 83843
Feb 12, 2013

Ellen Thiem
Moscow, ID 83843
Feb 12, 2013

Chris Caudill
University, ID 83843
Feb 12, 2013

Liam Knudsen
Moscow, ID 83843
Feb 12, 2013

Chris McIntosh
Moscow, ID 83843
Feb 12, 2013

Kerry Kemp
Moscow, ID 83843
Feb 12, 2013

I agree, and have already noted why in my comments during the public comment period. The central option (C-something) is the most reasonable option, except that it affects an old farmhouse; and a lot more focus on mitigating the real source of complaints (Reisenauer hill) is needed. Here we are, 21st century, and we can't even flatten one small hill? Flatten the one hill, ride straight down the middle of all the farmland and property lines, move the one old Farmhouse ("Sorry, people. Want bigger highways, gotta move"), and leave the Ridge out of it. There's getting to be little enough of that thing called beauty, untrammelled by human development.

Gabe Gibler
Moscow, ID 83843
Feb 12, 2013

Levi Lexvold
Moscow, ID 83843
Feb 12, 2013

Erin Saladin
University, ID 83843
Feb 12, 2013

April Rubino
Moscow, ID 83843
Feb 12, 2013

Judy A Cornish
Moscow, ID 83843
Feb 12, 2013

Those of us who live in Moscow and see the hill that route E-2 is proposed to go over know the weather affecting the that area will most definitely require additional road maintenance. Poor weather conditions along this route will make driving more dangerous from mid-Fall through most of Spring. Plan on eight months of possible high winds, frost, deeper snow, rain, and lots of fog. This option is unsafe, noisy, and permanently destroys unique prairie habitat. Please choose the safer, lower C-3 route.

Nancy Zabriskie
Moscow, ID 83843
Feb 12, 2013

Shirley
University, ID 83843
Feb 12, 2013

Mark Wray
Moscow, ID 83843
Feb 12, 2013

Troy Merrill
Moscow, ID 83843
Feb 12, 2013

Please do not pick the route over Paradise Ridge. Why ruin one of the last vestiges of native Palouse Prairie when there are other viable routes that are much safer in the winter.

Rhonda Gaylord
Moscow, ID 83843
Feb 12, 2013

Axel Krings
Moscow, ID 83843
Feb 12, 2013

Cynthia Magnuson
Moscow, ID 83843
Feb 12, 2013

I live in one of the most beautiful places in the world, and it is extremely insensible to ruin an incredible vista.

Richard Crookston
Moscow, ID 83843
Feb 12, 2013

Crag Hill
University, ID 83843
Feb 12, 2013

Barbara Murdoch
University, ID 83843
Feb 12, 2013

Alexis Humphreys
Moscow, ID 83843
Feb 12, 2013

Lindsey Pope
Moscow, ID 83843
Feb 12, 2013

Katherine Stegner
University, ID 83843
Feb 12, 2013

Elizabeth N
University, ID 83843
Feb 12, 2013

Elizabeth N
University, ID 83843
Feb 12, 2013

Heather L Heward
Moscow, ID 83843
Feb 12, 2013

B.N.
Moscow, ID 83844
Feb 12, 2013

Niklaas Dumroese
Moscow, ID 83843
Feb 12, 2013

Diane Prorak
Moscow, ID 83843

Feb 12, 2013

Fritz Knorr
Moscow, ID 83843
Feb 12, 2013

The weather is harsher in the higher elevation.

Arlene May Stoddard
University, ID 83843
Feb 12, 2013

Brooke Lowry
Moscow, ID 83843
Feb 12, 2013

Bruce Miller
Moscow, ID 83843
Feb 12, 2013

Gabriele Sabura
Moscow, ID 83843
Feb 12, 2013

Just last year the Whitman County Commissioners destroyed remnants of the Palouse Prairie when they took off the Butte Protection in their Ag Zoning and now the DOT wants to destroy even more. I think it is unwise to build this road and from what I understand from those who know the area, it would not be a place to build a road there. I VOTE NO. I'm signing the petition.

Carolyn Kiesz
MOSCOW, ID 83843
Feb 12, 2013

Michael Tuttle
Moscow, ID 83843
Feb 12, 2013

Drew
University, ID 83843
Feb 12, 2013

Stephan Math
Laclede, ID 83841
Feb 12, 2013

David Willard
Moscow, ID 83843
Feb 12, 2013

Keenan Storrar
Moscow, ID 83843
Feb 12, 2013

Susan
Moscow, ID 83843
Feb 12, 2013

Jill Maxwell
MOSCOW, ID 83843
Feb 12, 2013

THE ALTERNATIVE SAFE CHOICE THAT DOES NOT DISPLACE PEOPLE AND HARM THE ENVIRONMENT IS C3. WHY IS E2 BEING FORCED UPON US?

Diane Baumgart
moscow, ID 83843
Feb 12, 2013

Anne Marshall
Moscow, ID 83843
Feb 12, 2013

Ann Storrar
Moscow, ID 83843
Feb 12, 2013

Karen Knapp
Grand Haven, MI 49417
Feb 12, 2013

C-3 is preferable according to IDFG (Idaho Dept. of Fish and Game), USFWS (Fish and Wildlife Service), EPA, and Army Corps of Engineers. (Draft Environmental Impact Statement, DEIS) Letter from IDFG, 10/26/07, (DEIS Appendix) states: "In closing, we feel it is important to repeat one additional mitigation recommendation we have made in the Wildlife Assessment and at every opportunity: We recommend avoidance of the eastern alignment. It has been IDFG's position from the start – a position supported by recommendations from the other resource agencies –... We recommend avoidance of alternative alignment E-2." Any alignment would have negative impacts for individuals. This is the hardest truth to accept if we agree a safe highway is needed. The DEIS Safety Report states, "All existing alternatives would meet the ITD Design Manual and AASHTO (Assoc. of State Hwy and Transportation Officials) standards. "All existing alternatives will flatten curves to the AASHTO standard." If E-2 is built rather than C-3, the dangerous descent and curve of current US 95 from Reisenhauer Hill will remain the same as a county road. Unsafe! Above are critical reasons to select C-3. Some belittle preserving remaining treasures of Paradise Ridge's ecosystem. However, this is another critical reason to choose safe, acceptable Alignment C-3. DEIS (4.17 Irreversible and Irrecoverable Commitment of Resources) states, "To the greatest extent possible, the Action Alternatives would use existing right-of-way." This points to selecting C-3!

Mary Ullrich
moscow, ID 83843
Feb 12, 2013

Guy R. Knudsen
Moscow, ID 83843
Feb 12, 2013

Gerald Grzebielski
Moscow, ID 83843
Feb 12, 2013

Charles Swift
Moscow, ID 83843
Feb 12, 2013

The evidence is overwhelming from that the E-2 alternative (realignment of Highway 95 between Thorncreek Road and Moscow) must be avoided to satisfy diverse considerations.

Ned B. Klopfenstein
Moscow, ID 83843
Feb 12, 2013

Ruth Heaton
Elk Grove, CA 95758
Feb 12, 2013

I want our downtown merchants and small businesses to continue to thrive. E-2 stands to divert business away from them and with no guarantees of greater safety for drivers or fewer resources for this realignment versus the others.

Leontina Hormel
Moscow, ID 83843

Feb 12, 2013

C3...like we have been recommending for several years. Why don't you guys GET it?

Andrea Chosch-Pittenger
Moscow, ID 83843
Feb 12, 2013

I spent a few years living on Paradise Ridge. I hiked the ridge several times a week through a number of winters. It is exposed to winter storms, with weather so severe that it has alpine tundra vegetation at its peak. Typical cold season weather includes dense fog and freezing rain. The "season" runs from mid-October through mid-May. It ****will**** require extra maintenance through this season and there ****will**** be weather-related accidents. It is a beautiful piece of the landscape, but not one I would want to drive. And not one I would put a road through.

jon norstog
Pocatello, ID 83204-2706
Feb 12, 2013

Catherine Temple
Clarkston, WA 99403
Feb 12, 2013

Ashley Lipscomb
Moscow, ID 83843
Feb 12, 2013

Marshall D Pittenger
Moscow, ID 83843
Feb 12, 2013

Dan Kasten
Rockford, IL 61107
Feb 12, 2013

Jeremy Jenkins
Moscow, ID 83843
Feb 12, 2013

The pluses for E2 are short term and short sighted. Please support the preference for C-3 by the Idaho Fish and Game, The EPS, and the US Fish and Wildlife agencies. Paradise Ridge is appropriately named. Please help keeping it that way by supporting the C-3 Alternative.

Christina Baldwin
Viola, ID 83872
Feb 12, 2013

Name*Jon Kasten
Freeport, IL 61032-6438

Feb 12, 2013

Erin Barca
Walnut Creek, CA 94596
Feb 12, 2013

Amy French
Moscow, ID 83843
Feb 12, 2013

Dianne French
Moscow, ID 83843
Feb 12, 2013

Ashley Harris-Deutch
Seattle, WA 98107
Feb 11, 2013

William French
Moscow, ID 83843
Feb 11, 2013

The ITD preferred realignment alternative E-2 is not supported by the ITD draft EIS if one reads it carefully. There are numerous contradictions and false statements, e.g., "E-2 is shorter in distance and travel time, safer, and less expensive than C-3. In one of the reports that support the DEIS, it is stated that E-2 and C-3 are not substantially different for these aspects. The difference in distance and travel time are 0.09 mi and 32 sec, respectively. E-2 takes twice the prime farm land as C-3. E-2 substantially threatens the unique environment of Paradise Ridge in terms of wildlife and endangered Palouse Prairie among other things.

Steven E. Ullrich
Moscow, ID 83843
Feb 11, 2013

N. Mark Wemple
University, ID 83843
Feb 11, 2013

Renee Eder
Moscow, ID 83843
Feb 11, 2013

I own property (1170 Zeitler Rd) within a mile of the proposed E2 route and am concerned that the water quality studies are incomplete. I would like to know how the road impacts Stevens Spring and my shallow water spring that has served the property as potable water for over 100 years. If I need to plan to dig a well, I need to know.

Kim Sarff
TUCSON, AZ 85747
Feb 11, 2013

Joe Wagenbrenner
Moscow, ID 83843
Feb 11, 2013

This project will destroy and fragment important wildlife habitat. I oppose this realignment.

Matt Yawney
Ephrata, WA 98823
Feb 11, 2013

This is a partial wildlife area. I don't want to see it infringed upon. I don't want moose getting hit by cars either.

Carolyn Wemple
University, ID 83843
Feb 11, 2013

In addition to the items mentioned in this petition, the E-2 realignment runs within a few yards of known wildlife (deer, elk, moose) trails and cuts these animals off from their primary water supply. In addition, it will remove some of the last older stands of trees on the ridge by taking a route through a deep ravine requiring a bridge at an elevated height, likely to freeze repeatedly in the winter. The fog commonly hangs on Paradise Ridge in the regions where the E-2 route is planned, increasing traffic risk.

Brad Williams
Moscow, ID 83843
Feb 11, 2013

Cheryl A. Miller
Sunset Hill, WA 99224
Feb 11, 2013

Greg Freistadt
Helena, MT 59601
Feb 11, 2013

Antone G. Holmquist
Moscow, ID 83843
Feb 11, 2013

Allison McIntosh
Moscow, ID 83843
Feb 11, 2013

John Hanna
Lewiston, ID 83501
Feb 11, 2013

Surely you can find a route that does not destroy so many woodlands and forests? Ever hear of rail?

Dale Fink
Greenbelt, MD 20770
Feb 11, 2013

Patrick Bader
Milwaukee, WI 53212
Feb 11, 2013

Thomas von Alten
Boise, ID 83704
Feb 11, 2013

Kirsten LaPaglia
Moscow, ID 83843
Feb 11, 2013

Audrey Colvin
Sandpoint, ID 83864
Feb 11, 2013

ITD has proved themselves so incompetent and unresponsive in recent years that I wish this was a petition to fire the whole lot of them and start over. It's obvious that they spend little time getting to know our roads and have little interest in hearing from the people who use them regularly. But as far as the pork-barrel 95 project goes (none of which is as "needed" as improvements to our sorry educational system), let's at least not pick the route that will subject travelers to even worse conditions than they already experience while doing the most damage to wildlife and the environment (and the cars that will be damaged by HITTING more wildlife). A resounding NO on E-2.

Sharon Cousins
Viola, ID 83872
Feb 11, 2013

The E-2 alternative is not as safe as C-3, breaks new ground, allows the spread of invasive weeds, and cuts a fine stand of timber.

Deborah Dumroese
Moscow, ID 83843
Feb 11, 2013

Certainly the lower elevation of the C-3 route would make it safer in winter than the higher E-2 route. In addition, I understand that the E-2 route would intrude on wildlife sanctuary lands which I would prefer to avoid.

Margaret Coahran
Moscow, ID 83843
Feb 11, 2013

Brad Jaeckel
Moscow, ID 83843
Feb 11, 2013

Kas Dumroese
Moscow, ID 83843
Feb 11, 2013

ITD's claim for increase safety of E2 versus C3 is flawed. C3 would fix existing problem areas. E2 would impact too many Palouse Prairie remnants. The weather on E2 will be worse than C3 (I know I live on the ridge and it is much better down by the highway - less wind, ice, and fog). Please recommend ITD choose C3 as the preferred alternative. The footprint of C3 will have less impact on environment and economics of Moscow over the long term and will allow local residents and school buses to continue to utilize the highway and enjoy the road maintenance offered by state highway rather than local highway district maintenance. Thank you.

Mary Fauci
Moscow, ID 83843
Feb 11, 2013

I am thoroughly opposed to the reroute of highway 95, as it will negatively effect the scenic beauty of the Palouse region, cause undue and unnecessary disruption to the area and the costs associated are not justifiable in light of our difficult state economy. I ask that this project be halted and alternatives be sought to rectify any transportation related issues that this would supposedly remedy. Thank you, Paul Wendland, Moscow, Idaho

Paul Wendland
Moscow, ID 83843
Feb 11, 2013

Katy Holm
Idaho Falls, ID 83404
Feb 11, 2013

Nathaniel Schiesher
Berkeley, CA 94702
Feb 11, 2013

Jill Johnson
Moscow, ID 83844
Feb 11, 2013

Brett Haverstick
Moscow, ID 83843
Feb 11, 2013

I live 2 miles from the Idaho border, but I am very concerned about the Highway 95 realignment. I have been to the Paradise Ridge area that would be affected by the E-2 alternative and feel it would just cause too much damage to the extremely rare Palouse Prairie ecosystem remnants.

James C Roberts
Palouse, WA 99161
Feb 11, 2013

I am strongly opposed to the E2 alternative and prefer the C3 alternative

Keith Smith
Moscow, ID 83843
Feb 11, 2013

Melissa McRae-Skinner
Boise, ID 83706
Feb 11, 2013

Beth Dowling
Mendota Heights, MN 55120
Feb 11, 2013

Jason Laros
Tucson, AZ 85711
Feb 11, 2013

Nora Locken
University, ID 83843
Feb 11, 2013

Alternative C-3 is preferred over E-2 because it enables or requires ITD to correct the faults existing on this hazardous stretch of Route 95

Daniel Rathmann
Moscow, ID 83843
Feb 11, 2013

Alternative E-2 is misguided and creates too many impacts to wildlife and prairie communities while raising significant traffic safety issues. I urge IDT to select Alternative C-3 as the least impactful and safest route.

Angela Sondenaa
Lewiston, ID 83501
Feb 11, 2013

Marci Miller
Moscow, ID 83843
Feb 11, 2013

charles burke
Moscow, ID 83843
Feb 11, 2013

Ken Faunce
Moscow, ID 83843
Feb 11, 2013

Emmett Breedlovestrout
Spring, TX 77386
Feb 11, 2013

Renee Breedlovestrout
The Woodlands, TX 77386
Feb 11, 2013

I strongly oppose the E-2 Alternative Realignment of hwy 95. PLEASE go with the C-3 route!

Rachel Clark Caudill
Moscow, ID 83843
Feb 11, 2013

Please leave our ridge to nature not pavement and cars.

Kate
Moscow, ID 83843
Feb 11, 2013

Isaac Gorton
Spokane, WA 99212
Feb 11, 2013

Lenea Pierzchanowski
University, ID 83843
Feb 11, 2013

Crista O'Conner
Moscow, ID 83843
Feb 11, 2013

Zachary Johnson
Moscow, ID 83843
Feb 11, 2013

Please, please do not choose E-2 route. For all of the various reasons of higher elevation, more ice, more dangerous, more negative impact on the environment, and destruction of beautiful paradise ridge. I drive the current Hwy 95 route every day. I would not wish to drive over or near Paradise ridge. Please select the C-3 realignment route. Thank You

Robert C Snyder
Genesee, ID 83832
Feb 11, 2013

Marc Fleisher
Moscow, ID 83843-7479
Feb 11, 2013

Do not select the E-2 Alternative Realignment of Highway 95

Relene Johnson
Moscow, ID 83843
Feb 11, 2013

Kayt Dowling
Coronado, CA 92118
Feb 11, 2013

Erin Corwine
Moscow, ID 83843
Feb 11, 2013

Maria Theresa Maggi
Moscow, ID 83843
Feb 11, 2013

Daniela Monk
Troy, ID 83871
Feb 11, 2013

Mary Jo Hamilton
Moscow, ID 83843
Feb 11, 2013

Matthew Pollard
University, ID 83843
Feb 11, 2013

Jennifer Thigpen
Moscow, ID 83843
Feb 11, 2013

Colette DePhelps
Moscow, ID 83843
Feb 11, 2013

James Seckington
Moscow, ID 83843
Feb 11, 2013

Keith G Haley
Moscow, ID 83843
Feb 11, 2013

Rod Sprague
Moscow, ID 83843-9710
Feb 11, 2013

Gerald I. Green
Coeur d'Alene, ID 83814
Feb 11, 2013

The petition represents valid environmental and highway safety issues and should be supported.

James McClure
Moscow, ID 83843
Feb 11, 2013

Reed & Karen Lewis
Moscow, ID 83843
Feb 11, 2013

jonathan treasure
Moscow, ID 83843
Feb 11, 2013

Straightening and widening the existing highway makes more sense than climbing up on the ridge. Probably more economical, too.

Susan Westervelt
Deary, ID 83823
Feb 11, 2013

Sam
Boise, United States 83796
Feb 11, 2013

Don't pave Paradise (duh)!

Andrew Hudak
Moscow, ID 83843
Feb 11, 2013

Moscow, ID is my second home, now; I have lived in Idaho for 20 years.

Lois Blackburn
Albuquerque, NM 87108
Feb 11, 2013

I have worked with Palouse Prairie professionally since 1996. During that time I have learned quite a bit about the ecosystem. E2 comes very close to Palouse Prairie remnants on Paradise Ridge. This is a direct threat to said remnants and I therefore believe E2 should not be the preferred alternative. Palouse Prairie once covered most of Whitman County but today is rare. Because the environmental conditions that formed the Palouse Prairie are the same ones that made it some of the most productive agricultural land in the world, over 99% of the prairie has been converted to agriculture and other uses and Palouse Prairie is one of the rarest ecosystems in the world. On that basis alone the few small and widely scattered remnants that remain should be protected from further harm. Putting US 95 over Paradise Ridge was a bad idea when it was first proposed. Waiting 10 years to recycle the same bad proposal does not make it a good idea!

David Skinner
Moscow, ID 83843
Feb 11, 2013

Aven Julye
University, ID 83843
Feb 11, 2013

After studying this and hearing how Moscow Fair and Affordable Housing Commission and Moscow Planning and Zoning Commission feel about it, not to mention my own feelings about it, it's clear that C-3 would be the best alternative. Can't figure why ITD wants E-2.

Michael Haseltine
Viola, ID 83872
Feb 11, 2013

Jo Ann Bohna
Moscow, ID 83843
Feb 11, 2013

Drifting snow is one of the main reasons for road closures in northern Idaho, yet was not considered in the study. Based on elevation and topography, E-2 may have the highest potential for snow drifting. The weather/climate analysis is incomplete.

Fritz Fiedler, P.E., Ph.D.
Troy, ID 83871
Feb 11, 2013

I value both safety AND the Paradise Ridge Palouse Prairie remnant. Please choose the C3 realignment.

Karen Ward
Moscow, ID 83843
Feb 11, 2013

I would also recommend the Western route where there are no homes that would be taken. Decrease the road width and the impact of the highway footprint would be reduced on the farmland.

Steven E Streets
Moscow, ID 83843
Feb 11, 2013

Kristine Harris
Moscow, ID 83843
Feb 11, 2013

Do not select E-2

Patrick T. Evans
Moscow, ID 83843
Feb 11, 2013

Stephan Flint
Moscow, ID 83843
Feb 11, 2013

Nils Peterson
Moscow, ID 83843
Feb 11, 2013

Route should be as far west and as low in elevation as possible.

Matt Kitterman
Moscow, ID 83843
Feb 11, 2013

David Hall
Moscow, ID 83843
Feb 11, 2013

Miranda Rivers
Moscow, ID 83843
Feb 10, 2013

CarrelDawn Cline
Moscow, ID 83843
Feb 10, 2013

Louise Ashmun
Moscow, ID 83843
Feb 10, 2013

David Sarff
Moscow, ID 83843
Feb 10, 2013

I actually prefer the westernmost alignment but recognize that E-2 is the worst alternative of the choices.

Steven Basoa
University, ID 83843
Feb 10, 2013

Betsy Goodman
Moscow, ID 83843
Feb 10, 2013

Warren Hayman
University, ID 83843
Feb 10, 2013

Mark Solomon
Moscow, ID 83843
Feb 10, 2013

Al Poplawsky
Moscow, ID 83843
Feb 10, 2013

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20 February, 2013

Adam Rush, ITD Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

Dear Mr. Rush,

I attended the public hearing on 23 January, 2013, talked with several of the people there to help us understand this project, and have spent considerable time since then studying the DEIS material and talking with local people about this project. In the end, what I don't comprehend is ITD's commitment to the E-2 Alternative. You will see throughout this letter the tread of it appearing to me as though ITD started this project with the solution in mind and fit their arguments to that end. It has left me with the overriding question of what is the real, unspoken, factor that is influencing ITD's choice. Whether this is true or no, unfortunately it will never be disclosed. That speculation aside, here are what I see are the issues with ITD's preferred alternative.

First, it appears that ITD's argument in favor of E-2 seems to be based primarily on safety issues. However, there are a number of ways in which safety issues could be mitigated. For instance, the number of access points for C-3 is greater than for E-2, but the number is not the real issue; that's only a way of using a number to make a point. The real issue is how those access points are handled, and any access could be handled in a way to make it safer.

Another safety issue relates to weather. One error in this part of the report is that the weather data used in the analysis is scanty and biased by being for only part of a year, and an anomalous year at that (the year 2005 being warmer and dryer than usual). In addition, it doesn't take into account the fact that E-2 stays at a higher elevation longer and is through an area more prone to fog and ice. Clearly, the safety study should be re-evaluated with proper climate data and take into account the weather specific to each alternative.

However, in my mind these concerns are not so telling as the fact that **all** of the routes being considered are safe. Highway 95 goes over many other places in its long run that are equally high and prone to bad weather. Federal regulations set standards of safety for our highways, and ITD knows how to make safe roads. I know safety is a hot-button issue with the public, so it appears to me that ITD is playing that issue in order to have the decision fall where it wants it. Why it wants it there is not yet clear to me. Please note also that the DEIS states "Any of the proposed Action Alternatives would reduce the projected crash rate for this segment of US-95 by more than 50 percent," so none of the choices would be unsafe, and they all would be a substantial improvement over the current road.

My real concern is environmental. It seems that the environment always takes a back seat to things like cost, efficiency, or something else that translates to "lets barge ahead and get this done the easiest, fastest way possible." IDFG thinks that E-2 has more suitable wildlife habit than either of the other two choices, to the tune of requesting more than twice the amount (\$750,000 vs \$325,000) be allotted for mitigation. In addition to IDFG, EPA and USFWS don't like E-2 either. It seems that ITD has taken the input from all the wildlife experts and distilled it down to favor what they would like to do, not what that data really say should be done.

The crux of it is that Paradise Ridge is an important bit of the environment, in terms of habitat, wetlands, native plants, and especially as one of the largest remnants of Palouse Prairie remaining. My wife and I have put a great deal of effort into removing horticultural, invasive, and non-native plants from our small property and planting Palouse Prairie natives because we think it's that important. We don't live on Paradise Ridge, so it's not a matter of "not in my back yard". It's that we value native ecologies rather

than we've heard it's a good idea. We put our work into what we believe is important. Paradise Ridge is not as undeveloped as, say, Kamiak Butte or Steptoe, which are protected now, but if it's the best we have, we should do the best we can to avoid messing it up when it can be avoided. Clearly alternative C-3 is better in this regard than E-2.

Displacements is another concern in this project. The DEIS indicates a preference for E-2 over C-3 because it has fewer displacements. However, at the that January 23rd meeting, I was told that, in fact, no businesses will be displaced, and the widening of current US95 in the C-3 corridor would have no effect beyond a potential noise increase. I realize that there is a lot of concern over displacements, and that usually the only ones that notice are those being displaced, so they often stand in a minority, and I don't want to gloss over the impact it has on those people or businesses, but where's the truth? If they are not really being displaced and noise is the only factor, then in my mind it is a much lower level concern, and it certainly doesn't rise to the level of environmental factors.

I would also like to reiterate something a friend learned from a conversation with Tim Long, District Right of Way Supervisor: apparently E-2 would displace the most residents because of issues with a displaced well and that ITD had decided to relocate all of the residences within the mobile home park and a house above the park on Eid Rd. He apparently also stated that only one residence would be displaced along the C-3 route. This information is very different than that presented at the public hearing on January 23rd and in the DEIS, which states that C-3 would displace 7 residences and E-2 would displace only 5. Again, I'm left to wonder why ITD is interpreting the data the way it does.

One factor that concerns me a lot is with regard to how this work would mesh with plans for a Moscow bypass and/or ring road. It's hard for me to fathom how ITD could not address this as part of the US95 realignment. To start with, it's totally absurd that a major highway like US95 still goes through downtown Moscow! And yet no one wants to acknowledge this elephant in the room. Does ITD figure that it can be delayed enough that your successors will deal with it rather than yourselves? Well, rest assured that I don't think this is what you should be doing. I think ITD and the city of Moscow should be working this out together, and nothing started on the US95 realignment until the overall plan is in place. There is so much evidence here that urgency is taking priority over the best solution, on the part of ITD, the city of Moscow, and Latah County, and I don't agree with that approach. It's not cost effective in the long run, and is less likely to deliver the best results.

Another argument from the DEIS report (pg. 147) is that the C-3 Alternative would convert the least acres of prime farmland and farmland of statewide importance to other uses. It's a factor that doesn't grab the attention of many people, but our farmland is slowly getting converted to residential or other uses. I think this has a long term consequences ITD should not ignore.

That sums up my perspective on the US95 realignment. I strongly support the C-3 alternative, primarily on environmental reasons, but there are a number of other reasons why C-3 is a better choice. I hope the work you put into a final EIS is more accurate and better analyzed than is the case of the Draft EIS.

Thank you for your attention.

Michael Haseltine
1372 Four Mile Rd.
Viola ID 83872
(208) 382-6215
haseltine@moscow.com



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Ray and Nancy Richmond
3672 HWY 95 South
PO BOX 9713
Moscow, Idaho 83843

January 25, 2013

Adam Rush
Idaho Department of Transportation Public Involvement Coordinator
P.O. Box 1129
Boise, ID 83707-1129

Dear Mr. Rush:

We live approximately a quarter of a mile north of Snow Road on the east side of Highway 95 which is in the middle of the Thorncreek Road to Moscow Highway 95 project area. Our house is located approximately a hundred yards from the highway. Our property is one of the original Snow brother's homesteads. The comments that follow reflect our concerns, our support of the E2 alignment for the Thorncreek Road to Moscow Highway 95 Project, and support of the Idaho Transportation Department's draft EIS for that project.

Our concerns focus mainly on safety issues. First the current unsafe conditions of Highway 95 in the study area and particularly the stretch of road that runs adjacent to our property. Just in the last week Nancy was in the south lane waiting to turn across traffic to enter our driveway when a pickup, coming up behind her, failed to see her until the last minute and passed without slowing down on the narrow outside shoulder with horn blaring. It was broad daylight in the middle of the day with nothing to impair vision and she had been signaling all the way from the top of the hill. (I did verify that her turn signals and tail lights were working.) It is remarkable that the pickup made it past without rear-ending her or turning over in the ditch. It is inconceivable to me that the driver could not see her Subaru station wagon (big and white against a black road surface). This is not unusual as both of us have had many similar narrow escapes. Statistics would suggest that it is only a matter of time and the odds will catch up with us. I worry terribly about my four grandchildren who live in Moscow and often visit with our son and daughter-in-law.

An additional concern is that many drivers think that because the portion of highway that passes our property is a gently curving stretch of road, they can speed at 70 or 75 mile per hour. This happens with frequent rapidity. I don't know if it is because they feel that they can make up for time lost on slower portions of the highway north or south of that stretch, or if it is the first place they feel that they can pass a car that is already traveling at the speed limit but slowing them down, or exactly what. I do know that there is a huge difference between how local drivers respect the dangers of the road

and the apparent perceptions of others. There seems to be a prevalent attitude among many 95 travelers that this stretch of road is a 4 lane interstate instead of the 2 lane cow path that it really is. So please expedite the process without delay. The sooner we have a safe alternative in place, the better for all travelers on 95.

We are also concerned about the safety issues connected with construction of the W2 and C3 alternatives, particularly the C3 alternative as it tracks much of the existing Highway 95 footprint. The E2 preferred alternative will have considerably less impact on traffic, and therefore construction safety, because it only affects the existing highway at the ends of the project.

The north facing slope of Reisenauer Hill, shaded by steep inclines on the east side of the road, has led to many accidents due to slick road surfaces and orientation. Relegating Reisenauer Hill to local traffic by building the E2 alternative would remove the issue for the highway (which would still be an issue in both the W2 and C3 alternatives as they follow the old 95 footprint down Reisenauer Hill). The E2 alternative not only eliminates the north face of Reisenauer Hill but also eliminates an additional hill to be traveled on the north end of the project (Valhalla Hill for C3 and Clyde Hill for W2).

The following comments are a rebuttal to comments in opposition to the E2 preferred alternative. Many opponents to E2 represent Paradise Ridge in terms implying a pristine environment. From a Landscape Ecology point of view, Paradise Ridge is of low value as a botanical niche and as wildlife habitat. Existing plant populations and patch sizes are insufficient to remain viable, and in most cases without corridors or "bridges" to connect them. If there were no structures, no domestic herbivores (including horses), and no roads, then maybe there would be sufficient geologic and biological structure to support a pristine habitat, but I doubt it. Paradise Ridge is an island unto itself, subject to plant invasion and susceptible to the incursion of the human species regardless of the presence of the E2 alternative. There are some vestiges of Palouse Prairie (not located in the E2 alignment) for which every effort should be made to protect and mitigate, even though they are on private property.

The sad truth is that Paradise Ridge is mostly privately owned and a desirable location for housing development, and developers and speculators continue to respond to market demands to further develop the Ridge for residential purposes. Existing land parcels will continue to be subdivided until there is a matrix of housing and roads further fragmenting the biological/ecological landscape. The clock cannot be reversed, no matter the dedication and efforts of those who dream of a pristine Paradise Ridge. Pristine ended when the first settlers began to utilize the resources on Paradise Ridge. A black and white photograph (which you can see in the lobby of the restaurant just south of the intersection of 95 and Palouse River Drive – currently the Iron Wok) is a historical picture looking south and east from the CCC camp to Paradise Ridge and in that picture a very different ecology is present. The vegetative community that is present now is the result of CCC tree plantings in the 30s and not typical of the settlement. The Palouse prairie was a fire ecology driven process and very different from what now exists on Paradise Ridge. The mantra of those who oppose the E2 alignment is "Don't Pave

Paradise And yet every time they put in another access road or build another house or out building, they are reducing the permeability and degrading the structure of the soil that supports the ecosystem they desire to protect.

The weather that is prevalent in the study area can be extreme in any location and at any elevation. The study corridor is narrow and the alternative alignments relatively close together. Because the E2 alignment is the safest, least disruptive, and least expensive alternative we support it above the other two. Most people tend to take a static view (a snapshot if you will) of the weather conditions at any particular time and place and use that for comparison. In reality, what we call "the weather" is a dynamic, ongoing, hydrologic process not bounded by artificial lines drawn on a map. Over the last several years we have lost large portions of roofing due to wind, first from our garage and then from our house (and that with a shelterbelt of trees to break the winds intensity). That same wind that removed our roofing came out of the southwest and blew up the slope with the same ferocity to Paradise Ridge. Ground fog, that starts out at the base of the ridge as a band, travels down the slope and eventually across our place. At any particular time it may be clear at our place and foggy to the east up the slope. Yet, through the dynamics of ground and air temperature, humidity, and other atmospheric factors, the belt of fog will move down the slope so that we are eventually in fog and everything above is clear. Depending on conditions, a fog belt may move up or down in elevation. Even on the ridge itself, conditions and resulting effects will differ between the north face, the west face, and the south face at any given time. I travel 95 through Moscow every workday and back again each evening and Nancy traveled to work at a biotech lab on the south outskirts of Moscow which faces the ridge and back each afternoon or evening. We both have observed the north and east face of the ridge for many years, in all conditions, and for extended periods of time. In our observations, there are times when there is a prevalent fog on the north face of the ridge extending north down towards the lower reaches of the agricultural land, that seldom comes far enough west to reach the proposed roadbed of the E2 alignment as it rises from Moscow and turns south along the base of the ridge. From where we live, we sometimes see a fog cap that sits on the top of the ridge but seldom comes further down the west slope than the base of the tree line. What causes that phenomena, I can only guess at. The obvious point is that the fog cap and the north face fog bank rarely reach as far as the E2 alignment. We have observed that the atmospheric conditions that produce black ice and hazardous driving conditions, occur at differing elevations and times during the day (or season), the most severe being due to highway icing on the north sides of Reisenauer and Valhalla Hills. If we have a dry year, then both the lower and higher elevations in the study area get less snow. In wet years all elevations get more snow. But the overall proportional differences between lower and higher elevations in the study area are minimal and remain the same regardless of a dry or wet year.

There seems to be a mistaken perception that wild ungulate populations travel a north/south traverse along the corridor. In reality, these wildlife populations are small and traverse east/west (particularly at the north base of Reisenauer Hill), following the ridges into Washington State where they have higher

quality habitat (including orchards left from old homesteads) and return to graze on shrubbery planted around human habitations on Paradise Ridge. Their egress crosses all three of the alignments, but would be least impacted by the E2 alternative.

We both strongly that ITD should make every effort to mitigate the impacts to wildlife, biologic resource landscape, and impacted homeowners. Those who will lose their homes, that in some cases have spent their lifetimes developing, should be fairly compensated. By fairly, I mean replacement in a comparable setting. Current appraisals, in most cases, are considerably under what it will cost to relocate like structure, landscape, and acreage because of the litigation which has delayed the project along. These landowners should not be penalized by the actions of others and circumstances they did not propagate themselves. In some cases, it may be advisable to provide the homeowner the option to have their structures moved to a comparable setting, trading land with the homeowner and providing infrastructure to make the property fully functional. We fully agree with the ITD DE assessment regarding wildlife, plant, and landscape resources. We both strongly believe ITD should ensure that environmental mitigations be local and serve to replace the resource in the affected area, rather than cash payments to another agency looking to augment their operating budget. Where possible, small and un-farmable fragments of agricultural land, resulting from the E2 easement, should be purchased from land owners and dedicated to mitigate wildlife and plant habitat.

Overall, we were impressed with the thoroughness and completeness of the draft EIS and applaud the ITD document, both its analysis and conclusions. It is now time to move on without delay and get the road built. We both support the preferred alternative route E2 and encourage implementation of that route from Horn Creek Road to Moscow.

Sincerely,

Raymond
Nancy Richmond

Raymond Richmond Nancy Richmond

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FEB 22 2013

Comments

Steve and Mary Ullrich
1133 Paradise Ridge Rd.
Moscow, ID 83843

February 19, 2013

Adam Rush, Public Involvement Coordinator
EPA Office of Communications
EPA 7129
333 State St.
EPA ID 33707-1129

Dear Mr. Rush,

For this opportunity to communicate with you regarding the DEIS and ITD's selection of a new 4-Lane Highway South of Moscow, is of great importance. We feel the final decision must be based on very sound and unbiased consideration of safety, the total environment impacted, and the community most directly affected by this action. We hope you will read our comments and those sent in with serious consideration.

Thank you,


Mary Ullrich

Copy to EPA Region 10 Office, Seattle
EPA Office, Boise
Idaho Dept. of Fish and Game, Lewiston
Idaho DEQ, Lewiston
US Fish & Wildlife Service, Boise
Scott W. Reed, Attorney, Coeur d' Alene

TO: Adam Rush, ITD Public Involvement Coordinator
 FROM: Mary and Steve Ullrich, Moscow ID

ITD's preferred new Alignment for, US 95 Thorncreek Rd. – Moscow should be C-3, the central route.

Consider for ITD's Project Purpose, Federal Highway Policy, and EPA Policy. Then, determine which alignment best meets purpose and policy.

- ITD's Project Purposes: Build a Safe Road and Increase Capacity
 W-4, C-3, and E-2 ALL meet these purposes
- Fed. Hwy Policy for new Hwy: Use the least new ROW (unpaved land)
 C-3 uses the least new ROW
- EPA Policy for new Hwy: Make the least impact to the environment
 C-3 has the least impact on the environment
 E-2 has the most impact on the environment

Clearly, C-3 is the logical choice for the new alignment of US Hwy 95 S Thorncreek Rd. – Moscow ID.

Why do those who have in the past promoted E-2 now cry, "Finish the US 95 Project... C-3 is a better choice!" (Lewiston Tribune, LTE- Feb. 3) In fact, C-3 is preferable according to IDFG (Idaho Dept. of Fish and Game), USFWS (Fish and Wildlife Service) and the EPA (The Environmental Protection Agency). (DEIS, Executive Summary, page 16) A letter from IDFG, 10/26/07, (DEIS Appendix 1) states: "In closing, we feel it is important to repeat one additional mitigation recommendation we have made in the Wildlife Assessment and at every opportunity: We recommend avoidance of the eastern alignment. It has been IDFG's position from the start – a position supported by recommendations from the other resource agencies –... We recommend avoidance of alternative alignment E-2." ITD asked for input from these key agencies, but then ignored it! Why? ITD had 2 other acceptable alternatives to work with. Why did it continue to try to justify choosing E-2?

C-3 is a safe alternative. The DEIS Safety Report states, "All existing alternatives would meet the ITD Design Manual and AASHTO (Assoc. of State Hwy and Transportation Engineering) standards. "All existing alternatives will flatten curves to the AASHTO standards." Unfortunately, if E-2 is built rather than C-3, Reisenhauer Hill and the dangerous

ding curve will remain as is, becoming a county road. Still unsafe! For the local
 p n south of Moscow, this unimproved county road will be necessary for daily use as
 v cess to emergency services. The DEIS, "Environmental Consequences", 4.10.4
 "Emergency Response Time" states, "The C-3 Alternative would provide the most convenient
 a d best emergency response times to the population on the existing US 95.." "The
 s of existing US-95 that may be turned over to the North Latah Highway District would
 b d for local circulation and emergency service access."

A some belittle preserving remaining treasures of Paradise Ridge's ecosystem, this is
 a critical reason to choose safe, acceptable Alignment C-3. There is so much to lose,
 u arily, by cutting a huge swath across the shoulder of Paradise Ridge. It is NOT
 N RY! The US Department of Transportation Act of 1966 states, "It is the policy of the US
 g ment that special effort should be made to preserve the natural beauty of the
 co de..." The DEIS (4.17 Irreversible and Irretrievable Commitment of Resources) states,
 "To the greatest extent possible, the Action Alternatives would use existing right-of-way."
 T e, the alignment taking the least new right-of-way and preserving the natural beauty of
 t e countryside should be the first choice of ITD for the new 4-lane Highway. **This points to**
 s **C-3!**

F C-3 should be the preferred alignment rather than E-2 for many more reasons; E-2
 w require far more new Right-of-Way, would impact twice as much prime farmland, would
 ir vice the acreage of wetlands, would create 7 times more noise impacts, would be
 s e more extreme winter weather hazards, would affect 2 domestic wells causing an
 e ller village to be displaced, would increase the likelihood of vehicle-ungulate collisions,
 w negatively impact 24 of the last remnants of the original Palouse Prairie and bisect a
 p storation site, destroy up to 4 acres of a pine stand - habitat for a number of rare
 s and would have the greatest negative visual impact. Thus, the action of building the E-
 2 nt would do irreversible damage to the unique ecosystem of Paradise Ridge.
 P **Follow the most responsible and correct choice and build the C-3 Alignment!**



TC: Ellen Ness, Director of ITD
 FROM: Mary and Steve Ulrich, Moscow ID

ITD: **referred new Alignment for, US 95 S Thorncreek Rd. - Moscow should be C-3, the central**
 road

Consider ITD's Project Purpose, Federal Highway Policy, and EPA Policy. Then, determine
 which alignment best meets purpose and policy.

ITD's Project Purposes: Build a Safe Road and Increase Capacity
W-4, C-3, and E-2 ALL meet these purposes

Fed. Hwy Policy for new Hwy: Use the least new ROW (unpaved land)
C-3 uses the least new ROW

EPA Policy for new Hwy: Make the least impact to the environment
C-3 has the least impact on the environment
E-2 has the most impact on the environment

Clearly, **C-3 is the logical choice for the new alignment of US Hwy 95 S Thorncreek Rd. -**
 Moscow!

Even those who have in the past promoted E-2 say, "Finish the US 95 Project... C-3 is
 acceptable!" (Lewiston Tribune, LT Feb. 3) IDFG (Idaho
 Department of Fish and Game), USFWS (Fish and Wildlife Service) and the EPA (The Environmental
 Protection Agency). (DEIS Executive Summary page 6) Letter from IDFG, 10/26/07, (DEIS
 Appendix 1) states: "In closing, we feel it is important to repeat one additional mitigation
 recommendation we have made in the Wildlife Study and at every opportunity: We
 recommend avoidance of the eastern alignment. It has been IDFG's position from the start - a
 position supported by recommendations from other resource agencies -... We recommend
 avoidance of alternative alignment E-2," ITD asked for input from these key agencies, but then
 ignored it! Why? ITD had 2 other acceptable alternatives to work with. Why did it continue to
 try to justify choosing E-2?

C-3 is a safe alternative. The DEIS Safety Report states: "All existing alternatives would meet the
 ITD Design Manual and AASHTO (Assoc. of State Highway and Transportation
 Officials) standards. "All existing alternatives would meet the standards to the AASHTO
 standard." Unfortunately, if E-2 is built rather than C-3, it crosses Chauer Hill and the dangerous

driving curve will remain as is, becoming a safety road will unsafe! For the local
 portion south of Moscow, this unimproved safety road will be necessary for daily use as
 will access to emergency services. "The DEIS Environmental Consequences", 4.10.4
 "Emergency Response Time" states, "The C-3 alternative would provide the most convenient
 and best emergency response times to the population the existing US 95.." "The
 section of existing US-95 that may be turned over to the Latah Highway District would
 be used for local circulation and emergency vehicle access."

Although some belittle preserving remaining treasures of Paradise Ridge's ecosystem, this is
 an critical reason to choose safe, acceptable Alignment E-3. There is so much to lose,
 unfortunately, by cutting a huge swath across Paradise Ridge. It is NOT
 NECESSARY. The US Department of Transportation Act of 1966 states, "It is the policy of the US
 government that special effort should be made to preserve the natural beauty of the
 country." The DEIS (17 Irreversible and Grievable Commitment of Resources) states,
 "To the greatest extent possible, the Action Alternatives would use existing right-of-way."
 Therefore, the alignment taking the least new right-of-way and preserving the natural beauty of
 the country should be the first choice of ITN for the new Lane Highway. **This points to
 select C-3!**

E-3 should be the preferred alignment over than for many more reasons; E-2
 would require far more new Right-of-Way, would impact more prime farmland, would
 involve the acreage of wetlands, would cause 7 times more noise impacts, would be
 subject to more extreme winter weather hazards, would require 2 domestic wells causing an
 erosion of the village to be displaced, would increase the likelihood of vehicle-ungulate collisions,
 would negatively impact 4 of the 11 remnant of the original Palouse Prairie and bisect a
 potential restoration site, destroy up to 4 acres of riparian habitat for a number of rare
 species and would have the greatest negative cultural impact. Thus, the action of building the E-
 2 alternative would do irreversible damage to the unique ecosystem of Paradise Ridge.
Please be the most responsible and correct choice and build the C-3 Alignment!

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**Paradise Ridge Defense Coalition (PRDC) Comments
Addressing the U.S. 95 Thorn Creek Road to Moscow
Draft Environmental Impact Statement (DEIS) & Section 4(f) Evaluation**

ITD's Project Purposes: Build a Safe Road and Increase Traffic Capacity
Alternatives W-4, C-3, and E-2 ALL meet these purposes and are acceptable to ITD
ITD's stated preference is alternative E-2

The comments herein concentrate on Alternatives C-3 and E-2. There is little support for Alternative W-4 due to its greatest length, farmland destruction, and cost. There are strong objections to choosing E-2 and strong recommendations for choosing C-3.

Below are comparisons primarily between C-3 and E-2:

CONSTRUCTION

Federal Hwy Policy for new Hwy: Use the **least** new Right Of Way (ROW).
C-3 uses less new ROW vs. E-2

Construction Cost: C-3 - \$43 million, E-2 - \$46 million

Engineering:

- o **Maximum Cut Height:** C-3 - 50 ft., E-2 - 128 ft.
- o **Maximum Fill Height:** C-3 - 50 ft., E-2 - 83 ft.
- o **Excavation:** C-3 - 2,300,000 yd³, E-2 - 3,126,000 yd³

ENVIRONMENT

EPA Policy for new Hwy: Make the **least** impact to the environment.
C-3 has less impact on the environment vs. E-2

Wildlife Mitigation: C-3 - \$325,000, E-2 - \$750,000

Noise Impacts: C-3 - 1, E-2 - 7

Noise Receptor Mitigation: C-3 - \$0, E-2 - \$202,884

Agriculture (DEIS- Farmland Summary of Results, "The recommended alternative from the perspective of impact on farmland would be the C-3 alignment."):

- o **Farm Splits:** C3 - 4, E2 - 6;
- o **Remnant Farms < 20 acres:** C3 - 2, E2 - 5;
- o **Prime Farmland Destroyed:** C-3 - 25, E-2 - 51;
- o **Total Farmland Destroyed:** C-3 - 101, E-2 - 158

Original Palouse Prairie Remnants within 1 km: C-3 -- 14, E-2 -- 24. More E-2 remnants are closer to the hwy. than those of C-3, and the area of weed infestation impact would reach the summit of Paradise Ridge from the E-2 alternative.

Wetlands affected: C-3 1.0 a, E-2 3.6 a

Forest stands: C-3 none, E-2 at least 2.5 a of ponderosa pine

Considering all the evidence presented above, it would be **unreasonable and irresponsible**, if not illegal, to consider choosing alternative E-2, which would also have the most negative, irreversible impact on one of the most significant ecological treasures of the Palouse area, Palouse Ridge. The DEIS Section 4(F) Evaluation, 5.1 "Regulatory Framework and Policies", the US Department of Transportation Act of 1966 states that "It is the policy of the US government that **special effort should be made to preserve the natural beauty of the countryside**"

It is apparent that ITD ignored the input solicited from a number of key resource agencies and from much of the public from the very early stages of the project. In the DEIS, Executive Summary, page 16, it states, "Idaho Department of Fish and Game (IDFG), The Environmental Protection Agency (EPA), and the US Fish and Wildlife Service (USFWS) **prefer the C-3 Alternative to the E-2 Alternative.**" Furthermore, a letter from IDFG dated Oct. 10, 2007 (Appendix 1 of the DEIS) states: "In closing, we feel it is important to repeat one additional mitigation recommendation we have made in the Wildlife Assessment and at every opportunity: **We recommend avoidance of the eastern alignment.** It has been IDFG's position from the start -- a position supported by recommendation from the other resource agencies... We recommend avoidance of alternative alignment E-2."

SAFETY

The DEIS Safety Report states: "**All existing alternatives would meet the ITD Manual and AASHTO standards... All existing alternatives will flatten curves to the AASHTO standard.**" Thus, C-3 and W-4 for that matter would both be safe. However, if E-2 is built rather than C-3, Reisenauer Hill and the dangerous descent and curve will remain as is, because it will become a county road and will not be changed to meet AASHTO safety standards. Building C-3 would fix that dangerous section, which so many testified about at the hearing. The DEIS, "Environmental Consequences", 4.10.4 "Emergency Response Time" states, "**The C-3 Alternative would provide the most convenient access and best emergency response times to the population on the existing US 95.**" In addition, E-2 is adjacent to prime ungulate habitat and passes through marginal to moderate ungulate habitat and **vehicle - ungulate collisions** will be more than for C-3, which passes through poor to marginal ungulate habitat.

DIFFERENCES: SIGNIFICANT OR NON-SIGNIFICANT?

The ITD and the "Guide to the Draft Environmental Impact Statement" Brochure contain **misinformation and biased presentation of information which deceives the public.** The pros are presented first in the E-2 descriptions and the cons are presented first in the C-3 descriptions. During the ITD public hearing on 23 February 2013, Tim Long, District Right of Way Supervisor, and Carmen Reese, Senior Right of Way Agent, informed that **"no businesses will be displaced, and widening the current I-95 would have no effect beyond a potential noise increase."** However, in ITD's "Guide to the DEIS" Brochure it states "displacement of 8 businesses" as one of its 4 main reasons for not choosing C-3 as its preferred alternative. In addition, Tim Long said that **E-2 would displace the most residents** because of issues with a displaced well and that ITD had decided to relocate all of the residences within the mobile home park to a house above the park on Eidson. He also stated that only one residence would be displaced along the C-3 route. However, the DEIS stated that C-3 would displace 7 residences and E-2 would displace only 5. It appears that ITD defines "displacement" as "impact" rather than "removal" as the dictionary and most people define "displacement". **These "tricks" deceive the public, public policy makers and more importantly those making the final alternative decision.**

Further exceptions are contained in the DEIS and its "Guide" based on non-substantial or non-statistically significant differences:

- It is stated that E-2 would be the shortest alternative **(by 0.09 miles = 475 ft. vs. C-3)**
- E-2 would result in the greatest travel time reduction." **(32 seconds faster than C-3)**
- That E-2 is the safest route, only considers "predicted rates of crashes". Statistically, the differences are not great; predicted fatal and injury crashes for 2017 are: E2 – 3.8 and C-3 – 4.7. The predictions do not take into account accidents that will occur on the ITD abandoned "US95", which includes a longer stretch with E-2 vs C-3.
- "Estimated Vehicle Miles Traveled (VMT)" C-3 = 31,862 and E-2 = 31,433. Significant?
- "Estimated Operational Energy" C-3 = 50,633 and E-2 = 49,951. Significant?
- Although the DEIS states that "approximately 57% of crashes during the past 10 years occurred during inclement weather." The weather analysis was extremely inadequate; in 1-May 31 in 2005, one of the driest, mildest years on record, so the scope did not

include snow, wind, and drifting. Moreover, the C-3 corridor was not actually characterized. (Weather stations were only near E-2 and W-4.). C-3, which is between the existing highway (low elevation) and E-2 (high elevation), would escape much of the frost that occurs on the existing route and snow and wind that occurs on E-2.

In Conclusion, we strongly urge ITD to choose the very acceptable, safe, and responsible alignment, C-3!

Respectfully,

Paradise Ridge Defense Coalition
P.O. Box 804, Moscow, Idaho 83843
PRDC@Paradise-Ridge-Defense.org

PRDC members include:

Local Citizens
Paradise Audubon Society
Paradise Group of the Sierra Club
Paradise Roadband of the Great Old Broads for Wilderness
Paradise Environmental Sustainability Coalition
Wilderness Rising Tide

Consultants:
C. W. Reed, Attorney
City of Moscow Mayor and City Councilors
Federal Highway Administration
Idaho Department of Environmental Quality
Idaho Department of Fish and Game
Blaine County Board of County Commissioners
U.S. Department of the Interior Bureau of Environmental Policy and Compliance
U.S. Environmental Protection Agency, Boise
U.S. Environmental Protection Agency, Seattle
U.S. Fish and Wildlife Service

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- EB 2 2 2013

William H Goesling PhD
1141 Paradise Ridge Rd
Moscow, ID 83843
billgoesling@yahoo.com
208-596-2001

Mr Adam Rush
Idaho Dept. of Transportation
Office of Communications
PO Box 7129
Boise, ID 83707-1129

Dear Mr Rush,

Thank you for the opportunity to attend IDT's public review on January 23rd in Moscow as many of my questions were answered.

I do, however, have several remaining concerns with respect to the possible selection of E2. I have resided for twelve years on the western end of Paradise Ridge which, I believe, has provided some real world observations and experiences on which to base my concerns for safety, wildlife habitat and water resources.

Safety:

I am concerned that the weather conditions measured do not reflect the conditions that actually occur along the northern two thirds of the proposed E2 route.

- The weather collection site was at the top of Reishenower Hill where it would not capture the actual wind speeds that occur as the wind is "funneled" to the north of the ridge.
- Weather collection data was only collected for one year which those of us who live on the ridge know can vary significantly from year to year.
- Wind will play a significant factor in winter as it moves snow back and forth across E2.

L-44

Question:

- Why wasn't more weather data collected?
- What preventative measures will IDT take to prevent snow drifts along E2? I am specifically interested in the E2 section where IDT proposes to "dig down" 65 feet west of my property.
- Who would be responsible for maintaining the current Hwy 95 if either E2 or W4 options are chosen?

Wildlife Habitat

Based on personal observation I am concerned that the project area research did not fully identified the number of moose, elk and deer that reside along the proposed E2 route. For example, this winter our resident cow moose and bull calf have been highly visible. The bull was observed in my lower barn, then two days later on the University of Idaho campus and several days after that in the Moscow Cemetery. Several days later he was again observed in my barn.

Another example is the frequent observation of a herd of approximately 30 head of elk and numerous white tail deer, although the number is much lower due to a blue tongue outbreak three years prior.

Question:

- What control measures will be utilized to reduce the probability of vehicle vs animal collisions?
- If E2 is selected my farm pond will be one of only two on the east side of E2. What sources of water will IDT provide for wildlife?
- I have captured and released three northern alligator lizards on my property. Does this species require any special provisions?

Water:

This is without a doubt my number one concern. The depth and flow rates of area wells indicate a significant but narrow band of water along the north side and southwest side of Paradise Ridge. If E2 route is selected the 65' "dig down" west of my property with the use of explosives could potentially cause a displacement of this band of water.

Question:

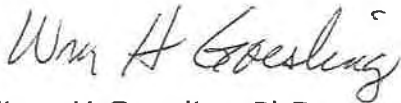
What is IDT'S plan to reduce the probability of such a displacement?
If a displacement of this band of water occurs, what actions will IDT take to ensure my well is able to supply the water my property requires?

Minor Concerns:

- Use of explosives: What provisions will IDT take to minimize potential impact on my property and animals when using explosives?
- Right of Way slopes: Will the right of way footprint be increased or decreased on the east side of E2, if selected, if rock is encountered?

In summary, I am sure you have received many verbal and written comments with respect to which route to select. In your selection process I encourage you to place more value/weight on the comments of those of us directly impacted by the route selected, whether it is E2, C3 or W4.

Sincerely,

A handwritten signature in cursive script that reads "Wm H Goesling".

William H Goesling PhD

FEB 22 2013

Adam Rush
Idaho Department of Transportation
Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

45

Dear Mr. Rush,

I am writing this correspondence as an adjacent land owner impacted by improvements proposed to US 95.

The well documented lethality of Reisenhaur Hill support a concurrence with ITD's preferred alternative "E-2".

I support this alternative after careful consideration, study and dialogue with neighbors, friends and local Businesses impacted by the project.

Although I am a staunch supporter of our local environment, I feel that any environmental impacts mitigated to accommodate this project should first and foremost address the protection of human life.

The studies provided by the FHWA and ITD has substantially addressed the safety benefits of E-2 versus the other alternatives. The main purpose of the realignment stated by these agencies would be to "improve the safety and travel time".


I understand that any location of the proposal would have displacement and environmental impacts. No amount of mitigation can alleviate all considerations.

The existing US 95 would become a county road that would still service the existing Businesses south of Moscow, resulting in minimal impact.

The E-2 route will be less invasive of our streams and wetlands, would not substantially impact air quality and is not located within a flood plain.

As a concerned citizen and impacted land owner I would urge ITD to execute the intent of the relocation and observe "Safety First".

Thank you,


Gloria Taylor, Member
Citizens for a safe 95
1020 Zeitler Rd
Moscow, ID 83843

Citizens concerned for a Safe 95

Phil E. Anderson

Phil E. Anderson

pea1958@hotmail.com



RICHARD Zimmer

Amber Umphenour

Amber Umphenour

Jessica Reilly

Jessica Reilly

Eric Jacobsen

Eric Jacobsen

Jerry Broemmeling

Jerry Broemmeling



Shawn Heath

Michael Gamble

Michael Gamble

Bill Hickey

Bill Hickey

Randall Engelbrecht



Bryce McKay

Penny Schaefer

Penny Schaefer

Casey Anderson

Casey Anderson

Lyle Libby

LYLE LIBBY

Dennis Conrad

DENNIS CONRAD



Stephen Brackington

Citizens concerned for a Safe 95

11 D L
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Jon Parrish

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Jal Al
John Odell

Jacob ANDERSON

Steve Odell

Jim Bruck

Jim Bruck

R: Cut

Ronald Carter

DALE R. POOL

DALE R. POOL

dpool@moscow.com

SAMANTHA McDONALD

SAMANTHA McDONALD

46

FEB 19 2013

February 14, 2013

Dear Idaho Transportation Department,

Safety is the number one concern for the Idaho Transportation Department and residents of Moscow when choosing a new alignment for US 95 from Thorn Creek to Moscow. I strongly disagree with the E-2 alignment. I don't believe one winter report is enough to say this route is safer than C-3. It's hard to believe that a higher elevation route will be safer in the winter. Science proves air is cooler at higher elevations thus producing more ice and snow. E-2 will be in the highest elevation and for the longest distance. Since the primary concern of ITD is safety I think another report should be produced in a harsher winter than the year 2005, which was one of the mildest winters in 25 years. ITD reports that weather influences 57 percent of Highway 95 accidents, so shouldn't there be more data than 1 year showing the weather patterns of each route and thus determining which route is safer?

I also feel E-2 will destroy the beauty of Moscow due to the noise and visual presence it will have. Reports only record noise 300 feet from the centerline. With E-2 being at a higher elevation it will project much farther than that. ITD admits that E-2 is the noisiest and has the most negative effect on the environment. Visual analysis shows 50% high impact for E-2 compared to C-3 at 23%. The DEIS report shows that C-3 alignment will have less effect on habitat, pine stands, species and farmland. Idaho Fish and Game do not support the E-2 alignment and actually strongly recommends against E-2. I do think this is something to take into effect as well as the safety of the road.

I do think there needs to be a change to the current highway however I don't think E-2 is the best option. I strongly disagree with E-2 based on safety, visual impact, noise and environmental effects it will have in the Moscow area. C-3 seems like the safer route when looking at the facts, as well as the least impact on the Moscow area. Why would you choose E-2 when C-3 seems far superior in all categories? I think we need to get beyond the want to develop and look at the truly safer route as well as preserving the beauty of the Moscow area. If we continue to destroy the beauty of the Moscow area less people will want to live here.

On a side note I am frustrated that ITD has leaned in one direction and not clearly explained all the facts to Moscow residents. It's not right to lean in one direction for personal gain or pressure from politicians, developers or city council. When explained to the public E-2 seems like a safer route however when looking at the data and other information gathered by organizations such as Palouse Ridge Defense Council this seems to be partially false or favored in one direction. I request you be completely honest with the residents of Moscow and choose the truly better route for safety and the environment.

Sincerely,



Malena Braatne
919 West C Street
Moscow, ID 83843



Karen Knoff
919 West C Street
Moscow, ID 83843

2-46

47

MAR 25 2013

State of Idaho
Department of Transportation

March 21, 2013

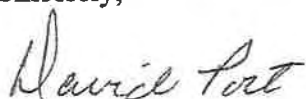
ITD,

After a through study of US Highway project south of Moscow, ID, we endorse the proposed C3 route and strongly oppose the proposed E2 route. These are our reasons:

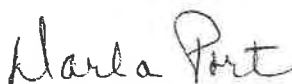
1. We own acres of timber ground and original Palouse Prairie on Paradise Ridge. Some of this comes within 100' of the proposed E2 route. It has been our goal to be good stewards of our property and to keep this area as natural as possible. To our way of thinking, a four lane highway with all the traffic, noise, and ground disturbance certainly isn't in keeping with Nature's way.
2. The proposed route C3 needs the least amount of new right of way.
3. Reisenhauer Hill has been the site of several accidents so that stretch of road is in need of revision no matter where a new highway is located. C3 will assure that an upgrade will happen on Reisenhauer Hill making it a safer roadway.
4. On the proposed E2 route, there is no provision made for the safety of deer, moose, and elk that are present on Paradise Ridge or the safety of drivers who may collide with these large animals.
5. There is a significant difference in the effects of weather the further up in elevation one goes on Paradise Ridge. There will be more snow, ice, and fog on the E2 route than on the C3 route. ITD's weather analysis of weather conditions from January 2005 through May 2005 (during a drought year) wasn't long enough to give an accurate picture of the usual weather conditions on Paradise Ridge. The weather on the Ridge is often different than it is in Moscow.
6. The proposed C3 route is already mostly a roadbed. If a brand new route following the proposed E2 route were carved, this would make another scar mostly parallel to the existing highway. Two scars on the landscape doesn't seem a necessary visual impact.

We do endorse that highway work on US 95 near Moscow is necessary. We urge that the choice of roadbed be proposed route C3. Thank you.

Sincerely,



David Port



Darla Port

48

MAR 25 2013

March 20, 2013

Adam Rush, Public Involvement Coordinator
Idaho Transportation Department

Please accept these comments on the Thorncreek to Moscow Draft Environmental Impact Statement from the Palouse Group of the Sierra Club, and Friends Of the Clearwater. PGSC represents approximately 250 Sierra Club members living in the Palouse region of Idaho and Washington, and FOC represents approximately 700 members from our region.

We strongly support Alternative C-3 as the preferred alternative. Identification of Alternative E-2 is predicated on numerous errors and omissions in the Draft Environmental Impact Statement. In the following discussion we show how the information provided in the DEIS clearly supports Alternative C-3 as the preferred alternative.

SOCIOECONOMIC EFFECTS

According to the DEIS:

- + Alternative C-3 requires the least amount of new right-of-way, offering cost savings.
- + Alt. C-3 would take the least amount of prime farmland, farmland of statewide importance, and CRP land. Alternative E-2 would take twice as much prime farmland.
- + Alt. C-3 would have only one noise effect, whereas Alt. E-2 would have seven noise effects.
- + Alt. C-3 would have the least visual impact whereas E-2 would have the greatest impact - more than twice that of C-3.
- + Alt. C-3 has been determined by the City of Moscow as the most consistent with city/area of impact land use goals.
- + Moscow city staff consider Alt. C-3 most compatible with a proposed Moscow ring road (see City of Moscow comments)
- + Alt. C3 would affect no domestic wells, whereas E-2 would affect two.
- + Alt. C3 would have the most access points. This would be most convenient for local residents and provide the best emergency response times to local residents. This also could contribute to a slightly higher accident rate. This negative contribution could be corrected by the addition of a frontage road, which is currently not proposed by ITD.
- + Although presented differently in the DEIS, Alternative C-3 would only increase noise effects to eight businesses and dislodge one residence. Alternative E-2 would probably undermine the viability of these eight businesses in the absence of Highway 95 traffic, and will dislodge an entire trailer park (five residences or greater).

- = Although Alt. E2 is the shortest (fastest) route, C3 is only 475 feet longer (0.09 miles).
- = Alts. C3 and E2 have about equal construction cost.
- = Alternative C3 has 4.7 predicted fatal and injury crashes per year, whereas E2 has 3.8. However this safety analysis is flawed for at least four reasons:
 - 1) No confidence intervals or p values are provided for these numbers, thus it is not clear if there is any statistically significant difference between the C3 and E-2 crash numbers.
 - 2) The weather conditions used in this analysis are from only part of one winter (Jan. - May, 2005) which was such a mild winter that snow could not even be considered. And even with this inadequate weather analysis, a central alternative was not considered. Alt. E2 stays at the highest elevations the longest, thus will likely suffer the most weather related accidents.
 - 3) On the north and south ends of Alt. C3 in particular Reisenauer Hill, unsafe sections of the current highway would be corrected. However with Alt. E2 these unsafe areas would continue to exist as county roads, and accidents would continue to happen. This was not accounted for in the safety analysis.
 - 4) As mentioned above, numerous access points in Alt. C3 make it less safe. ITD failed to correct this with frontage roads, which would result in a better safety rating for C3 – possibly superior to that of E2. Thus we consider the safety analysis so faulty that it cannot be used to reliably predict differences in safety between the alternatives.

In the above analysis C-3 is superior in nine categories, C-3 and E-2 are similar in three categories, and E-2 is not superior in any categories. Even if we cede superiority in safety and distance to E-2, C-3 still clearly wins with superiority in nine categories, compared to two with E-2.

ENVIRONMENTAL EFFECTS: According to the DEIS;

- + Alt. C-3 will have the least effect on wetlands, whereas Alt. E-2 will impact more than twice the acreage of wetlands as C-3. This is significant in terms of wildlife habitat and also flood control, in which wetlands play a significant role.
- + Alt. C-3 passes through poor to marginal ungulate habitat whereas Alt. E-2 passes through marginal to moderate ungulate habitat. C-3 affects no acres of moderate ungulate habitat whereas E-2 affects 4.4 acres. This is significant in terms of the conservation of native wildlife. Also, better habitat (E-2) will have more ungulates and could increase the likelihood of vehicle-ungulate collisions.
- + Alt. C-3 has the least new area (acres) of impervious surface. This is significant in terms of the least amount of runoff of pollutants into our streams.
- + Alt. C-3 impacts no pine stands whereas E-2 impacts 4 acres of pine stands. E-2 will destroy this habitat for the northern alligator lizard, pygmy nuthatch and long eared myotis, C-3 would not.

- + The DEIS predicts significant negative impacts to Palouse Prairie remnants within a 1 km distance from the highway. There are 14 Palouse prairie remnants within 1 km distance from Alt. C-3, whereas E-2 has 24 remnants within 1 km distance. Also E-2 would bisect a proposed prairie restoration site contiguous with the extremely significant Paradise Ridge prairie remnant. The DEIS weed analysis predicts that negative impacts of E-2 would extend all the way to the top of Paradise Ridge where there is a large, extremely valuable prairie remnant, impacts from C-3 would not. Thus, E-2 would have a much greater detrimental effect on the endangered Palouse Prairie Ecosystem than C-3
- + Alt. C3 would have the least effect on general wildlife
- = Both Alts. C-3 and E-2 have 5 stream tributary crossings.
- = Alt. E-2 has shorter distances along stream tributaries than C-3, however these stream tributary distances would still be present along the old highway with E-2.

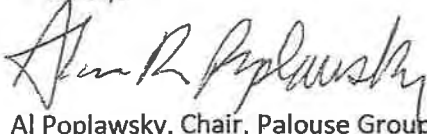
As seen above, Alternative C-3 is clearly superior in six environmental categories, while C-3 and E-2 are similar in two categories. From an environmental analysis, C-3 is clearly superior to E-2 .

In summary, we request that ITD correct all the erroneous information (weather analysis, safety analysis, analysis of dislocation of businesses and residences) in the DEIS, and then objectively analyze and compare the facts as we have above. If done correctly and objectively, we are confident that ITD will come to the same conclusion as we have. Even if these corrections are not done, alternative C-3 is still clearly the superior alternative, from both socio-economic and environmental standpoints, according to the information in the DEIS.

In an EIS, the Federal Highway Administration and ITD are required to analyze a broad range of alternatives, determine which alternatives meet the stated "Purpose and Need", and select that alternative which meets the purpose and need and has the *least* impact to the human environment. The DEIS states that all three alternatives (E-2, C-3, and W-4) meet the purpose and need. The DEIS clearly shows that alternative C-3 has the *least* environmental impact, and E-2 has the *greatest* environmental impact. Therefore, FHWA and ITD should select alternative C-3 for implementation. The selection of alternative E-2 could make this project susceptible to litigation.

PGSC and FOC strongly urge the agencies to get the job done, and select alternative C-3 for implementation.

Sincerely,



Al Poplawsky, Chair, Palouse Group Sierra Club

Gary Macfarlane Friends Of the Clearwater



P.O. Box 416
Troy, ID 83871

49

MAR 25 2013

March 18, 2013

Mr. Adam Rush
ITD Public Involvement Coordinator
Idaho Transportation Department
P.O. Box 7129
Boise, ID 83707-1129

Dear Mr. Rush:

Re: U.S. 95 Thorncreek to Moscow Realignment

We have been following the planning and discussion about the revision of U.S. Hwy 95 for many years and have driven over that stretch of highway over the last thirty or more years. We know what the Reisenauer Hill curve is like and how important it is to improve that segment of the highway.

The best choice for realignment and our strong preference is the C-3 alternative which will do the least amount of disturbance to new terrain and which will continue to serve the needs of the local traffic. It makes the most use of the existing alignment.

We strongly oppose the choice of E-2. There is no need to go further east to a higher elevation and to tear up that area for a four lane highway. Those of us who live in this area do prize Paradise Ridge and do not think that route is necessary or desirable. Apparently there are some interests pushing for that choice—probably the trucking industry. But the highways are, after all, supposed to serve everyone and we should also be sensitive about not destroying our local ecosystems.

Please register our strong preference for C-3 in this important choice.

Thank you for the opportunity to send comment.

Sincerely,

Zoe A. Cooley James H. Cooley

Zoe A. Cooley
James H. Cooley

U.S. 95 Thorncreek Road to Moscow Master List of DEIS Public Comments			
#	First Name	Last Name	Title/Representing Letters
L-1	Steven M.	Watson	
L-2	Selma	Yocom	
L-3	Norbert and Janelle	Niehenke	
L-4	Jim	Anderson	Greater Moscow Alliance
L-5	Stephan	Flint	
L-6	Robert E.	Clyde	
L-7	Farrell	Byington	
L-8	Karen	Bylington	
L-9	Don and Maureen Taylor	Regan	
L-10	Keith G.	Haley	
L-11	Debbie Loaiza, B.J. Swanson and Robin Ohl		Latah Economic Development Council
L-12	Cindy	Magnuson	Great Old Broads for Wilderness
L-13	Joann	Muneta	
L-14	M. Duane	Nellis	University of Idaho President
L-15	Jim	Macdonald	
L-16	Al	Espinosa	
L-17	Jim	McIver	
L-18	Brent	Knapp	
L-19	Cass	Davis	Paradise Ridge Defense Coalition
L-20	Jack S.	Hammond	
L-21	Brad	Halter	
L-22	Frank and Cathy	Merickel	
L-23	John and Christie	Thomas	
L-24			Citizens for Safe 95
L-25	Ian	von Lindern	
L-26			US Department of the Interior-Office of Environmental Policy and Compliance
L-27	Kas and Deborah	Dumroese	
L-28			US Environmental Protection Agency Region 10
L-29	David	Hall	
L-30	Brad	Smith	Idaho Conservation League
L-31			Idaho Department of Fish and Game
L-32	Lahde	Forbes	
L-33	Ian	von Lindern	Citizens for Safe 95
L-34	Margrit	VonBraun	
L-35			Palouse Prairie Foundation Board of Directors
L-36	Shirley G.	Ringo	Idaho House of Representatives (District 5)
L-37	David M.	Skinner	
L-38	Wayne and Jacie	Jensen	
L-39			Paradise Ridge Defense Coalition
L-40	Michael	Haseltine	
L-41	Ray and Nancy	Richmond	

U.S. 95 Thorncreek Road to Moscow Master List of DEIS Public Comments			
#	First Name	Last Name	Title/Representing
L-42	Steve and Mary	Ullrich	
L-43			Paradise Ridge Defense Coalition (petition #1)
L-44	William H.	Goesling	
L-45	Gloria	Taylor	Citizens for a Safe 95 (includes petition)
L-46	Karen Knoff and Malena Braatne		
L-47	David and Darla	Port	
L-48	Al Poplawsky and Gary Mcfarlane		Palouse Group of Sierra Club and Friends of the Clearwater
L-49	James and Zoe	Cooley	
L-50	Audrey	Squires	
L-51	Chad	Hansen, Jr.	
L-52	Emma	Gregg	
L-53	Steven	Peterson	
L-54	Sebastian	M.	
L-55	Daniel	Orfe	
L-56	Evan		
L-57	Levi		
L-58	David P.	Couch	
L-59	David	Stowers	
L-60	Sherman and Janice	Clyde	
L-61	Norm	Metzker	
L-62	Marilyn	Johnson Jr.	
L-63	Henrienne	Westherg	
L-64	Kevin	Poole	City of Lewiston
L-65			Paradise Ridge Defense Coalition (petition #2)
L-66	Christina	Baldwin	
L-67	Stephan	Flint	
L-68			Green Sanctuary Committee of the Unitarian-Universalist Church of the Palouse (signed by 5)
L-69	Stephan	Flint	
L-70	Mary	Ullrich	
L-71	Diana	Armstrong	
L-72	Jason W.	Lyon	
L-73	Rachel JT.	Lyon	
L-74	Bill	---	Excel Transport, Inc. (owner)
L-75	Jerry	Kriegel	Excel Transport, Inc. (form letter)
L-76	---		Excel Transport, Inc. (form letter)
L-77	Michael Alan	Haag	Excel Transport, Inc. (form letter)
L-78	R---	O---	Excel Transport, Inc. (form letter)
L-79	Carmen	LaMontague	Excel Transport, Inc. (form letter)
L-80	Donald R.	Spears	Excel Transport, Inc. (form letter)
L-81	Neal	M---	Excel Transport, Inc. (form letter)
L-82	Walter	---	Excel Transport, Inc. (form letter)

U.S. 95 Thorncreek Road to Moscow Master List of DEIS Public Comments			
#	First Name	Last Name	Title/Representing
L-83	Jeff	M---	Excel Transport, Inc. (form letter)
L-84	Joe	Fiedler	Excel Transport, Inc. (form letter)
L-85	Richard C.	Haaland	Excel Transport, Inc. (form letter)
L-86	Maxine	Thompson	Excel Transport, Inc. (form letter)
L-87	Donald	M---	Excel Transport, Inc. (form letter)
L-88	---	---	Excel Transport, Inc. (form letter)
L-89	Roger	York	Excel Transport, Inc. (form letter)
L-90	---	---	Excel Transport, Inc. (form letter)
L-91	Jack	L--	Excel Transport, Inc. (form letter)
L-92	Wallace B.	G--	Excel Transport, Inc. (form letter)
L-93	Ben	V--	Excel Transport, Inc. (form letter)
L-94	Shawn	Thompson	Excel Transport, Inc. (form letter)
L-95	Levi J.	Kimball	Excel Transport, Inc. (form letter)
L-96	Steve	More	Excel Transport, Inc. (form letter)
L-97	B--	--	Excel Transport, Inc. (form letter)
L-98	Chad C.	Richardson	Excel Transport, Inc. (form letter)
L-99	---	---	Excel Transport, Inc. (form letter)
L-100	Frank	---	Excel Transport, Inc. (form letter)
L-101	Mark C. and Dori K.	Jackson	Excel Transport, Inc. (form letter)
L-102	Jody	Arrington	Excel Transport, Inc. (form letter)
L-103	David E.	---	Excel Transport, Inc. (form letter)
L-104	Gayle L.	Painter	Excel Transport, Inc. (form letter)
L-105	Jeff	Hilbert	Excel Transport, Inc. (form letter)
L-106	Kevin R.	Byers	Excel Transport, Inc. (form letter)
L-107	Cameron	Solberg	Excel Transport, Inc. (form letter)

MAR 25 2013

L-50

22 March 2013

Audrey Squires
508 W. 1st Street
Moscow, ID 83843

Ken Helm
Idaho DOT Project Manager
c/o Office of Communications
P.O. Box 7129
Boise, ID 83707-1129

Dear Mr. Helm:

Children see the world more clearly than we adults do. They are not caught up in politics and are generally unbiased. They have a more basic understanding of the important things in life and how we should interact with the environment. They may not understand the complex economic aspects of a problem, but oftentimes that allows for more clarity in decision-making.

My 7th grade students at Garfield-Palouse Middle School in Garfield, WA recently studied the native Palouse prairie and immediately fell in love with it through the photos that they saw, shouting out, "Can we go on a field trip there!" My heart warmed over their excitement, but I was also saddened by the fact that these children, who are the Palouse region home, had never before seen the native habitat. As I am sure you are well aware, only one percent of the Palouse prairie remains, making it not surprising that my students were just learning of it. Before the lesson, they probably would have cited wheat fields as the native ecosystem. I hope to be able to take my students to find some of the remnants of Palouse prairie this spring. But after that, what will happen? If Highway 95 is re-routed through E-2, even less of this important habitat will be around for future class field trips, and even more importantly, for our native species that call the prairie home.

I also understand that there are economic and safety reasons for re-routing the highway. However, as many of my students have aptly pointed out, C-3 should be a cheaper option as it requires less new road than either E-2 or W-4. Furthermore, the study completed to determine the winter weather conditions on the E-2 option was flawed. Collecting weather data during a mild winter will not provide accurate information about the potential hazards that could be observed on the highway if built there. I ask you, how will building a highway at a higher elevation make it safer to drive on in the winter? I urge you to select the C-3 option because it will be a safer route requiring less road construction and disturbing the least amount of native habitat.

We value the Palouse Prairie and hope you will too.

Sincerely,

Audrey Squires

NSF GK-12 Science Teaching Fellow, Gar-Pal M.S.
M.S. Candidate, Water Resources, University of Idaho

L-50

L-51

Dear, Idaho D.O.T.

You don't need to destroy
something beautiful in the world
to make driving more safe!!

If you make the new road
C-3 you will have more
people mad then there are now
for the thought of that road.

W-4 is a safer route and
you won't be destroying Paradise ridge
You would rather destroy a

beautiful land mark or make
people drive a little bit further
than they would on C-3. If

I was to do what you are
doing I would chose W-4.

Respect fully,
Chad Hansen, Jr

L-51

L-52

Dear Idaho D.O.T.,

I believe that the best alternative for the highway is W-4. From my understanding, the current road is very dangerous. W-4 is a great alternative because it has less curves than US-95. Also, the E-2 route is a bad idea because it destroys the last of the original Palouse. I think that putting a road through the Palouse Prairie will also cause a lot of conflict and will damage the meaning of the beautiful scenery of the Palouse area.

Please don't get rid of the Palouse I know.

Respectfully,
Emmy Gregg

L-52

to who it may concern Idaho

I respect fully appreciate the
safety concerns of the drivers on
the road but in order to do that you
have to cut the rough most of the
prairie mainly that we have
little of so please for the prairie
use what though it's longer please
don't cut through the prairies.

Respectfully
Steven Peterson

L-54

After reading your pamphlet about Highway 95, it seems extremely clear you want the encouragement of road C-3. Though a lot of benefits, along with some drawbacks were listed, are there any more possible drawbacks? If so, there must be more benefits to road E-2. If it's alright, would you please include more information?

Respectfully, Sebastian M.

L-54

Dear IDI,

I'm a student from Gar-Pal Middle School.
I think you should go with the C-3
highway alternative. It uses less land, and costs
about the same as E-2. E-2 would cause
5 residences to be destroyed.

If you were to go with the E-2 alternative
you would destroy 4 acres of ungulate land
and that would create more ungulate-car
accidents. Also C-3 affects the least amount
of wild life.

Respectfully
Daniel Orfe

Dear Idaho DOT,

I think you should use C-3 route because it takes up the least amount of farmland and requires the least amount of new right-of-way. C-3 seems like a good route because it is the most direct and straight.

Respectfully,
Evan

Dear IDT,

I believe that C-3 would be the best for a lot of people because it would dehome less people and wouldn't have very many interruptions in the process of making it. Also, as your packet said, the risk of driving is lower.

Respectfully, Levi

FEB 25 2013

Feb. 19, 2013

US 95 Thorncreek to Moscow Project

PO Box 7129

Boise, ID 83707-1129

L-58

To Whom it May Concern:

Although I was unable to attend the January 23rd Thorncreek to Moscow DEIS public hearing, I would like to register my support for the E-2 (preferred) alignment. I believe the E-2 alignment will be the safest of the four alternatives being considered because it is the shortest route with the least amount of access points. Additionally, I believe it will be the least susceptible to icy, slick road conditions as it will be above most ground fog conditions and would have the best exposure to the winter sun.

Since I have family and friends that routinely drive the route between Lewiston and Moscow, I encourage ITD to proceed with the construction of this section of US-95 (preferably the E-2 alternative) as quickly as possible. Thanks for the opportunity to comment

L-58

David P. Couch, PE

21132 11th St Lewiston ID 83501

L-59

FEB 25 2013

February 23, 2013

Adam Rush
Public Involvement Coordinator
Idaho Transportation Department
Box 7129
Boise, Idaho 83707-1179

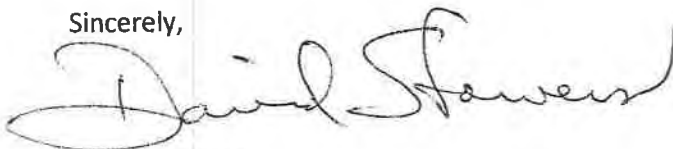
ATTN: Project number DHP-NH-4110-Key#: 9294-Thorn Creek

Dear Mr. Rush,

It is my opinion that the Thorn Creek Road project is long overdue. There have been far too many accidents, deaths and property damage on the old road. Also because of the 10 year delay, the taxpayers must spend millions more to build the new Paradise Ridge Road which is the project that needs to be done now!

I am at the point where I feel that someone or group needs to sue the Paradise Ridge Coalition. I feel the State Transportation Department needs to immediately get the project going and no more delays. See the attached article about the constant accidents on Reisenauer Hill to prove the point. All the students at the University of Idaho and the hundreds of commuters deserve a new road now.

Sincerely,



David Stowers
913 Warner Avenue
Lewiston, Idaho 83501
ettamae49@yahoo.com

L-59

Slick road blamed for two accidents

MOSCOW — Two related accidents near the top of Reisenauer Hill on U.S. Highway 95 south of Moscow injured one person and closed the roadway for two hours.

According to Idaho State Police accident reports, the first crash happened at 5:21 p.m. Thursday when a southbound 1994 Saturn sedan driven by Brian Smith of Moscow lost control on icy roads. The vehicle crossed the center line, left the northbound shoulder and rolled one time into the bottom of the ditch.

Medics transported Smith to Gritman Medical Center in Moscow with unspecified injuries. Two passengers, including a 4-year-old boy, were uninjured, according to the state police.

The second accident occurred seven minutes later as traffic slowed for the earlier accident. A 2006 Chevrolet HHR driven by Christopher Clawson of Boise began to slide as he attempted to slow down, and he maneuvered the vehicle toward the right shoulder. But a 1995 Saturn sedan driven by Petra Klander of Uniontown slid into the rear of Clawson's vehicle, causing Clawson to slide off the shoulder.

Klander's vehicle slid into the northbound lane and came to rest near the fog line, blocking traffic. Neither Klander nor Clawson were injured.

Date 2/21/13

FEB 25 2013

L-60

FEB 25 2013

Sherman & Janice Clyde
2940 Clyde Road
Moscow Idaho

We support E2 it is the safest route
plus the fewest accesses

We have lived along highway 95 for
over 48 years

It is dangerous trying to get on the
highway.

We have seen a lot of accidents and
deaths on the highway where we live

C3 will make it more dangerous.
Having to cross two lanes + turn lane
To get on highway

We support E2

Sherman Clyde
Janice Clyde

L-60

Sheet1

L-61

Dear Sir.

02/04/13

I am writing in regards to the Thorn Creek to Moscow road project.
At the meeting on Jan. 23 —2013 I spoke of W 4 or C 3. Im sorry.

Now I have had a better chance to study the alternative. For a vote it
Appears that E 2 is the best rout.

I am also in favor of a North-South bypass Rout on the West side.
This needs to be planed for before To much home or business Construction.

I have lived in Latah County for over 50 years and have long sense
Hoped fore many road improvement projects. And this is one of them.

Thank you for listening.

Norm Metzker
2709 Granville St.
Moscow, Id. 83843

Norm Metzker

L-61

L-62

February 5, 2013

Dear ITD

As a property and business owner along the current US Hwy 95 corridor, I am in favor of the E2 routing of the highway. The current highway has many safety issues, paramount of those are the many county roads, driveways and business entrances. I counted 14 businesses between the Primeland site and Johnson Excavating. Four of those businesses are on my property. One of those businesses (Johnson Excavating) has slow moving heavy equipment entering the highway numerous times a day. The Latah County Motor Pool shop is also located there with the sheriffs' department coming in and out many times a day. Green Acres RV Parking has slow moving motor homes looking for a place to park overnight and Don's Plumbing office and dispatch are located on my property. I also have a spring on my property that supplies water to the businesses and any excavating for the central route could easily impact that resource. There are 8 businesses and 7 homes that would be displaced should C3 be chosen as well as the water supplies.

The two trailer courts (Hidden Village & Valhalla) along this stretch of road also generate a significant amount of traffic entering the highway as well as the many driveways to homes and county roads.

By moving the highway to the east IDT can control the access to the highway thus making for a much safer commute.

The current highway would then be part of the Latah County Highway district and I would imagine that they would reduce the speed limit thus making the section of road safer.

I have been closely following the rhetoric of the opposition to the E2 routing and find it interesting that they wish to maintain Paradise Ridge as a somewhat pristine environment. The area has already been impacted with extensive development. Paradise Ridge is ALL private property not a public recreation area, with over 50 homes, radio and TV towers, and a commercial riding arena and other endeavors. A look at a county map shows that much of the ridge is divided

L-62

FEB 14 2013

up in what one day may well be more development. So much for pristine. This very vocal group of opposition to E2 appears to be some of same folks that caused the stink about the megaloads. Most do not even live in the corridor.

It is time that the project get moving so that no more lives are lost and that the least number of homes and business are impacted. I am a Latah County native and E2 is long overdue.

Sincerely,


Mrs. Ole Johnson, Jr. (Marilyn)

2921 Cameron Road

Moscow, Idaho 83843

3-19-13

Idaho Transportation Dept

3311 W. State

PO Box 7129

Boise, ID 83707-1129

L-63

Dear Project Committee,

I am writing to you in opposition to the E-2 option for the road work to be done on Hwy 95 South of Moscow. This is not the safest route, or the most cost effective. It makes more sense to relocate closer to the Stateline with connection to the larger populated areas of Moscow + Pullman.

This section of deadly highway needs immediate attention, and deserves a roadway that will avoid the high hill dangers and displacement of home owners concerns.

Please do the right thing and build the new road West for the best possible outcome for everyone,

Thank you,

Hennanne Westberg
5118 Lennelle Rd
Moscow, ID 83843

L-63

L-64

INF	ACT	INT
<input checked="" type="checkbox"/> PDE	<input type="checkbox"/>	<input type="checkbox"/>
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File By / No. _____

March 5, 2013

Mr. Kenneth G. Helm, District Transportation Planner Senior
 Idaho Transportation Department
 PO Box 837
 Lewiston, ID 83501

RE: Project No. DHP-NH-4110(156); Key No. 09294
 Comment Period Extension for the Draft Environmental Impact Statement
 (DEIS), Thorncreek Road to Moscow

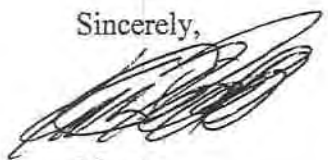
Dear Mr. Helm:

The City of Lewiston strongly supports the preferred alternative identified as E2 in the DEIS for the US-95 Thorncreek Road to Moscow project. This project has long been needed to address the dangerous conditions on US Highway 95 from Thorncreek Road north to the Moscow city limits that have caused numerous fatalities and injuries to motorists utilizing this section of highway.

Approximately 6,100 vehicles travel this route each day and the current conditions have resulted in eight accident-related deaths and 207 accident-related injuries since 1997. This highway is the only full length north-south transportation corridor for the State of Idaho and the perilous conditions of this stretch of highway pose significant dangers to users.

These comments are not intended to encourage Federal or State of Idaho regulatory agencies to lessen regulatory oversight and/or take shortcuts in the approval process, but instead, urge them to prioritize review processes and to appropriate funds so that these much-needed improvements can be made as soon as possible.

Sincerely,



Mayor Kevin Poole

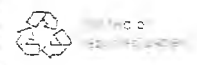
Cc: Lewiston City Council, City Manager Jim Bennett
 JHB/jas

RECEIVED
MAR 12 2013
 DIV. OF HIGHWAYS
 LEWISTON, IDAHO

INFO	D2	ACT	SIG
DE			
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ALL SUPV			



L-64



2-65

DON'T PAVE PARADISE

Paradise Ridge Defense Coalition

P.O. Box 8804, Moscow, Idaho 83843

Email: PRDC@Paradise-Ridge-Defense.org

Website: Paradise-Ridge-Defense.org

February 21, 2013

Adam Rush
Public Involvement Coordinator
Idaho Transportation Department
Office of Communications
P.O. Box 7129, Boise, Idaho 83707-1129
Adam.Rush@ITD.Idaho.gov

Cc: Idaho Governor C.L. 'Butch' Otter
Idaho Transportation Board Chairman Jerry Whitehead
Idaho Transportation Department Director Brian Ness
Scott W. Reed, Attorney

Paradise Ridge Defense Coalition Petition Addressing the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) & Section 4(f) Evaluation

Please consider and include the enclosed *Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow* as part of our comments on the U.S. 95 Thorncreek Road to Moscow DEIS and Section 4(f) Evaluation.

Respectfully,

Paradise Ridge Defense Coalition (PRDC)
P.O. Box 8804, Moscow, Idaho 83843
PRDC@Paradise-Ridge-Defense.org

PRDC members include local citizens and
Palouse Audubon Society
Palouse Broadband of the Great Old Broads for Wilderness
Palouse Environmental Sustainability Coalition
Palouse Group of the Sierra Club
Wild Idaho Rising Tide

L-65

Dear C.L. Butch Otter, Governor of the state of Idaho, Brian Ness, Idaho Transportation Department Director, and Jerry Whitehead, Chairman, Idaho Transportation Board,

We are pleased to present you with this petition affirming one simple statement:

"For safety, cultural, and environmental reasons, we the undersigned oppose the realignment of U.S. Highway 95 as proposed by the Idaho Transportation Department's preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com).

We recognize the need for a straighter, wider, and safer highway, and thus regret that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems on this highway section.

Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers can expect more hazardous E-2 driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of an unseasonably mild and dry winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E2 alternative. Also, some of the least safe sections of the current highway would remain unimproved as parts of a county road with the E-2 proposal, whereas C-3 would correct these sections of highway.

Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a treasured cultural and environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of regional flora and fauna.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C-3 and E-2 are similar, and E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be negligent and culpable. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

"

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,
Al Poplawsky

Chris fountain
Moscow, ID 83843
Feb 21, 2013

Kate Thomas
Canberra, Australia
Feb 20, 2013

I fully support rerouting highway 95 via the C-3 realignment for a variety of reasons, not the least of which is that the higher route (E-2) can be considerably more dangerous during the winter months. We live on approximately the same elevation on Moscow Mt. and regularly experience snow and ice when the lower elevation roads still have only rain. These same conditions would make the higher portions of the E-2 route equally dangerous, except that it would be the major highway with heavy traffic, rather than a local access road, as it is in our case.

Willemina Kardong
Moscow, ID 83843
Feb 20, 2013

Hollis enserro
Dayton, CA 95928
Feb 20, 2013

Nancy Chaney
Moscow, ID 83843
Feb 20, 2013

Sarah Wray
Moscow, ID 83843
Feb 20, 2013

Joe Campbell
Moscow, NJ 83843
Feb 20, 2013

Ken White
University, ID 83843
Feb 20, 2013

William F. Moore
Moscow, ID 83843
Feb 20, 2013

The C-3 option is the best route. I drive that stretch of highway and agree something has to be done, but the preferred E-2 option is disruptive to our community.

Roger Hayes
Moscow, ID 83843

Feb 20, 2013

Scott Chitwood
Waxhaw, NC 28173
Feb 20, 2013

matt arell
Pullman, WA 99163
Feb 20, 2013

The petition statement sums it up nicely, anyone who has been on Paradise Ridge would agree.

Nancy McPherson
Eagle, ID 83616
Feb 20, 2013

What are you thinking? Truly improve the road or leave it alone and reduce the speed limit. Be reasonable.

Diana Armstrong
Moscow, ID 83843
Feb 20, 2013

Eric Martin
moscow, ID 83843
Feb 20, 2013

al espinosa
Moscow, ID 83843
Feb 20, 2013

kelly kingsland
Moscow, ID 83843
Feb 20, 2013

Cheryl Mendiola
Boise, ID 83702
Feb 20, 2013

erika kleyne
Eugene, OR 97404
Feb 19, 2013

Please do not realigne this highway! It is a terrible idea and will destroy a valuable ecological area. It is also very hazardous

Jacqueline E Coan
Moscow, ID 83843
Feb 19, 2013

Gordon Steinhoff
River Heights, UT 84321
Feb 19, 2013

Alternative E-2 is the most destructive of the 3 alternatives. ITD studies did not accurately reflect the realities of weather, potential conflicts with wildlife (e.g. car/deer interactions), and the overall cultural and environmental impact of E-2. Nor did it give adequate weight to the continuing danger of the existing segment of US 95 which will continue to be used for local access under the E-2 scenario and which will need to be maintained. Using the existing corridor for the improved US 95--alternative C-3-- will avoid these problems.

Mary DuPree
Moscow, ID 83843
Feb 19, 2013

Anyone who lives in this area could tell you that often when it is clear in Moscow, most of Paradise Ridge is completely enveloped in dense fog. And when it is cold and rainy in the lowere elevations, it is snowing on the Ridge. Please pay attention to the people who know and drive in the area.

Jane S. Freed
Moscow, ID 83843
Feb 19, 2013

Please consider the C-3 alternative as it achieves a better result and damages less sensitive areas. Thank-you

James Spohn
Worley, ID 83876
Feb 18, 2013

William Hall
Moscow, ID 83843
Feb 18, 2013

Marilyn Olsen
Emigrant, MT 59027
Feb 18, 2013

Bruce Pendery
Logan, UT 84321
Feb 18, 2013

EJ Hansen
Moscow, ID 83843
Feb 18, 2013

Bob Loftus
Moscow, ID 83843
Feb 18, 2013

As a professional photographer specializing in the Palouse region for 20 years, Paradise Ridge has provided me the opportunity to photograph the rare native flora that is present on the Ridge. Some of these photographs have been published and displayed the world over, increasing appreciation and awareness of the Palouse region and of issues related to environmental concerns for native landscapes. Paradise Ridge is too valuable, beautiful, and rare to place at further risk-- please do not select the E-2 Alternative Realignment of Hwy. 95 between Thorncreek Road and Moscow, Idaho.

Alison Meyer
Worley, ID 83876
Feb 18, 2013

Please consider the public safety implications of widening this particular corridor. In addition I support the state of Idaho's independent tradition of keeping some of our native areas intact not only for our tourism economy, but for our frontier ethos of keeping some of the wildness alive for future generations of Idahoans, for fishing and hunting. I urge the ITD to consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Janet Guthrie-Granja
Viola, ID 83872
Feb 18, 2013

Theresa Hanford
Moscow, ID 83843
Feb 18, 2013

Shirley Page
Wyoming, MI 49509-4409
Feb 18, 2013

Jerry Bancroft
Payson, AZ 85541
Feb 18, 2013

Susan Bistline
Sagle, ID 83860
Feb 17, 2013

Thomas Barry
Newport, MN 55055
Feb 17, 2013

Julianne Waters
Moab, UT 84532
Feb 17, 2013

Cecelia Hanford
Bellingham, WV 98225
Feb 17, 2013

j.vorhees
University, ID 83843
Feb 17, 2013

Margaret Besser
Moscow, ID 83843
Feb 17, 2013

Kristina Hanford
Moscow, ID 83843
Feb 16, 2013

Robin Baker
Moscow, ID 83843
Feb 16, 2013

Nathaniel Cousins
University, ID 83843
Feb 16, 2013

Moving the highway to a higher elevation is going to create safety problems. I have been over this highway many times when the fog was so thick we couldn't see but a few feet ahead. If you move it higher, it will be even more dangerous. Also, snow will be more prevalent in higher elevations, also making it more unsafe.

Dick Bullock
Priest River, ID 83856
Feb 16, 2013

Janet Campbell
Moscow, ID 83843
Feb 16, 2013

The central route is safer and more economical overall.

Jim Prall
Moscow, ID 83843
Feb 16, 2013

Mickey Jackson
Copeland, ID 83805
Feb 16, 2013

Michael
University, ID 83843
Feb 15, 2013

The short term of this proposal does not compare the the long term livelihood of this community.

SCOTT MCBEATH
PULLMAN, WA 99163
Feb 15, 2013

This would be an unreal break in our community!

Francene Watson
Pullman, WA 99163
Feb 15, 2013

Theresa Potts
Coeur d'Alene, ID 83815
Feb 15, 2013

Ann Peters
Idaho Falls, ID 83402
Feb 15, 2013

Sally A. Jones
Cocolalla, ID 83813
Feb 15, 2013

Holly Porterfield
Nampa, ID 83651
Feb 15, 2013

Susan T Williamson
Bayview, ID 83803
Feb 15, 2013

Beverly Adams
Minneapolis, MN 55404
Feb 15, 2013

Amy Mazur
University, ID 83843
Feb 15, 2013

Borg Hendrickson
Kooskia, ID 83539
Feb 15, 2013

Karen Lewis
Moscow, ID 83843
Feb 15, 2013

Teresa Kurtzhall
Elk, WA 99009
Feb 15, 2013

Please be responsible for what can never be returned to our national cultural heritage. There is a better solution.

Elizabeth Graff
Moscow, ID 83843
Feb 15, 2013

Allyson Unzen
Sagle, ID 83860
Feb 15, 2013

I drive U.S. 95 when in Idaho going to visit relatives. The current route is important as it is a good n/s road to drive on. I object to any change in the route as I enjoy the special features the Palouse panhandle offers. I am concerned about any additional human upset in the delicate environment that this area of Idaho has. Keep as close to the SAME route you currently have. Don't upset any additional wild lands for a new road. Also, the Palouse farmland is valuable to keep in tack. Use the C3 proposal and NOT the E2.

Patrick Joyce
Billings, MT 59101
Feb 15, 2013

Ellen Roskovich
Moscow, ID 83843
Feb 15, 2013

Strongly agree with position statement

Robert Farr MD
Coeur d Alene, ID 83814
Feb 15, 2013

Prairie Wolfe
MSLA, MT 59801
Feb 15, 2013

Don't these people listen to the constituency of Idaho?

David M Monsees
Boise, ID 83702
Feb 15, 2013

Ardyth Hoffer Hallicola
Grand Ronde, OR 97347
Feb 15, 2013

Midge Marcy-Brennan
Hayden, ID 83835
Feb 15, 2013

frances rodriguez
Moscow, ID 83843
Feb 15, 2013

Jeanne Wood
Moscow, ID 83843
Feb 15, 2013

The IDOT proposed route is the most damaging option. It damages the integrity of the Palouse prairie of Paradise Ridge. It is also most impactful on the landscape and the view-scape and it incurs greater danger from the point of ice and fog. Please choose a lower-elevation route that avoids these issues. Thank you. I am a prior resident of Moscow and Paradise Ridge.

Philip Tanimoto
Newton, MA 02466
Feb 15, 2013

Bruce Ackerman
Boise, ID 83712
Feb 15, 2013

A decade gone, and ITD has learned nothing! This is the same "Pave Paradise" route that we've been fighting for so long.

Joshua Yeidel
Viola, ID 83872
Feb 14, 2013

Why is ITD obsessed with E-3? What aren't they telling us? Even if they are planning some bypass to the east of Moscow in the future, the E-3 plan would only save maybe half a mile of future construction. As I recall from the previous round of proposals a few years ago, the C-3 alternative was much cheaper.

Richard A. Hensley
Moscow, ID 83843
Feb 14, 2013

Strongly support C3. Strongly disfavor E2

Thomas Besser
MOSCOW, ID 83843
Feb 14, 2013

Shelley McGuire
Moscow, ID 83843

Feb 14, 2013

Joel Deese
Eugene, OR 97402
Feb 14, 2013

Bernadette
Copeland, ID 83805
Feb 14, 2013

Having driven US 95 countless times going to and from college, I'd hate to see this stretch of road become even more dangerous and ruin an environmental landmark.

Suzanne Dolberg
Seattle, WA 98122
Feb 14, 2013

Donni Moen
St Maries, ID 83861
Feb 14, 2013

Stephen Willey
Sandpoint, ID 83864
Feb 14, 2013

bill and joan gundlach
Coeur d Alene, ID 83814
Feb 14, 2013

C.L.Osborne
Potlatch, ID 83855
Feb 14, 2013

Adela Sussman
COEUR D ALENE, ID 83815
Feb 14, 2013

Charles Trost
Pocatello, ID 83204
Feb 14, 2013

This path goes through unique habitat, and is one of the only remaining places where certain rare bird species, such as Clay-colored Sparrows, can be seen. There is no where else in Idaho where these rare species can be found.

Paul Ostler
Boise, ID 83714
Feb 14, 2013

I am concerned because of potential destruction of the last of the native Palouse Prairie

Janet Callen
Coeur d Alene, ID 83815
Feb 14, 2013

The E-2 alignment will do irreparable damage to a tiny pocket of a largely vanished ecosystem, and for what? There is no reason to destroy this when there is a perfectly acceptable alternative.

Steven Hofhine
Moscow, ID 83843
Feb 14, 2013

Joe Roberts
Moscow, ID 83843
Feb 14, 2013

Thank you for giving every consideration to this petition.

Julia M Saylor
Helena, MT 59601
Feb 14, 2013

Please consider route C# as the choice for the new U.S. highway 95. Although this is a necessary north/south roadway in the panhandle of Idaho and safely is of utmost importance any other route would have very negative impact on the Moscow region.. Due to the unique environment in which it travels through I believe it VERY important that as little as possible new land be used/disrupted with making HWY 95 safe and up to current standards as a highway. The Poulouse is home to some of the most fertile farmland in Idaho. It also has a delicate ecosystem, home to much wildlife that are dependent on land NOT being encrouched upon for increased motor vehicle traffic. The native plants in this region are also valuable and in need of protection. The least damaging route through the Moscow area is hands-down C3. Please consider the itemized statement that lists the numerous negative impacts the E2 route would have. Please reconsider the C3 route over the E2!

Sue E. Robinson
Billings, MT 59101
Feb 14, 2013

William Sweeney
Moscow, ID 83843
Feb 14, 2013

There are better choices for this Hwy that would protect the native lands of the Polouse.

Janet Torline
Harrison, ID 83833
Feb 14, 2013

William L Krumpelman

Post Falls, ID 83854
Feb 14, 2013

Shirley Sturts
Coeur d'Aene, ID 83814
Feb 14, 2013

Jay Carlisle
Boise, ID 83703
Feb 14, 2013

Save this valuable land for the habitat that rare songbirds use it! A road would only increase problems in the area.

Stephany Erwin
Boise, ID 83705
Feb 14, 2013

AnnMarie Little
Hayden, ID 83835
Feb 14, 2013

Cameron Wilson
Moscow, ID 83843
Feb 14, 2013

robert greene
Portland, OR 97217
Feb 14, 2013

I support the statement.

Brian French
Pullman, WA 99163
Feb 14, 2013

H. M. Sustaita
Eugene, OR 97404
Feb 14, 2013

Please use either the central or west route. The Paradise Ridge route damages our fragile prairie ecosystem. It can never be reclaimed. It is also a hazardous winter route. The far west line would be least detrimental to homeowners and wildlife.

Joanne sutton
Moscow, ID 83843
Feb 14, 2013

Marya Schroeder
Germany
Feb 14, 2013

Linda Canarie
Moscow, ID 83843
Feb 14, 2013

Sarah Ullrich-French
Pullman, WA 99163
Feb 14, 2013

Merla Barberie
Sandpoint, ID 83864
Feb 14, 2013

The preferred alternative will be very bad for the endangered Palouse Prairie and all the animals and plants that live there. Therefore, I cannot support this route and urge the ITD to choose a lower route away from the ridge.

Tim Hatten
Moscow, ID 83843
Feb 14, 2013

Janet Williams
Moscow, ID 83843
Feb 14, 2013

Julie Roberts
Moscow, ID 83843
Feb 14, 2013

Jim and Zoe Cooley
Troy, ID 83871
Feb 14, 2013

Idaho has a backlog of road maintainance needs. To triple the amount of roads Idaho will need to maintain with both snow removal and repair is not fiscally responsible. A more reasonable approach would be to make the current route a 2-lane, 1-way stretch and build a new 2-lane, 1-way stretch flowing in the opposite direction on the western proposed route, or make the C3 route the preferred choice, as paving Paradise Ridge is unacceptable for numerous reasons already well-articulated. After all, the current route will still be used and remain unsafe if they build a new 4-laner. Better to modify the current route, solve the safety issues, save money and protect Paradise Ridge.

Garrett Clevenger
University, ID 83843
Feb 13, 2013

this highway is scary in winter already. lets not make it worse.

Sally Cloud
Sandpoint, ID 83864
Feb 13, 2013

As an almost daily commuter on Hwy 95, I understand the need for a safer highway and very much want to see this section of road become four lanes. However, the E-2 Alternative does not seem to be the best route, for a variety of reasons, the most significant of which are the weather conditions that the proposed route would be subject to. On many mornings in the winter, there is a fog bank on the flank of Paradise Ridge where the proposed E-2 route would go. Also, that area of the ridge is snowier than lower down, and given that ITD can't keep the current, highly treacherous section of 95 safely maintained in the winter, why should we trust that the road maintenance would improve on this new route? Do we really want people driving in these kinds of dangerous conditions when the entire point of this reroute is to make the road safer? And from a community aesthetic standpoint, there's no question that C-3 is the better route. Please reconsider this crucially important decision.

Laura Earles
University, ID 83843
Feb 13, 2013

Saving sensitive native Palouse Prairie's flora and fauna and locating Highway 95 in a safer elevation will be of greater long term benefit for all traffic on Highway 95's busy corridor. Driving this stretch of Highway 95 during winter weather has always been difficult for myself and my family, when we travel from our home to events in Moscow during the many cold and dark winter months here in Idaho.

Nikki Pacheco-Theard
Coeur d Alene, ID 83814
Feb 13, 2013

Andriette Pieron
Moscow, ID 83843
Feb 13, 2013

Of course we do need help for this section of road. As a biker I'm completely scared biking home from friends who live at thorn creek. But I'd love you to reconsider the C3 alternative. Paradise ridge has been part of my life for 60 years - it is quite dear to many of us for multiple reasons. And the E2 alternative may create dangers due to weather and it's high elevation, and it still leaves some dangerous road so is not a good solution. Thanks for your time and attention to this!

Jill Seaman
Moscow, ID 83843
Feb 13, 2013

lynn and vince murray
Moscow, ID 83843
Feb 13, 2013

Robert Freistadt
Helena, MT 59601
Feb 13, 2013

Please recognize the need to make changes that make the best use of resources in the least amount of time and energy/financial expenditure. I can only guess that the push to use the E-2 alternative is because someone is related to or in debt to the contractors/engineers who stand to profit from choosing E-2.. This is usually the way it is when it makes no sense to construct/allow or support a less safe alternative. Please review the C-3 option for its workability, and don't create more hazards for us.

Jennie Reisner
Priest River, ID 83856
Feb 13, 2013

Claire Simon
Deary, ID 83823
Feb 13, 2013

Anne Nesse
CDA, ID 83814
Feb 13, 2013

Carol Hudson
State Line, ID 83854
Feb 13, 2013

Amara Karuna
Pahoa, HI 96778
Feb 13, 2013

carl lowry
dalton gardens, ID 83815
Feb 13, 2013

Cynthia Muskat
Moscow, ID 83843
Feb 13, 2013

Jon Hagadone
Sagle, ID 83860
Feb 13, 2013

Les Newman
Cocolalla, ID 83813
Feb 13, 2013

Patricia Anderton
Cda, ID 83815
Feb 13, 2013

Jonathan Lomber
University, ID 83843
Feb 13, 2013

Debra Miller
Dalton Gdns, ID 83815
Feb 13, 2013

Worse Winter conditions, environmental, and cultural considerations should make C-3 the choice.

Robert Moir
Bonners Ferry, ID 83805
Feb 13, 2013

Lynne Haagensen
Tory, ID 83871
Feb 13, 2013

Wanda Mills
Troy, ID 83871
Feb 13, 2013

E. Kittell
University, ID 83843
Feb 13, 2013

Our students use this road to come home to North Idaho many times each year. Please choose the safest course for our kids.

Linda Larson
Sandpoint, ID 83864
Feb 13, 2013

Gifford Studley
Moscow, ID 83843
Feb 13, 2013

Willette Schmidt
Hauser, ID 83854
Feb 13, 2013

Sally L. Smith
Sagle, ID 83860
Feb 13, 2013

Jennifer Boie
Moscow, ID 84843
Feb 13, 2013

Jennifer Harvey
Sandpoint, ID 83864
Feb 13, 2013

As a resident of the Moscow area, my strongest feeling is the road is perfectly serviceable as is for vehicles willing to drive in a reasonable manner. That being said; the C-3 option is considerably more environmentally friendly than E-2.

Paul Ockerberg
Princeton, ID 83857
Feb 13, 2013

Considerations of public input must be taken seriously when deciding to spend Public taxpayer money, especially when public safety is involved.

Harold Vosen
Clark Fork,, ID 83811-0507
Feb 13, 2013

Thomas Seaman
University, ID 83843
Feb 13, 2013

Larry Siglin
Coeur d'Alene, ID 83815
Feb 13, 2013

Sarah Hughes
Spirit Lake, ID 83869
Feb 13, 2013

The E-2 Alternative is a VERY poor alternative. I wholeheartedly recommend ITD considers the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek Road and Moscow.

Cheryl Costigan
Spirit Lake, ID 83869
Feb 13, 2013

Josh Amendola
Coeur d'Alene, ID 83816
Feb 13, 2013

Richard P Lucas
Sandpoint, ID 83864
Feb 13, 2013

Sherry George
Moscow, ID 83843
Feb 13, 2013

please Idaho Transportation Department: Do Not select the E-2 Alternative Realignment of Highway 95 between Thorncreek Road and Moscow, Idaho

Suzanne Kurtz
Moscow,, ID 83843
Feb 13, 2013

Sarah Dahlstrom
Wyoming, MI 49519
Feb 13, 2013

Lynn McAlister
Kirkville, MO 63501
Feb 13, 2013

Odette Engan
Moscow, ID 83843
Feb 13, 2013

There are so many other places of lower elevation

harriet mcquarie
moscow, ID 83843
Feb 13, 2013

Please consider the natural beauty of Paradise Ridge and the property rights of current landowners there.

Elizabeth Brandt
Moscow, ID 83843

Feb 13, 2013

Thomas R. Brandt
Moscow, ID 83843
Feb 13, 2013

Gerik Eberts
Moscow, ID 83843
Feb 12, 2013

Justin Donohue
Westwood Village, WA 98126
Feb 12, 2013

Lisa Saladin
Moscow, ID 83843
Feb 12, 2013

All that is said, in this petition is, CORRECT. The state departments, have failed in the design, the true consequences of the construction, and in the method of ingratiating, the expertise of the local people. The petition should be signed.

Kay Moore
Moscow, ID 83843
Feb 12, 2013

Ryan Littlefield
University, ID 83843
Feb 12, 2013

Elisabeth Brackney
Moscow, ID 83843
Feb 12, 2013

Looking to the future, the West route would make the best connection to a bypass.

Tim Daulton
University, ID 83843
Feb 12, 2013

Roberta Radavich
Moscow, ID 83843
Feb 12, 2013

Ellen Thiem
Moscow, ID 83843
Feb 12, 2013

Chris Caudill
University, ID 83843
Feb 12, 2013

Liam Knudsen
Moscow, ID 83843
Feb 12, 2013

Chris McIntosh
Moscow, ID 83843
Feb 12, 2013

Kerry Kemp
Moscow, ID 83843
Feb 12, 2013

I agree, and have already noted why in my comments during the public comment period. The central option (C-something) is the most reasonable option, except that it affects an old farmhouse; and a lot more focus on mitigating the real source of complaints (Reisenauer hill) is needed. Here we are, 21st century, and we can't even flatten one small hill? Flatten the one hill, ride straight down the middle of all the farmland and property lines, move the one old Farmhouse ("Sorry, people. Want bigger highways, gotta move"), and leave the Ridge out of it. There's getting to be little enough of that thing called beauty, untrammelled by human development.

Gabe Gibler
Moscow, ID 83843
Feb 12, 2013

Levi Lexvold
Moscow, ID 83843
Feb 12, 2013

Erin Saladin
University, ID 83843
Feb 12, 2013

April Rubino
Moscow, ID 83843
Feb 12, 2013

Judy A Cornish
Moscow, ID 83843
Feb 12, 2013

Those of us who live in Moscow and see the hill that route E-2 is proposed to go over know the weather affecting the that area will most definitely require additional road maintenance. Poor weather conditions along this route will make driving more dangerous from mid-Fall through most of Spring. Plan on eight months of possible high winds, frost, deeper snow, rain, and lots of fog. This option is unsafe, noisy, and permanently destroys unique prairie habitat. Please choose the safer, lower C-3 route.

N Zabriskei
University, ID 83843
Feb 12, 2013

Shirley
University, ID 83843
Feb 12, 2013

Mark Wray
Moscow, ID 83843
Feb 12, 2013

Troy Merrill
Moscow, ID 83843
Feb 12, 2013

Please do not pick the route over Paradise Ridge. Why ruin one of the last vestiges of native Palouse Prairie when there are other viable routes that are much safer in the winter.

Rhonda Gaylord
Moscow, ID 83843
Feb 12, 2013

Axel Krings
Moscow, ID 83843
Feb 12, 2013

Cynthia Magnuson
Moscow, ID 83843
Feb 12, 2013

I live in one of the most beautiful places in the world, and it is extremely insensible to ruin an incredible vista.

Richard Crookston
Moscow, ID 83843
Feb 12, 2013

Crag Hill
University, ID 83843
Feb 12, 2013

Barbara Murdoch
Moscow, ID 83843
Feb 12, 2013

Alexis Humphreys
Moscow, ID 83843
Feb 12, 2013

Lindsey Pope
Moscow, ID 83843
Feb 12, 2013

Katherine Stegner
University, ID 83843
Feb 12, 2013

Elizabeth N
University, ID 83843
Feb 12, 2013

Elizabeth N
University, ID 83843
Feb 12, 2013

Heather L Heward
Moscow, ID 83843
Feb 12, 2013

B.N.
University of Idaho, ID 83844
Feb 12, 2013

Niklaas Dumroese
Moscow, ID 83843
Feb 12, 2013

Diane Prorak
Moscow, ID 83843
Feb 12, 2013

Fritz Knorr
Moscow, ID 83843
Feb 12, 2013

The weather is harsher in the higher elevation.

Arlene May Stoddard
University, ID 83843

Feb 12, 2013

Brooke Lowry
Moscow, ID 83843
Feb 12, 2013

Bruce Miller
Moscow, ID 83843
Feb 12, 2013

Gabriele Sabura
Moscow, ID 83843
Feb 12, 2013

Just last year the Whitman County Commissioners destroyed remnants of the Palouse Prairie when they took off the Butte Protection in their Ag Zoning and now the DOT wants to destroy even more. I think it is unwise to build this road and from what I understand from those who know the area, it would not be a place to build a road there. I VOTE NO. I'm signing the petition.

Carolyn Kiesz
MOSCOW, ID 83843
Feb 12, 2013

Michael Tuttle
Moscow, ID 83843
Feb 12, 2013

Drew
University, ID 83843
Feb 12, 2013

Stephan Math
Laclede, ID 83841
Feb 12, 2013

David Willard
Moscow, ID 83843
Feb 12, 2013

Keenan Storrar
Moscow, ID 83843
Feb 12, 2013

Susan
Moscow, ID 83843
Feb 12, 2013

Jill Maxwell
MOSCOW, ID 83843

Feb 12, 2013

I have full confidence IT'D has the knowledge and technology to make the designated C3 route SAFE. We can then preserve a unique prairie, wildlife, a Native American site, and safe travel.

Diane Baumgart
moscow, ID 83843
Feb 12, 2013

Anne Marshall
Moscow, ID 83843
Feb 12, 2013

Ann Storrar
Moscow, ID 83843
Feb 12, 2013

Karen Knapp
Grand Haven, MI 49417
Feb 12, 2013

C-3 is preferable according to IDFG (Idaho Dept. of Fish and Game), USFWS (Fish and Wildlife Service), EPA, and Army Corps of Engineers. (Draft Environmental Impact Statement, DEIS) Letter from IDFG, 10/26/07, (DEIS Appendix) states: "In closing, we feel it is important to repeat one additional mitigation recommendation we have made in the Wildlife Assessment and at every opportunity: We recommend avoidance of the eastern alignment. It has been IDFG's position from the start -- a position supported by recommendations from the other resource agencies --... We recommend avoidance of alternative alignment E-2." Any alignment would have negative impacts for individuals. This is the hardest truth to accept if we agree a safe highway is needed. The DEIS Safety Report states, "All existing alternatives would meet the ITD Design Manual and AASHTO (Assoc. of State Hwy and Transportation Officials) standards. "All existing alternatives will flatten curves to the AASHTO standard." If E-2 is built rather than C-3, the dangerous descent and curve of current US 95 from Reisenhauer Hill will remain the same as a county road. Unsafe! Above are critical reasons to select C-3. Some belittle preserving remaining treasures of Paradise Ridge's ecosystem. However, this is another critical reason to choose safe, acceptable Alignment C-3. DEIS (4.17 Irreversible and Irrecoverable Commitment of Resources) states, "To the greatest extent possible, the Action Alternatives would use existing right-of-way." This points to selecting C-3!

Mary Ullrich
moscow, ID 83843
Feb 12, 2013

Guy R. Knudsen
Moscow, ID 83843
Feb 12, 2013

Gerald Grzebielski
Moscow, ID 83843
Feb 12, 2013

Charles Swift
Moscow, ID 83843
Feb 12, 2013

The evidence is overwhelming from that the E-2 alternative (realignment of Highway 95 between Thorncreek Road and Moscow) must be avoided to satisfy diverse considerations.

Ned B. Klopfenstein
Moscow, ID 83843
Feb 12, 2013

Ruth Heaton
Elk Grove, CA 95758
Feb 12, 2013

I want our downtown merchants and small businesses to continue to thrive. E-2 stands to divert business away from them and with no guarantees of greater safety for drivers or fewer resources for this realignment versus the others.

Leontina Hormel
Moscow, ID 83843
Feb 12, 2013

We have been telling you this for years and you WON'T LISTEN!

Andrea Chosch-Pittenger
Moscow, ID 83843
Feb 12, 2013

I spent a few years living on Paradise Ridge. I hiked the ridge several times a week through a number of winters. It is exposed to winter storms, with weather so severe that it has alpine tundra vegetation at its peak. Typical cold season weather includes dense fog and freezing rain. The "season" runs from mid-October through mid-May. It ****will**** require extra maintenance through this season and there ****will**** be weather-related accidents. It is a beautiful piece of the landscape, but not one I would want to drive. And not one I would put a road through.

jon norstog
Pocatello, ID 83204-2706
Feb 12, 2013

Catherine Temple
Clarkston, WA 99403
Feb 12, 2013

Ashley Lipscomb
Moscow, ID 83843
Feb 12, 2013

Marshall D Pittenger
Moscow, ID 83843
Feb 12, 2013

Dan Kasten
Rockford, IL 61107
Feb 12, 2013

Jeremy Jenkins
Moscow, ID 83843
Feb 12, 2013

The pluses for E2 are short term and short sighted. Please support the preference for C-3 by the Idaho Fish and Game, The EPS, and the US Fish and Wildlife agencies. Paradise Ridge is appropriately named. Please help keeping it that way by supporting the C-3 Alternative.

Christina Baldwin
Viola, ID 83872
Feb 12, 2013

Name*Jon Kasten
Freeport, IL 61032-6438
Feb 12, 2013

Erin Barca
Walnut Creek, CA 94596
Feb 12, 2013

Amy French
Moscow, ID 83843
Feb 12, 2013

Dianne French
Moscow, ID 83843
Feb 12, 2013

Ashley Harris-Deutch
Seattle, WA 98107
Feb 11, 2013

William French
Moscow, ID 83843
Feb 11, 2013

The ITD preferred realignment alternative E-2 is not supported by the ITD draft EIS if one reads it carefully. There are numerous contradictions and false statements, e.g., "E-2 is shorter in distance and travel time, safer, and less expensive than C-3. In one of the reports that support the DEIS, it is stated that E-2 and C-3 are not substantially different for these aspects. The difference in distance and travel time are 0.09 mi and 32 sec, respectively. E-2 takes twice the prime farm land as C-3. E-2 substantially threatens the unique environment of Paradise Ridge in terms of wildlife and endangered Palouse Prairie among other things.

Steven E. Ullrich
Moscow, ID 83843
Feb 11, 2013

N. Mark Wemple
University, ID 83843
Feb 11, 2013

Renee Eder
Moscow, ID 83843
Feb 11, 2013

I own property (1170 Zeitler Rd) within a mile of the proposed E2 route and am concerned that the water quality studies are incomplete. I would like to know how the road impacts Stevens Spring and my shallow water spring that has served the property as potable water for over 100 years. If I need to plan to dig a well, I need to know.

Kim Sarff
TUCSON, AZ 85747
Feb 11, 2013

Joe Wagenbrenner
Moscow, ID 83843
Feb 11, 2013

This project will destroy and fragment important wildlife habitat. I oppose this realignment.

Matt Yawney
Ephrata, WA 98823
Feb 11, 2013

This is a partial wildlife area. I don't want to see it infringed upon. I don't want moose getting hit by cars either.

Carolyn Wemple
University, ID 83843
Feb 11, 2013

In addition to the items mentioned in this petition, the E-2 realignment runs within a few yards of known wildlife (deer, elk, moose) trails and cuts these animals off from their primary water supply. In addition, it will remove some of the last older stands of trees on the ridge by taking a route through a deep ravine requiring a bridge at an elevated height, likely to freeze repeatedly in the winter. The fog commonly hangs on Paradise Ridge in the regions where the E-2 route is planned, increasing traffic risk.

Brad Williams
Moscow, ID 83843
Feb 11, 2013

Cheryl A. Miller
Sunset Hill, WA 99224
Feb 11, 2013

Greg Freistadt
Helena, MT 59601
Feb 11, 2013

Antone G. Holmquist
Moscow, ID 83843
Feb 11, 2013

Allison McIntosh
Moscow, ID 83843
Feb 11, 2013

John Hanna
Lewiston, ID 83501
Feb 11, 2013

Surely you can find a route that does not destroy so many woodlands and forests? Ever hear of rail?

Dale Fink
Greenbelt, MD 20770
Feb 11, 2013

Patrick Bader
Milwaukee, WI 53212
Feb 11, 2013

Thomas von Alten
Boise, ID 83704
Feb 11, 2013

Kirsten LaPaglia
Moscow, ID 83843
Feb 11, 2013

Audrey Colvin
Sandpoint, ID 83864
Feb 11, 2013

ITD has proved themselves so incompetent and unresponsive in recent years that I wish this was a petition to fire the whole lot of them and start over. It's obvious that they spend little time getting to know our roads and have little interest in hearing from the people who use them regularly. But as far as the pork-barrel 95 project goes (none of which is as "needed" as improvements to our sorry educational system), let's at least not pick the route that will subject travelers to even worse conditions than they already experience while doing the most damage to wildlife and the environment (and the cars that will be damaged by HITTING more wildlife). A resounding NO on E-2.

Sharon Cousins
Viola, ID 83872
Feb 11, 2013

The E-2 alternative is not as safe as C-3, breaks new ground, allows the spread of invasive weeds, and cuts a fine stand of timber.

Deborah Dumroese
Moscow, ID 83843
Feb 11, 2013

Certainly the lower elevation of the C-3 route would make it safer in winter than the higher E-2 route. In addition, I understand that the E-2 route would intrude on wildlife sanctuary lands which I would prefer to avoid.

Margaret Coahran
Moscow, ID 83843
Feb 11, 2013

Brad Jaeckel
Moscow, ID 83843
Feb 11, 2013

Kas Dumroese
Moscow, ID 83843
Feb 11, 2013

ITD's claim for increase safety of E2 versus C3 is flawed. C3 would fix existing problem areas. E2 would impact too many Palouse Prairie remnants. The weather on E2 will be worse than C3 (I know I live on the ridge and it is much better down by the highway - less wind, ice, and fog). Please recommend ITD choose C3 as the preferred alternative. The footprint of C3 will have less impact on environment and economics of Moscow over the long term and will allow local residents and school buses to continue to utilize the highway and enjoy the road maintenance offered by state highway rather than local highway district maintenance. Thank you.

Mary Fauci
Moscow, ID 83843
Feb 11, 2013

I am thoroughly opposed to the reroute of highway 95, as it will negatively effect the scenic beauty of the Palouse region, cause undue and unnecessary disruption to the area and the costs associated are not justifiable in light of our difficult state economy. I ask that this project be halted and alternatives be sought to rectify any transportation related issues that this would supposedly remedy. Thank you, Paul Wendland, Moscow, Idaho

Paul Wendland
Moscow, ID 83843
Feb 11, 2013

Katy Holm
Idaho Falls, ID 83404
Feb 11, 2013

Nathaniel Schiesher
Berkeley, CA 94702
Feb 11, 2013

Jill Johnson
Moscow, ID 83844
Feb 11, 2013

Brett Haverstick
University, ID 83843
Feb 11, 2013

I live 2 miles from the Idaho border, but I am very concerned about the Highway 95 realignment. I have been to the Paradise Ridge area that would be affected by the E-2 alternative and feel it would just cause too much damage to the extremely rare Palouse Prairie ecosystem remnants.

James C Roberts
Palouse, WA 99161
Feb 11, 2013

I am strongly opposed to the E2 alternative and prefer the C3 alternative

Keith Smith
Moscow, ID 83843

Feb 11, 2013

Melissa McRae-Skinner
Boise, ID 83706
Feb 11, 2013

Beth Dowling
Mendota Heights, MN 55120
Feb 11, 2013

Jason Laros
Tucson, AZ 85711
Feb 11, 2013

Nora Locken
University, ID 83843
Feb 11, 2013

Alternative C-3 is preferred over E-2 because it enables or requires ITD to correct the faults existing on this hazardous stretch of Route 95

D. Rathmann
Moscow, ID 83843
Feb 11, 2013

Alternative E-2 is misguided and creates too many impacts to wildlife and prairie communities while raising significant traffic safety issues. I urge IDT to select Alternative C-3 as the least impactful and safest route.

Angela Sondenaa
Lewiston, ID 83501
Feb 11, 2013

Marci Miller
Moscow, ID 83843
Feb 11, 2013

charles burke
Moscow, ID 83843
Feb 11, 2013

Ken Faunce
Moscow, ID 83843
Feb 11, 2013

Emmett Breedlovestrout
Spring, TX 77386
Feb 11, 2013

Renee Breedlovestrout
The Woodlands, TX 77386
Feb 11, 2013

I strongly oppose the E-2 Alternative Realignment of hwy 95. PLEASE go with the C-3 route!

Rachel Clark Caudill
Moscow, ID 83843
Feb 11, 2013

Please leave our ridge to nature not pavement and cars.

Kate
Moscow, ID 83843
Feb 11, 2013

Isaac Gorton
Spokane, WA 99212
Feb 11, 2013

Lenea Pierzchanowski
University, ID 83843
Feb 11, 2013

Crista O'Conner
Moscow, ID 83843
Feb 11, 2013

Zachary Johnson
Moscow, ID 83843
Feb 11, 2013

Please, please do not choose E-2 route. For all of the various reasons of higher elevation, more ice, more dangerous, more negative impact on the environment, and destruction of beautiful paradise ridge. I drive the current Hwy 95 route every day. I would not wish to drive over or near Paradise ridge. Please select the C-3 realignment route. Thank You

Robert C Snyder
Genesee, ID 83832
Feb 11, 2013

Marc Fleisher
Moscow, ID 83843
Feb 11, 2013

Do not select the E-2 Alternative Realignment of Highway 95

Relene Johnson
Moscow, ID 83843
Feb 11, 2013

Kayt Dowling
Coronado, CA 92118
Feb 11, 2013

Erin Corwine
Moscow, ID 83843
Feb 11, 2013

Maria Theresa Maggi
Moscow, ID 83843
Feb 11, 2013

Daniela Monk
Troy, ID 83871
Feb 11, 2013

Mary Jo Hamilton
Moscow, ID 83843
Feb 11, 2013

Matthew Pollard
University, ID 83843
Feb 11, 2013

Jennifer Thigpen
Moscow, ID 83843
Feb 11, 2013

Colette DePhelps
Moscow, ID 83843
Feb 11, 2013

James Seckington
Moscow, ID 83843
Feb 11, 2013

Keith G Haley
Moscow, ID 83843
Feb 11, 2013

Rod Sprague
Moscow, ID 83843-9710
Feb 11, 2013

Gerald I. Green
Coeur d'Alene, ID 83814
Feb 11, 2013

The petition represents valid environmental and highway safety issues and should be supported.

James McClure
Moscow, ID 83843
Feb 11, 2013

Reed & Karen Lewis
Moscow, ID 83843
Feb 11, 2013

jonathan treasure
Moscow, ID 83843
Feb 11, 2013

Straightening and widening the existing highway makes more sense than climbing up on the ridge. Probably more economical, too.

Susan Westervelt
Deary, ID 83823
Feb 11, 2013

Sam
Boise, United States 83796
Feb 11, 2013

Don't pave Paradise (duh)!

Andrew Hudak
Moscow, ID 83843
Feb 11, 2013

Moscow, ID is my second home, now; I have lived in Idaho for 20 years.

Lois Blackburn
Albuquerque, NM 87108
Feb 11, 2013

I have worked with Palouse Prairie professionally since 1996. During that time I have learned quite a bit about the ecosystem. E2 comes very close to Palouse Prairie remnants on Paradise Ridge. This is a direct threat to said remnants and I therefore believe E2 should not be the preferred alternative. Palouse Prairie once covered most of Whitman County but today is rare. Because the environmental conditions that formed the Palouse Prairie are the same ones that made it some of the most productive agricultural land in the world, over 99% of the prairie has been converted to agriculture and other uses and Palouse Prairie is one of the rarest ecosystems in the world. On that basis alone the few small and widely scattered remnants that remain should be protected from further harm. Putting US 95 over Paradise Ridge was a bad idea when it was first proposed. Waiting 10 years to recycle the same bad proposal does not make it a good idea!

David Skinner
Moscow, ID 83843
Feb 11, 2013

Aven Julyc
University, ID 83843
Feb 11, 2013

After studying this and hearing how Moscow Fair and Affordable Housing Commission and Moscow Planning and Zoning Commission feel about it, not to mention my own feelings about it, it's clear that C-3 would be the best alternative. Can't figure why ITD wants E-2.

Michael Haseltine
Viola, ID 83872
Feb 11, 2013

Jo Ann Bohna
Moscow, ID 83843
Feb 11, 2013

Drifting snow is one of the main reasons for road closures in northern Idaho, yet was not considered in the study. Based on elevation and topography, E-2 may have the highest potential for snow drifting. The weather/climate analysis is incomplete.

Fritz Fiedler, P.E., Ph.D.
Troy, ID 83871
Feb 11, 2013

I value both safety AND the Paradise Ridge Palouse Prairie remnant. Please choose the C3 realignment.

Karen Ward
Moscow, ID 83843
Feb 11, 2013

I would also recommend the Western route where there are no homes that would be taken. Decrease the road width and the impact of the highway footprint would be reduced on the farmland.

Steven E Streets
Moscow, ID 83843
Feb 11, 2013

Kristine Harris
Moscow, ID 83843
Feb 11, 2013

Do not select E-2

Patrick T. Evans
Moscow, ID 83843
Feb 11, 2013

Stephan Flint
Moscow, ID 83843
Feb 11, 2013

Nils Peterson
Moscow, ID 83843
Feb 11, 2013

Route should be as far west and as low in elevation as possible.

Matt Kitterman
Moscow, ID 83843
Feb 11, 2013

David Hall
Moscow, ID 83843
Feb 11, 2013

Miranda Rivers
Moscow, ID 83843
Feb 10, 2013

CarrelDawn Cline
Moscow, ID 83843
Feb 10, 2013

Louise Ashmun
Moscow, ID 83843
Feb 10, 2013

David Sarff
Moscow, ID 83843
Feb 10, 2013

I actually prefer the westernmost alignment but recognize that E-2 is the worst alternative of the choices.

Steven Basoa
Moscow, ID 83843
Feb 10, 2013

Betsy Goodman
Moscow, ID 83843
Feb 10, 2013

Warren Hayman
University, ID 83843
Feb 10, 2013

Mark Solomon
Moscow, ID 83843
Feb 10, 2013

Al Poplawsky
Moscow, ID 83843
Feb 10, 2013

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thornc

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. High
 Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft E
 (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, ar
 deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety pr
 Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers c
 driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part
 winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by impl
 Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise
 environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbein
 Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths
 E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment
 We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between

	Printed Name	Signature	Address
1.	Michel Schwartz-Doser		385 NW D. 16 th St
2.	Vikki Peterson		1590 NE Northwood Dr Pullman WA 99
3.	JOHN PETERSON		"
4.	Alex Crump		710 SE Chinook d
5.	Topsanna Littlestar		1442 NE ma
6.	NATHAN J. WINDHAM		20403 S. YALE
7.	Gail Z. Eckwright		119 N. Garfield
8.	Catherine M. Hunko		4352 Ridgewood Rd
9.	Claire T.H. Haynack		4352 Ridgewood Rd. Co

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncree

	Printed Name	Signature	Address
10.	Ryan Hayes	[Signature]	329 N Grant St. Moscow
11.	Maureen O'Connell	Maureen O'Connell	323 S. Asbury St. Mosi
12.	Jamaica Ritcher	jamaicaRitcher	902. E. 6 th St. Moscow
13.	Jack Torresdal	Jack Torresdal	20327 NW Sauvie Is. E
14.	Kelly Berg	Kelly Berg	436 N. Main St.
15.	Arlene Fabon	Arlene Fabon	113 N. Garfield Mos.
16.	LAUREAS TATE	[Signature]	4602 ROBINSON PARK RD #201 Paradise Ridge Land Owner
17.	DAVID PORT	David Port	4382 Johnson Rd. Pullman
18.	Margaret Harper	MARGUERITE Hooper	1220 NW STATE ST
19.	Lillian Young	Lillian Young	SE 330 Bellevue Pl
20.	Douglas Baldwin	DOUGLAS BALDWIN	960 SW MIES ST. Pull
21.	Stephanie Bradshaw	Step Bradshaw	518 N. Howard St. Moscow
22.	Elise French	Elise French	825 SE greenhill Rd
23.	EVAN FRENCH	Evan F. French	825 SE 9
24.	Rebecca Behre	Rebecca Behre	1259 Highland Dr. M
25.	Tiffany Lorie	Tiffany Mouri	225 Baker St. #103

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncrest and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncrest Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, but that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems.

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Valley, an important environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the well-being of the local community.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of the E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment is not justified. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncrest and Moscow.

	Printed Name	Signature	Address
1.	Jennifer Elliott	Jennifer Elliott	1051 Pleasant Hill
2.	Marilyn VanSeygern	Marilyn VanSeygern	1040 NE Crestbank
3.	Laura Powers	Laura Powers	816 E 8th St m
4.	Mitchell S Frey	Mitchell S Frey	2012 Daves Ave Mo
5.	Nikolas Andersen	Nikolas Andersen	
6.	Kristin Jones	Kristin Jones	420 E Church S
7.	Amianda Hess	Amianda Hess	1340 Bristol mo
8.	Kelly Dougherty	Kelly Dougherty	717 16th St C
9.	Erin Simmons	Erin Simmons	730 S Harrison

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncree

	Printed Name	Signature	Address
10.	Caitlin Cole	Caitlin Cole	203 S. Monroe St
11.	Staci Loughney	Staci Loughney	1702 Sand Rd, Pullman
12.	Elizabeth Miles	Elizabeth Miles	PO BOX 8602 Miles
13.	Joel D Pals	Joel D Pals	1610 15 th Ave
14.	Ray von Wandrusien	Ray von Wandrusien	1827 Daves Ave
15.	Susan Irizarry	Susan Irizarry	223 E 6 th Moscow
16.	Clare Barr	Clare Barr	407 E. 8 th St Mos
17.	William Gordon	William Gordon	623 S. Jefferson, -1
18.	CLAUDIA DEOBARD	Claudia Deobard	1944 DAMEN
19.	Erik Jacobson	Erik Jacobson	407 S. Polk St #2 Mo
20.	Reuben Germain	Reuben Germain	501 main st Leary
21.	Steve Wale	Steve Wale	730 SW Steady Dr
22.	Kate Dalebout	Kate Dalebout	411 N Almon St #415
23.	Dan Jalka	Dan Jalka	536 Moore
24.	Nicole Beasley	Nicole Beasley	708 E. 8 th St. Mosco
25.	Erin Lochran	Erin Lochran	520 E B St Mo Jo

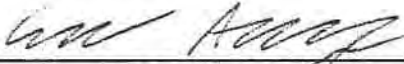
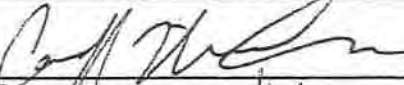

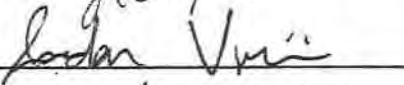
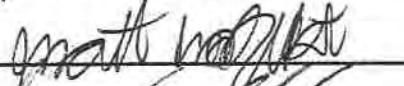
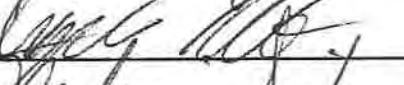
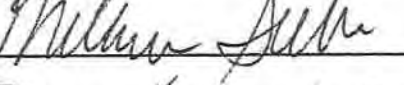
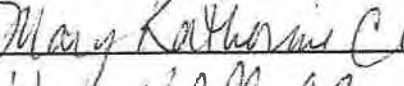
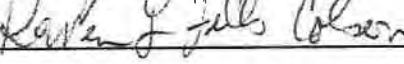
Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, but that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems.

Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers could face more difficult driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of the winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E-2 realignment.

Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Valley, a National Environmental Landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of the local community.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of the E-2 realignment would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment is not justified. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek and Moscow.

Printed Name	Signature	Address
1. ERIC ADAMIC		109 E 4th St
2. GEOFF NIELSON		1425 S. Mountain View
3. Cheryl Nielson		1425 S. Mountain View
4. Eden ^{Jordan} Vivier		1431 W.A. St #10 M
5. Matt Lindquist		109 S Almon St
6. Angelique Holt		109 S Almon #1, N
7. Melanie Siebe		3311 W. Twin K.
8. Mary Katherine Clancy		1009 N Almon St
9. Karen J. Falls Colson		1295 Saddle Ridge

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncree

	Printed Name	Signature	Address
10.	Jodie Durfee	Jodie Durfee	396 Mallard Ct
11.	Eve Strongoni	Eve Strongoni	4325 Lenville Rd #5
12.	Kurt Obermayer	Kurt Obermayer	2170 N Polk Mos
13.	Scott Cornelius	Scott Cornelius	452 Sand Rd,
14.	Diane Cornelius	Diane Cornelius	"
15.	Natasha Miller	Natasha Miller	
16.	Just Quinn	Just Quinn	1461 Northwood
17.	Jade D'Plessis	Jade D'Plessis	1080 W 6th St
18.	CLARA THOMAS	CLARA THOMAS	
19.	Ana Blaincett	Ana Blaincett	321 E D St.
20.	Christine Angiulo	Christine Angiulo	430 E Veatch St
21.	Carol Spurling	Carol Spurling	512 N Lincoln
22.	Eric Francavilla	Eric Francavilla	500 NE Campus St, i
23.	Meggan Baumgartner	Meggan Baumgartner	842 Mabelle St
24.	JEN HANDS	JEN HANDS	3100 TOWER RD
25.	Meghan Wessel	Meghan Wessel	713 S. Adams S



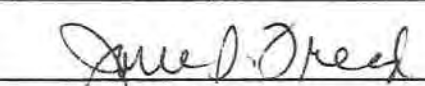
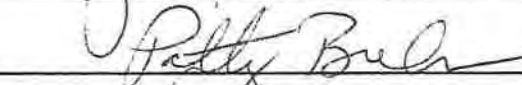
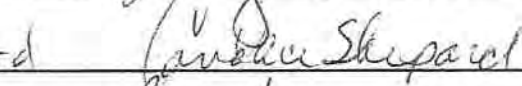
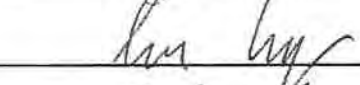
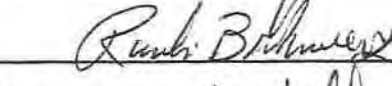
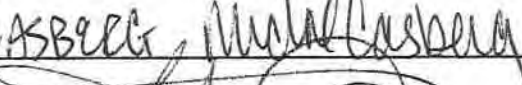

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Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers can expect more difficult driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of the winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E-2 realignment.

Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a nationally recognized environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of the local community.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of the E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be a disservice to the community. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek and Moscow.

	Printed Name	Signature	Address
1.	Jana Garcia		350 W. Taylor Ave. Apt 1
2.	Cecelia Connors		404 S. Monroe
3.	Jane S Freet		817 S Jefferson Apt
4.	Patty Brehm		1335 Ponderosa Dr
5.	Candace Shepard		13311. Van Buren St
6.	Susan Haugen		621 Riverview Blvd
7.	Rachel Bohnert		429 1st Ave Lewiston
8.	James MICHAEL CASBERG		717 S. Adams #2 Moscow
9.	MATT CASBERG		717-2 S. Adams, Mos

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncre

	Printed Name	Signature	Address
10.	Ryan Tripepi	Ryan Tripepi	1014 E Sixth St. Moscow
11.	Scott F. Edale	Scott F. Edale	828 Trump St
12.	Kris Allen	Kris Allen	377 NW Dillon St. Pa
13.	MIKE TREWSAY	Mike Trewsay	903 E 5th St.
14.	Zach Floyd	Zach Floyd	211 N. Lilly St.
15.	Jonathan Hobbs	Jonathan Hobbs	211 N. Lilly St
16.	Lacy Sutter	Lacy Sutter	704 NW Lancer
17.	Edward J Bell	Edward J Bell	547 W Taylor
18.	Jim Ashworth	Jim Ashworth	628 N. Hayes St
19.	Olivia Alexander	Olivia Alexander	628 N. Hayes St
20.	Jack Alexander	Jack Alexander	628 N. Hayes St
21.	DAVID COCHRAN	David R. Cochran	700 W Main St Pull
22.	Rachel Miller	Rachel Miller	732 E 7th St M
23.	Alexandra Teague	Alexandra Teague	903 E. E St Mosco
24.	Hector Sosa	Hector Sosa	1634 S. Main -
25.	Nancy Zaborskie	Nancy Zaborskie	1227 Highland

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	Printed Name	Signature	Address
1.	Aubrey Johnson	Aubrey Johnson	285 Pintail Lane
2.	Vicki Young	Vicki Young	6255W Foley St
3.	Larsen Murchuck	Larsen Murchuck	Burien, WA
4.	Carol Nelson	Carol Nelson	815 DeKalb St. Port
5.	Larry Nelson	Larry Nelson	815 DeKalb St
6.	Cole Nelson	Cole Nelson	1032 D St., Port
7.	Caylene Eddings	Caylene Eddings	1545 NE Merman
8.	Susan Keller	Susan Keller	11337 NE 104th St. 1
9.	Sue Dixon	Sue Dixon	PO Box 1085, 1

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncre

	Printed Name	Signature	Address
10.	Molly Dixon	Molly Dixon	811 Reedy Ln. McCall
11.	Alice Dixon	Alice Dixon	811 Reedy Ln. McCall
12.	Aaron R. Fisher	Aaron R. Fisher	313 South Main Apt 308
13.	Jay Dearien	Jay Dearien	213 S. Monroe St.
14.	Ian Middleton	Ian Middleton	777 Leakin Ave.
15.	Kayla Ockerse	Kayla Ockerse	630 Elm St. W
16.	Joe Matranga	Joe Matranga	812 W. A St.
17.	Courtney King	Courtney King	727 Nez Perce St.
18.	Angel Gonzalez	Angel Gonzalez	812 W. A St.
19.	Luke Mays	Luke Mays	1141 S. Howard
20.	JERRY FAIRLEY	Jerry Fairley	846 MABELLE ST
21.	Ben Carpenter	Ben Carpenter	402 N. Grant St.
22.	James Gale	James Gale	1813 Joseph St.
23.	Christian Smith	Christian Smith	905 front St. Tl
24.	Aaron DiBiase	Aaron DiBiase	3175 Toner Rd.
25.	Tara Paisano	Tara Paisano	925 8th St. Clark

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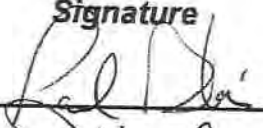
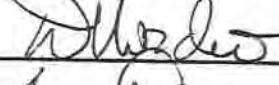





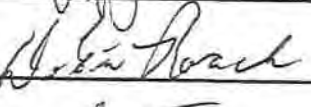

	Printed Name	Signature	Address
1.	Lee Powers	Lee Powers	404 Sand Rd
2.	Katie Campbell	Katie Campbell	803 E 7th St Moscow
3.	Elijah Wendt	Elijah Wendt	526 N. Washington Moscow
4.	Jordan Purkayile	Jordan Purkayile	526 N. Washington Moscow
5.	Candace Hanford	Candace Hanford	1110 S MAIN APT 10
6.	Carthney Thompson	Carthney Thompson	
7.	John Elzey	John Elzey	380 NW Irving, Puller
8.	Vince Hanley	Vince Hanley	1060 COPPERHILL
9.	Dana Wilkinson	Dana Wilkinson	3100 West twin rd mt

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncre

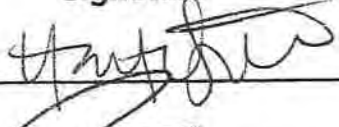
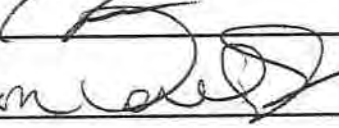
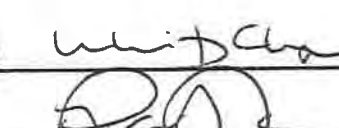
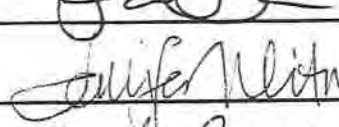
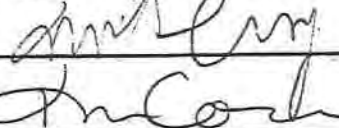
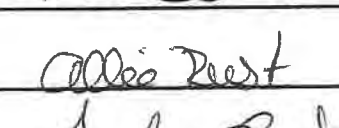
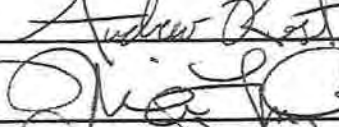
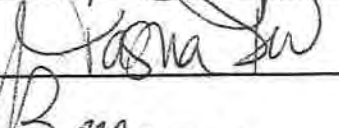

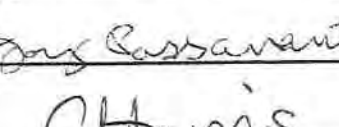
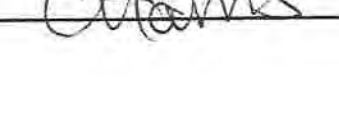




	Printed Name	Signature	Address
10.	Alexandra Pfeiffer	Alexandra Pfeiffer	405 South H
11.	Ranger Adams	Ranger Adams	1430 W 4 st
12.	Elizabeth von Bergen	Elizabeth von Bergen	P.O. Box 15811
13.	David Rasmussen	David Rasmussen	714 Ridge, 1
14.	Susan Simonds	Susan Simonds	3051 W. Tupper
15.	Troy Paulekas	Troy Paulekas	109 E. 4th st M
16.	Nancy Pedirian	Nancy Pedirian	SE 505 Jac
17.	Joseph Melior	Joseph Melior	202 E. Henley
18.	SAM FINCH	Sam Finch	1058 W. C S
19.	Kevin Pettit	Kevin Pettit	P.O. Box 880
20.	Scott Edinborough	Scott Edinborough	103 N. Main
21.	Paulotte Hase	Paulotte Hase	P.O. Box 227
22.	Calista Karel	Calista Karel	335 N Main
23.	Sarah Heitschman	Sarah Heitschman	523 Taylor
24.	Erin O'Rourke	Erin O'Rourke	1055 S. Avon
25.	Ruth Reber	Ruth Reber	732 PANORAMA

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorne

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	Printed Name	Signature	Address
1.	Paul Blair		1028 15th Ave Lewi
2.	DAN NORDIO		3402 Hwy 8. M
3.	Kurt Queller		510 N. Hays St. M
4.	Weston Carpenter		614 STEFFERSON ST ME
5.	JAMES CLARK		2229 N. ASTOR ST. W.
6.	Jordan Barnett		457 5th Simpson
7.	Amber Ziegler		224 W 1st St Mosc
8.	DEEKE ROACH		122 N Cleveland M
9.	MICHAEL WIGHT		624 HOMESTEAD ST MA

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncrest

	Printed Name	Signature	Address
10.	Heather Fasser		2304 Cambridge St Moscow
11.	Jacquie Sandberg		1225 Kousc St. Moscow
12.	Janis Johnson		1546 Borah Av. Moscow
13.	WHITNEY CHAPMAN		492 TAYLOR #3 Moscow
14.	Paige Davies		425 Indian Hills Mo
15.	Jennifer Whitney		225 N. Ashbury Moscow
16.	Dave Solzberg		PO Box 556 Netherl
17.	Kim Corlis		3137 N. 12 th St Coe
18.	Colin Rust		777 Residence St Mos
19.	Andrew Rust		727 Residence St Mo
20.	Marisa Gibler		425 Veatch St N
21.	Tasha Dev		535 N. Blaine St, N
22.	Bill Banger		4940 N. Army - Coe
23.	Phil Corlis		3137 N. 12 th St. Coe
24.	Joy Passanante		801 E. B St. Mos
25.	Chuck Harris		1130 Paradise Ridge Rd

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncr

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	Printed Name	Signature	Address
1.	MARIE GRIFFITHS	Marie Griffiths	1073 Neasing
2.	Emily Martin	Emily Martin	935 NE Monroe
3.	James Martin	James Martin	935 NE Monroe
4.	Sam Martin	Sam Martin	1509 McKel
5.	Andrika Kuhl	Andrika Kuhl	541 N. Blaine
6.	Anna-Maria Shannon	Anna-Maria Shannon	1735 NE Lipp
7.	Karen Hill	Karen Hill	2272 Arborcree
8.	Catherine Olsen	Catherine Olsen	821 E 10 th Ave
9.	PATRICIA KEITH	Patricia Keith	1204 3rd SE

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncre

	Printed Name	Signature	Address
10.	Sean Cassidy	[Signature]	722 Riverview Blvd
11.	Wieteke Holthuijzen	Wieteke Holthuijzen	319 E. 6 th St. Apt. 6 Mo
12.	Craig Schutz	Craig Schutz	772 N. Main Mc
13.	Jesse Engbertson	[Signature]	428 E. Sportswood St. Mosc
14.	Paul Duquette	Paul [Signature]	703 Anna St Mosc
15.	Delaney Meyer	[Signature]	4125 N. Blaine Mosc
16.	XENA Lunsford	Xena Lunsford	1080 West 6 th Street /
17.	JAMES BILLYU	[Signature]	1080 W 6 th street MOSCO
18.	TRICIA WALLACE	[Signature]	1122 E. 7 th St. MOSCO
19.	John Wallace	John Wallace	" " "
20.	BILL KERR	William (Bill) Kerr	730 SE HIGH
21.	Jackson Deobald	Jackson Deobald	1944 Danner Street
22.	COROLEE SMITH	Corolee Smith	PO Box 156 Potta
23.	Judy Easton	[Signature]	1236 Ponderosa Dr Mo
24.	Bryan Ames	[Signature]	1041 V A St Apt 39 MOSC
25.	Linhya Young	Linhya Young	523. S. Almon St Mo


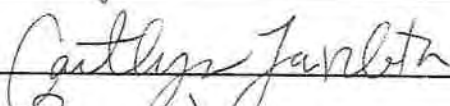


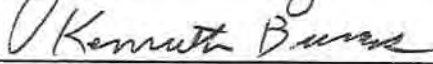

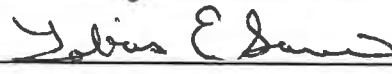

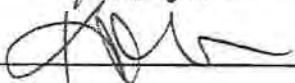
Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncr

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge, a nationally recognized environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of the local community.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of the E-2 realignment would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be a disservice to the community. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between 1

	Printed Name	Signature	Address
1.	Nick Pittsden		520 Sumner #4
2.	Caithlyn Farcloth		878 Ford St. Mo.
3.	Seneca Jensen		1080 W. 6th St.
4.	James M. Snygar		324 1/2 N. Hawks
5.	Kenneth Burns		514 N. Howard
6.	Anne Gutmann		514 N. Howard
7.	Tobias Sauer		1440 Hawthorne
8.	Andrew Hunter		1440 S. Hawthorne
9.	Katie McBaine		500 Queen Rd Apt 4

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncrest

	Printed Name	Signature	Address
10.	Hallie Raykanch	[Signature]	201 S main st Mosc
11.	Bo Clark	[Signature]	225 Baker St. Moscow
12.	Gravin Schell	[Signature]	1408 Richmond CL
13.	Jeff Andrew	Jeff Andrew	532 E. 6th St. #1,
14.	Susie Every	[Signature]	701 West Taylor Ave Mo
15.	Robert Franklin	[Signature]	1313 NE Orchard Dr Pull
16.	Christie Stordahl	[Signature]	141 Gambels Ln Mosc
17.	Claire Stordahl-Whitney	Claire	S.W 441 Gambels Ln.
18.	Matt Sullivan	[Signature]	403 College Ave Apt F
19.	Levi Elberry	[Signature]	403 College Ave APT F
20.	Tyler Bennett	[Signature]	239 Southview Ave. Sub
21.	Alex Kadden	[Signature]	113 3rd St Mo
22.	Kathy Burr	Kathy Burr	1580 NE Merman Dr. A
23.	Jessica Jordan	[Signature]	1580 NE Merman Dr Apt
24.	Jamie Matsuura	[Signature]	325 SW State St. #2 Pullman
25.	John Burns	[Signature]	440 East 7th St. Mo

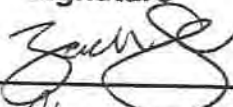

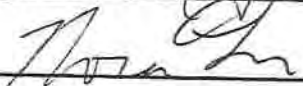

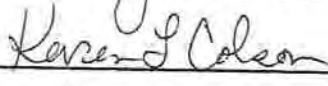
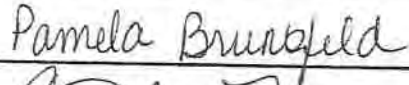
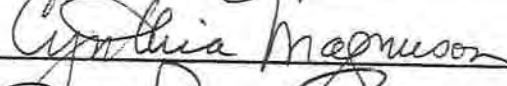
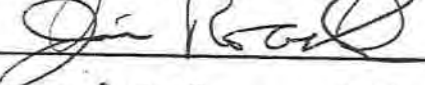

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorne

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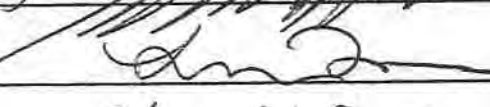
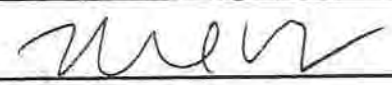
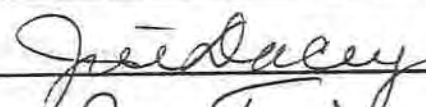
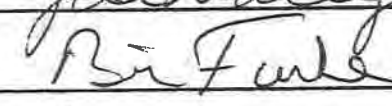
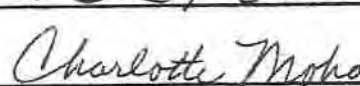
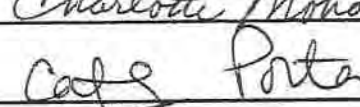
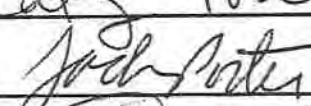


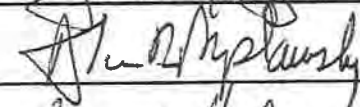
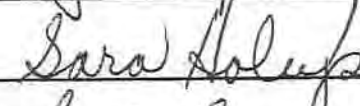
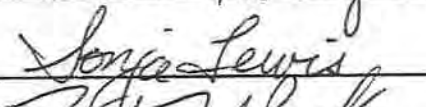
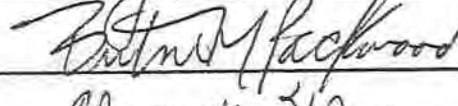

Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers would face more difficult driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of the winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementation of the E-2 route.

Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Valley, a nationally recognized environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of the local community.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of the E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment is not justified. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorne Creek Road and Moscow.

	Printed Name	Signature	Address
1.	Zachary Johnson		509 Grant Ct N
2.	Helen Yost		P.O. Box 8784, Moscow
3.	Nora Locken		1112 S Logan Mos
4.	Betsy Dickow		1102 E. 6th St M
5.	Karen L Colson		1295 Saddle Ridge Viola
6.	Pamela Brunsfeld		707 S. Hayes M.
7.	Cynthia Magnuson		326 E. A M
8.	Jim Roach		122 N. Cleveland
9.	NED B KLOPFENSTEIN		1045 Tolo Trail, Mosco

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncrest

	Printed Name	Signature	Address
10.	Ellen A. Raskovich		953 N. Grant St
11.	Mathieu C. Demers		4644 Robinson Park rd #
12.	Lahde Forbes		1043 Showalter Rd, Mos
13.	Mike Forbes		1043 Showalter Rd N
14.	JILL DACEY		1436 CHINOOK M
15.	Brian Funke		1123 Eid Rd Mo.
16.	Charlotte Mohan		1432 Borah Ave Mos
17.	Cathy Porter		725 E. E. St
18.	Jack Porter		" 2 L
19.	David Willard		1290 Lundquist Ln,
20.	James P Huggins		611 East 4th st N
21.	Alan R. Poplawsky		2108 Vandal Dr. Mosca
22.	Sara Holup		534 N. Eisenhower Mos
23.	Sonja Lewis		438 E. 8th St. M
24.	Britnee Packwood		215 W. Taylor St. Apt 11 M
25.	Elizabeth Kliger		722 S. Lynn, Mosco

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek and Moscow

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Falls, a nationally recognized environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of the local community.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of the E-2 route would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be a disservice to the community. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek and Moscow.

	Printed Name	Signature	Address
1.	Jim McDonald	Jim McDonald	1185 Paradise Ridge
2.	S. Kirsten LaPaglia	S. Kirsten LaPaglia	520 E 3rd St
3.	Robert Hoffmann	Robert Hoffmann	820 S Logan St
4.	BRENT KNAPP	Brent E. Knapp	11404 RIDGE RD #C
5.	Pat Zuerst	Pat Zuerst	805 SW Fountain
6.	Becky Pauli	Becky Pauli	971 East F, Moscow
7.	Betta Bunzel	Betta Bunzel	830 S. Lynn
8.	Elisabeth Brackney	Elisabeth Brackney	838 S Lynn St, Moscow
9.	Jim Prall	Jim Prall	1091 Youmans Ln Moscow

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncre

	Printed Name	Signature	Address
10.	Romney Boehm	Romney Boehm	732 S. Logan
11.	Antone G Holmquist	Antone G Holmquist	817 S. Jefferson
12.	Marsha Schoeffler	Marsha Schoeffler	609 N. Almon
13.	Joann Mineta	Joann Mineta	203 S. Navar
14.	Keenan Storr	Keenan Storr	1786 Lexington
15.	Emma Schmidt	Emma Schmidt	267 Circle D
16.	PATRICIA KATHMANN	Patricia Kathmann	219 N. LEBALLE
17.	Kevin Brackney	Kevin Brackney	838 Lyon St
18.	Mara Miller	Mara Miller	225 E Henley St MO
19.	Greg Freistadt	Greg Freistadt	225 E Henley St
20.	John Crook	John Crook	3100 W. Twin Rd
21.	Lauren Sorenson	Lauren Sorenson	"
22.	Jeremy Jenkins	Jeremy Jenkins	721 Brent Dr.
23.	David M Skinner	David M. Skinner	1020 East St.
24.	David Hall	David Hall	1362 Walker R
25.	Mary Fauri	Mary Fauri	1117 E 1st Rd Mos

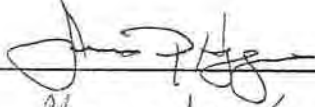
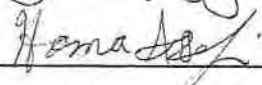
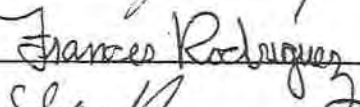
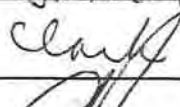

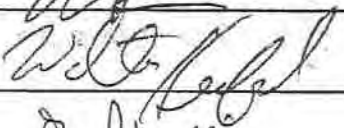
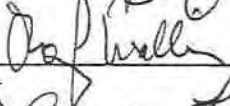
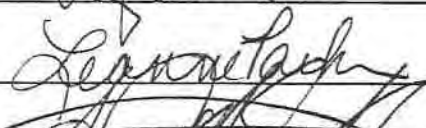

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncr

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	Printed Name	Signature	Address
1.	Jim Higgins		611 East 1st Street Moscow
2.	Homa Assefi		624 N. Garfield St. Mosc
3.	Frances Rodriguez		211 N. Polk St Mo.
4.	Walter Hesford		503 East D St, Mo
5.	Alan Rose		1114 Highland Mo.
6.	Walter Hesford		1117 E CR MC
7.	Roger WALLINS		504 S. Hayes St. Mo
8.	Leanne Parker		979 East F St. Mos
9.	Jim M Scott		1224 E 3 St #2 Mos

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncrest and

	Printed Name	Signature	Address
10.	Roderick Sprague	Roderick Sprague	605 N Almon St SPC:
11.	Glen Butters	Glen Butters	1636 Levick St #
12.	Laurie Gardes	Laurie H Gardes	411 N Howard N
13.	Dan R. P.	Danna Parks	1630 Ruiz Cone
14.	JANIS HALL	Janis Hall	1088 Canterbury Rd
15.	Christina Trana	Christina Trana	3000 S Mt View Ex #3
16.	Ruth Award Piffermy	Ruth Award Piffermy	1401 Alpona Ave
17.	Kim Shaw	Kim Shaw	1022 S Logan St. W
18.	Sam M. H.	Sam M. H.	890 N th Almon N
19.	JAYNE SLICHTER	Jayne Slichter	1163 HARRISON #6 I
20.	Nicole Tylas	Nicole Tylas	1463.5 E Morton Moscow
21.	Mark James Murdock	Mark James Murdock	6185 Main St. Troy I
22.	William Beck	William Beck	3682 Estes Rd Pullman
23.	TIM DAULTON	TIM DAULTON	809 E B MOSCOW.
24.	David Christian	David Christian	419 W Howard Moscow
25.	Julia Parker	Julia Parker	962 N. Cleveland St. Mc

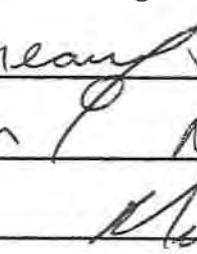
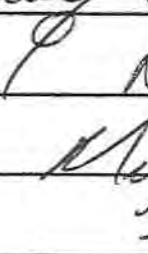
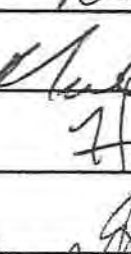
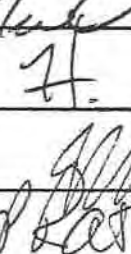

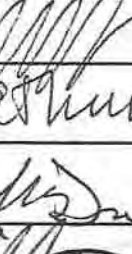

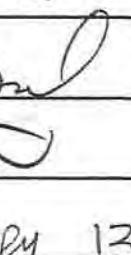
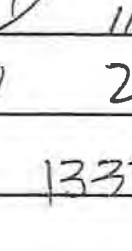
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	Printed Name	Signature	Address
1.	Donald J. Arceneaux		P.O. Box 2
2.	DAVID J. GRATTAM		459 W. PARADISE
3.	MICHAEL PICKARD		2809 Han, Dr Moscow
4.	Heath Anspach		1170 Zietler Rd
5.	Judy Sobeloff		228 N. Howard St
6.	DAN RATHMAN		219 N. Lien Allen St
7.	PAUL McDaniel		1160 Paradise Ridge Rd
8.	FRED GITTES		228 N Howard St
9.	Nancy Chaney		1333 Ponderosa Dr., N

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncre

	Printed Name	Signature	Address	
10.	Cass Davis	Cass Davis	1041 Iverson Rd	
11.	PRISCILLA WEGARS	Priscilla Wegars	735 E 6th St	
12.	TERRY ABRAHAM	Terry Abraham	735 E 6th	
13.	Kristin Becker	Kristin Becker	620 N. Jefferson St	
14.	Patricia Hart	Patricia Hart	K.E. Carlson@gmail.com 704 E. First	/
15.	Kimberly Vincent	Kimberly Vincent	112 S. Hayes	/
16.	PETER WENST	Peter Wenst	?	
17.	Linda Wetzel	Linda Wetzel	411 N. Alameda #104	/
18.	Anne-Marie Fulper	Anne-Marie Fulper	117 S. Howard St.	/
19.	Andrea Chavez	Andrea Chavez	506 Ridge Rd	/
20.	LANCE LIRSCHING	Lance Lirsching	325 E 5th	
21.	Cecilia Luschy	Cecilia Luschy	325 E 5th	/
22.	James Cahert	James Cahert	1904 Prob Dr	
23.	GRACE GOC KARP	Grace Goc Karp	857 E 7th	/
24.	Rebecca Millstein	Rebecca Millstein	P.O. Box 204	Dea
25.	Patricia Hine	Patricia Hine	415 E. 1st	NO

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Valley, a nationally recognized environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the well-being of the local community.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of the E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment is not justified. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between

	Printed Name	Signature	Address
1.	PAUL MUNETA	Paul Muneta	203 S HOWARD, MOSCOW
2.	Mary Jo Hamilton	Mary Jo Hamilton	1102 Orchard Ave. N
3.	Cathy Wilmes	Cathy Wilmes	2152 Arbor Crest Rd
4.	Fred Ruhl	Fred Ruhl	1715 Applebush Rd
5.	Judith Brown	Judith L. Brown	226 E. 1 st Moscow
6.	Rod Sprague	Rod Sprague	605 N Almon SPC 3E
7.	Elisabeth Berlinger	EB	2106 Orchard Ave
8.	Carol Clark	Carol J. Clark	1011 Rothwell Rd.
9.	Martha M. Godchay	Martha M. Godchay	

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncree

	Printed Name	Signature	Address
10.	Bileen Rod	Bileen Rod	2680 Troy Rd. Mos
11.	Judy B Lalonde	Judy B Lalonde	1021 McKeenan Rd
12.	Stephen Cooke	Stephen Cooke	226 E. 1st St Mos
13.	Jane Willard	Jane Willard	3110 Darby Rd Moscow
14.	Donal Wilkerson	Donal Wilkerson	3100 West Twin Moscow
15.	Alan R Poplawsky	Alan R Poplawsky	2108 Landa Moscon
16.	Joseph Pallen	Joseph Pallen	1205 Orchard Moscow
17.	Karen Jennings	Karen Jennings	616 E 7th Moscow
18.	Michael Jennings	Michael Jennings	616 E 7th Moscow
19.	Stan Smith	Stan Smith	P.O. Box 8715 Moscow
20.	Margaret's Biddle	Margaret's Biddle	1131 Jacksha Rd, M
21.	Dorothy S. Thomas	Dorothy S. Thomas	1103 East 7th Mc
22.	Elizabeth M. Sullivan	Elizabeth M. Sullivan	304 N. Van Buren
23.	Nancy S Sasser	Nancy S Sasser	1092 Cayo Cayo
24.	Sally Ferrine	Sally Ferrine	980 Larch St. K
25.	LaRae Rhoads	LaRae Rhoads	1708 Lorien Lane, N

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncree

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Ridge environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of C E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thor

	Printed Name	Signature	Address
1.	Joseph Erhard-Hudson		407 N Jefferson
2.	Bradley C. Halter		1301 Walenta Dr.
3.	Hannah Binninger		1100 Nova Creek K
4.	Sam Thackeray		1153 W. A st Moscow
5.	TJ Brudkowski		324 East D street
6.	Maden McKeas		419 E Lewis St #5
7.	Chace Colton		419 E Lewis St #5
8.	Saeb Yecorli		408 E. Marton St Mos
9.	Renee Hill		103 N. Lilly St. Mos

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncree

	Printed Name	Signature	Address
10.	Kelsey Hebert	Kelsey Hebert	231 Laurel St. A
11.	Tove Saccomanni	[Signature]	FORT COLLINS CO
12.	Josh Schwase	[Signature]	114 S. Howard W
13.	Troy Robey	[Signature]	5100 E. 19th Ave. A
14.	LIP Mad Cray	LIP Mad Cray	461 N ADAMS S 44
15.	Grace Young	Grace Young	1029 Colt Rd Moscow
16.	Austin Nichols	Austin Nichols	1523 Hillcrest 2
17.	Jon LaMoreaux	Jon LaMoreaux	1350 Ludwig Ln
18.	John B. Hedrick	John B. Hedrick	SW 960 Alcora
19.	Tom Arites	Tom Arites	815 S.W. A-ty
20.	Mitchell Hornsby	Mitchell Hornsby	628 S. Deakin St
21.	Katelyn Hutchinson	Katelyn Hutchinson	106 N Van Buren 1
22.	Robert Snyder	Robert Snyder	2006 OLD HWY 95 6
23.	Jeffrey Wulffhorst	Jeffrey Wulffhorst	803 Logan St. Moscow, :
24.	Amy DeRosier	Amy DeRosier	1420 Ridge Road 82843
25.	Therese DeRosier	Therese DeRosier	1420 Ridge Rd.

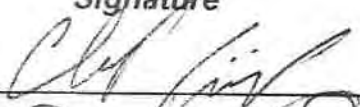
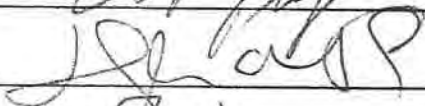



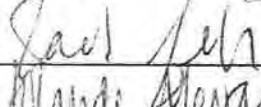
Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thornc

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Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Valley, an environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the well-being of the local community.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and length of the E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment is not in the best interest of the state. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between

	Printed Name	Signature	Address
1.	Clark J. Filip		503 E Spotswood St #2
2.	Doug Park		609 N Almon
3.	Bruce Haggren		610 S Adam
4.	Mark Cecchini-Beaver		816 S. Blaine St. 1
5.	Jay Y. Wagner	Jay Y. Wagner	Moscow, ID.
6.	Stacy Pace		Moscow ID
7.	Jacob Franklin		906 S. Jefferson #3
8.	Yolande George	Yolande George	909 W. A street #C Moscow
9.	Dusty Keller	Dusty Keller	909 W. A street #C

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncree

	Printed Name	Signature	Address
10.	Tanya Gale	Tanya Gale	114 N. Grant Moscow
11.	Bruce Mon	Bruce Mon	313 S. Ave #202
12.	DENISE CARL	DENISE CARL	323 E 8th St Ma
13.	Kevin Bertsch	Kevin Bertsch	215 W Taylor Ave
14.	Al Kiefer	Al Kiefer	2124 W 1st #204
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16.			
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18.			
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Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncreek and Moscow

For safety, cultural, and environmental considerations, we, the undersigned, oppose the realignment of U.S. Highway 95 by the Idaho Transportation Department in its preferred E-2 alternative of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (US95ThornCreek.com). We recognize the need for a straighter, wider, and safer highway, but we deplore that ITD took ten years to bring this study to the public, while apparently doing little to mitigate safety problems.

Because the Highway 95 E-2 realignment would traverse higher elevations than the C-3 realignment, travelers could face more difficult driving conditions imposed by wind, fog, precipitation, snow, and ice. Conducted for only five months during part of the year, including winter, the seriously flawed DEIS weather study undermines ITD claims of increasing highway safety by implementing the E-2 realignment.

Well-informed studies attest that construction and use of the E-2 route would threaten the integrity of Paradise Falls, a nationally recognized environmental landmark of our area, along with the viability of native Palouse Prairie remnants and the wellbeing of the local community.

Safety considerations demand timely improvements of Highway 95. Because the construction costs and lengths of the E-2 would cause much greater environmental and cultural impacts than C-3, ITD building of the E-2 realignment would be a disservice to the community. We request that ITD consider the C-3 realignment as its preferred alternative for Highway 95 re-routing between Thorncreek and Moscow.

Printed Name	Signature	Address
1. ROBERT BARRY	<i>[Signature]</i>	591 S. RIVER RD PALOUSE, ID
2. Tim Fountain	<i>[Signature]</i>	2018 S. Main, Moscow
3. Josh West	<i>[Signature]</i>	902 North Almo Apt #2, Moscow
4. Sharon Curtis	<i>[Signature]</i>	1821 Carmichael Rd. Moscow
5. Rodney Frey	<i>[Signature]</i>	1040 W Carey St Moscow
6. Rochelle Smith	<i>[Signature]</i>	117 S. Jackson St
7. Steve Gump	<i>[Signature]</i>	1253 RD 52
8. Diane Hicke	<i>[Signature]</i>	824 E 1st Moscow
9. Trevor Miller	<i>[Signature]</i>	724 E. 7th St #5

Petition Opposing the E-2 Alternative Realignment of Highway 95 between Thorncrest

	Printed Name	Signature	Address
10.	Lathy Beerman	L Beerman	622 E C St M
11.	Dwayne Rich	Dwayne Rich	1725 NW Arcadia
12.	Donna Skidgen	Donna Skidgen	205 SE South Pullman
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R 0 7 2013

Paradise Ridge Defense Coalition
P.O. Box 8804
Moscow, ID 83843

MAR 0 7 2013

February 21, 2013

Brian Ness, Director of ITD
3311 W. State St.
Boise, ID 83707-1129

Dear Mr. Ness,

We enclose a copy of the comments sent to Adam Rush Idaho Transportation Department
Public Involvement Coordinator.

For us, this opportunity to communicate with you regarding the DEIS and ITD's selection of a
new 4-Lane Highway South of Moscow, is of great importance. We feel the final decision must
be based on very sound and unbiased consideration of safety, the total environment impacted,
and the community most directly affected by this action. We hope you will read our comments
with serious consideration.

Thank you,

Paradise Ridge Defense Coalition

Copies: Adam Rush, ITD Public Involvement Coordinator
EPA Region 10 Office, Seattle
EPA Office, Boise
Idaho Dept. of Fish and Game, Lewiston
Idaho DEQ, Lewiston
US Fish & Wildlife Service, Boise
Scott W. Reed, Attorney, Coeur d' Alene

**Paradise Ridge Defense Coalition (PRDC) Comments
Addressing the U.S. 95 Thorn Creek Road to Moscow
Draft Environmental Impact Statement (DEIS) & Section 4(f) Evaluation**

**ITD's Project Purposes: Build a Safe Road and Increase Traffic Capacity
W-4, C-3, and E-2 ALL meet these purposes and are acceptable to ITD
ITD's stated preference is alternative E-2**

The comments herein concentrate on Alternatives C-3 and E-2. There is little support for Alternative W-4 due to its greatest length, farmland destruction, and cost. There are **strong objections** to choosing E-2 and **strong recommendations** for choosing C-3.

Below are comparisons primarily between C-3 and E-2:

CONSTRUCTION

- **Federal Hwy Policy for new Hwy:** Use the least new Right Of Way (ROW).
C-3 uses less new ROW vs. E-2
- **Construction Cost:** C-3 - \$43 million, E-2 - \$46 million
- **Engineering:**
 - **Maximum Cut Height:** C-3 - 50 ft., E-2 - 128 ft.
 - **Maximum Fill Height:** C-3 - 50 ft., E-2 - 83 ft.
 - **Excavation:** C-3 - 2,300,000 yd³, E-2 - 3,126,000 yd³

ENVIRONMENT

- **EPA Policy for new Hwy:** Make the least impact to the environment.
C-3 has less impact on the environment vs. E-2
- **Wildlife Mitigation:** C-3 - \$325,000, E-2 - \$750,000
- **Noise Impacts:** C-3 - 1, E-2 - 7
- **Noise Receptor Mitigation:** C-3 - \$0, E-2 - \$202,884
- **Agriculture (DEIS- Farmland Summary of Results, "The recommended alternative from the perspective of impact on farmland would be the C-3 alignment."):**
 - **Farm Splits:** C3 - 4, E2 - 6;
 - **Remnant Farms < 20 acres:** C3 - 2, E2 - 5;
 - **Prime Farmland Destroyed:** C-3 - 25, E-2 - 51;
 - **Total Farmland Destroyed:** C-3 - 101, E-2 - 158
- **Original Palouse Prairie Remnants within 1 km:** C-3 -- 14, E-2 -- 24. More E-2 remnants are closer to the hwy. than those of C-3, and the area of weed infestation impact would reach the summit of Paradise Ridge from the E-2 alternative.
- **Wetlands affected:** C-3 1.0 a, E-2 3.6 a
- **Forest stands:** C-3 none, E-2 at least 2.5 a of ponderosa pine

Considering all the evidence presented above, it would be **unreasonable and irresponsible, if not illegal**, to consider choosing alternative E-2, which would also have the most negative, irreversible impact on one of the most significant ecological treasures of the Palouse area, Paradise Ridge. The DEIS Section 4(F) Evaluation, 5.1 "Regulatory Framework and Policies", the US Department of Transportation Act of 1966 states that "It is the policy of the US government that **special effort should be made to preserve the natural beauty of the countryside**"

It is apparent that ITD ignored the input solicited from a number of key resource agencies and from much of the public from the very early stages of the project. In the DEIS, Executive Summary, page 16, it states, "Idaho Department of Fish and Game (**IDFG**), The Environmental Protection Agency (**EPA**), and the US Fish and Wildlife Service (**USFWS**) **prefer the C-3 Alternative to the E-2 Alternative.**" Furthermore, a letter from IDFG dated Oct. 10, 2007 (Appendix 1 of the DEIS) states: "In closing, we feel it is important to repeat one additional mitigation recommendation we have made in the Wildlife Assessment and at every opportunity: **We recommend avoidance of the eastern alignment.** It has been IDFG's position from the start – a position supported by recommendation from the other resource agencies... We recommend avoidance of alternative alignment E-2."

SAFETY

The DEIS Safety Report states: "**All existing alternatives would meet the ITD Manual and AASHTO standards... All existing alternatives will flatten curves to the AASHTO standard.**" Thus, C-3 and W-4 for that matter would both be safe. However, if E-2 is built rather than C-3, Reisenauer Hill and the dangerous descent and curve will remain as is, because it will become a county road and will not be changed to meet AASHTO safety standards. Building C-3 would fix that dangerous section, which so many testified about at the hearing. The DEIS, "Environmental Consequences", 4.10.4 "Emergency Response Time" states, "**The C-3 Alternative would provide the most convenient access and best emergency response times to the population on the existing US 95.**" In addition, E-2 is adjacent to prime ungulate habitat and passes through marginal to moderate ungulate habitat and **vehicle - ungulate collisions** will be greater than for C-3, which passes through poor to marginal ungulate habitat.

DIFFERENCES: SIGNIFICANT OR NON-SIGNIFICANT?

The DEIS and the “Guide to the Draft Environmental Impact Statement” Brochure contain **misinformation and biased presentation of information which deceives the public.** The pros are presented first in the E-2 descriptions and the cons are presented first in the C-3 descriptions. During the ITD public hearing on 23 February 2013, Tim Long, District Right of Way Supervisor, and Carmen Reese, Senior Right of Way Agent, informed that **“no businesses will be moved, and widening the current Hwy 95 would have no effect beyond a potential noise increase.”** However, in ITD’s “Guide to the DEIS” Brochure it states “displacement of 8 businesses” as one of its 4 main reasons for not choosing C-3 as its preferred alternative. In addition, Tim Long said that **E-2 would displace the most residents** because of issues with a displaced well and that ITD had decided to relocate all of the residences within the mobile home park and a house above the park on Eid Rd. He also stated that only one residence would be displaced along the C-3 route. However, the DEIS stated that C-3 would displace 7 residences and E-2 would displace only 5. It appears that ITD defines “displacement” as “impact” rather than “removal” as the dictionary and most people define “displacement”. **These “tricks” deceive the public, public policy makers, and more importantly those making the final alignment decision.**

Further deceptions are contained in the DEIS and its “Guide” based on non-substantial or non-statistically significant differences:

- It is stated that E-2 would be the shortest alternative (by 0 .09 miles = 475 ft. vs. C-3)
- “E-2 would result in the greatest travel time reduction.” (32 seconds faster than C-3)
- That E-2 is the safest route, only considers “predicted rates of crashes”. Statistically, the differences are not great; predicted fatal and injury crashes for 2017 are: E2 – 3.8 and C3 – 4.7. The predictions do not take into account accidents that will occur on the ITD –abandoned “US95”, which includes a longer stretch with E-2 vs C-3.
- “Estimated Vehicle Miles Traveled (VMT)” C-3 = 31,862 and E-2= 31,433. Significant?
- “Estimated Operational Energy Use” C-3 = 50,633 and E-2 = 49,951. Significant?
- Although the DEIS states that “approximately 57% of crashes during the past 10 years occurred during inclement weather.” The weather analysis was extremely inadequate; Jan. 1-May 31 in 2005, one of the driest, mildest years on record, so the scope did not

include snow, wind, and drifting. Moreover, the C-3 corridor was not actually characterized. (Weather stations were only near E-2 and W-4.). C-3, which is between the existing highway (low elev.) and E-2 (high elev.), would escape much of the frost that occurs on the existing route and snow and wind that occurs on E-2.

In Conclusion, we strongly urge ITD to choose the very acceptable, safe, and responsible alignment, C-3!

Respectfully,

Paradise Ridge Defense Coalition
P.O. Box 8804, Moscow, Idaho 83843
PRDC@Paradise-Ridge-Defense.org

PRDC members include:

Local citizens
Palouse Audubon Society
Palouse Group of the Sierra Club
Palouse Broadband of the Great Old Broads for Wilderness
Palouse Environmental Sustainability Coalition
Wild Idaho Rising Tide

Cc: Scott W. Reed, Attorney
City of Moscow Mayor and City Councilors
Federal Highway Administration
Idaho Department of Environmental Quality
Idaho Department of Fish and Game
Latah County Board of County Commissioners
U.S. Department of the Interior Office of Environmental Policy and Compliance
U.S. Environmental Protection Agency, Boise
U.S. Environmental Protection Agency, Seattle
U.S. Fish and Wildlife Service

FEB 25 2013

FEB 25 2013

Feb 20, 2013

L-66

Adam Rush,
ITD Public Involvement Coordinator
PO Box 7129
Boise, ID 83707-1129,

Dear Mr. Rush,

I would like you to support C-3 Alternative on US 95 south of Moscow, Idaho. Much has been said about E-2 Alternative being safer. This is not a true statement.


1. There is sufficient evidence to indicate a driver's speed is a positive correlate to being in a crash. The speed limit for all routes will rise to 65 mph, therefore, E-2 will not be any safer than the other alternatives in this regard.
2. In collisions between two vehicles of different mass, the occupants of the lighter vehicle are considerably worse off than those in the heavier vehicles. This factor plus increased speeds will not make E-2 any safer than the other alternatives in this regard.
3. It is true that the number of accidents increases when cars are getting on or off a highway. On page 26 of the DEIS report, it states that there were 22 accidents in less than 7 miles at access points in the 10 year period from 2002-2011. It is true that C-3 as planned has more points for local access than E-2 (47 versus 22 respectively, pg. 53 DEIS). So, it seems obvious that reducing the number of access points and/or the actual design of the access points will improve safety on C-3. In other states and areas and indeed on US 95 at Viola (8 miles north of Moscow), access ramps are designed in such a way that traffic coming onto the highway or off has a separate lane. It is also curious that this is now an argument when nothing was done to change the number of access point on the US 95 "remodel" over Steak House Hill a few years ago or up near the Casino south of Couer d'Alene.
4. Much has been said about E-2 avoiding Reisenauer Hill and, therefore will be safer. I do not believe this is an accurate statement. Both E-2 and C-3 go over Reisenauer Hill and both will meet Federal Safety Standards. It will people who drive unsafely that will make the statistics.
5. The elevation of the E-2 Alternative definitely makes it less safe. I live on Moscow Mt. at about the same altitude as E-2. We have heavy fog hang over us when there is no fog 200-300 ft. lower. On Feb. 19, we hit a wall of fog crossing Steak House Hill that slowed traffic to 35 mph. The snow was also sticking. It was not falling at the bottom of Steak House Hill. This is quite common. For this reason alone, I believe it is inaccurate to say that E-2 is safer. It will also cost more for snow removal and the spreading of material to increase traction.
6. According to the DEIS (page 177) "The C-3 Alternative would provide the most convenient access and best emergency response times to the population on the existing US-95, while the E-2 and W-4 alternatives would provide improved access and quicker response times to some of the more outlying areas and cities. The C-3 Alternative would have a longer four-lane with center turn lane section that would allow for easier access and more frequent opportunities to turn around in the urban areas."

L-66

A few weeks ago when the Palouse was all covered with snow, I hiked around Kamiak Butte. From one area on the ridge, one can see a beautiful panorama including Steptoe Butte, Moscow Mt and Paradise Ridge. Only snippets of US-95 and SR 27 are visible from any of these ridges. Steptoe and Kamiak are parks and Moscow Mt. is sort of "protected" by the lumber companies. Paradise Ridge is appropriately named. It was a beautiful. The Idaho Fish and Game, the Environmental Protection Agency, the Palouse Prairie Foundation, the Army Corps of Engineers, and the US Fish and Wildlife support C-3 over E-2. I hope you agree and support the C-3 Alternative.

I look forward to hearing from you.

Thank you.


Christina Baldwin
1372 Four Mile Rd.
Viola, ID 83872

208-882-6215

FEB 22 2013

Stephan Flint
4961 Lenville Rd
Moscow ID 83843

L-67

February 18, 2013

Acting Public Involvement Coordinator
ITD Office of Communications
PO Box 1129
330 W State St
Boise ID 83707-1129

Dear Mr. [redacted],

Thank you for the opportunity to comment on the US 95 Thorn Creek to Moscow DEIS.

It appears to me that the DEIS does not use a logical process to select an action alternative. I will review each of the potential issues, using data from the DEIS to reach a conclusion, and will comment on missing data critical to some of the decisions. As there appears to be little support for W4, I will comment on the comparison of C3 and E2. As I suggested at the public hearing, and in the written copy of my remarks submitted that evening, I believe this analysis is suitable for a Supplemental EIS.

Given the length of the DEIS and the supporting documents (estimated at over 1,300 pages), the inconsistencies between documents, the general lack of cross-referencing and updating in the documents (some were written seven years ago), I am disappointed that ITD and FHWA did not grant the requested extension of the comment period. While I can appreciate the difficulty in cross-referencing and updating this large amount of material, I can also construe this lack of cross-referencing as a intentional device to impair informed public comment. I cite examples of these problems in my letter.

As stated in the DEIS introduction, p 24, the project purpose and need is to increase highway capacity and safety. As all action alternatives will increase highway capacity and there appears to be no discussion about capacity differences between alternatives, I will focus much of my discussion on safety. My comments are on the following six pages.

Thank you for your consideration of these comments.

Stephan Flint

Co [redacted] Region 10
Boise office
Department of Fish and Game, Lewiston
DEQ, Lewiston
Fish & Wildlife Service, Boise
Att Reed, Attorney

L67¹

Safety

The "Screening of Alternatives" document states "There were only slight differences in the anticipated crash rates for the proposed new alignments". This is about the only point on which I agree with the safety analysis as it states that any of the three potential new alignments will be a vast safety improvement over the present route. What needs to be analyzed now are the assumptions and computations for the smaller differences between the proposed alignments.

Despite this above statement about the similarity of potential accident rates of the different alignments, a small difference between C3 and E2 is frequently cited as the reason for the selection of E2. See the DEIS (pages 15, 16, 55, and 178) and the Safety Technical Report (p. 15) for examples of where this small difference in projected accident numbers is invoked as the reason for selecting E2. Specifically, p 15 of the Executive Summary states that a major reason for selecting the E2 alternative is that it "has the greatest safety improvement compared to the other Action Alternatives". The ITD safety analysis for E2 is based primarily on the number of access points (driveways and crossroads) but ignores potential accidents caused by increased big game and more severe weather on E2, and accidents on Old 95 involving local traffic which is unable to access E2. (It appears local traffic cannot access the new alignment except where it connects with Old 95. This effectively restricts nearly all local traffic to Old 95.) I discuss these factors in detail below.

Corridor accident analysis: Considerable local traffic will still use "Old 95" if E2 is built. What is most appropriate for route selection is the number of accidents in the "US 95 corridor" rather than just on the proposed new construction. Using ITD's own figures (Appendix C.4 of the Safety Technical Report), nearly one quarter of the traffic in and out of Moscow will use Old 95, and even Reisenauer Hill will still have 10% of its present traffic if the E2 route is built. While there will likely be less collisions between vehicles on Old 95, there will still be run-off-the-road accidents. Except for the intersections with Old 95 (Table 6 on p. 11 of Safety Analysis), the accident analysis for E2 ignores all accidents on Old 95. Alignment C3 replaces portions of the Old 95 roadway and permits much of the local traffic to use the new road. With C3, there will be minimal traffic on what is left of Old 95. Using ITD's average daily traffic (ADT) values for Old 95, lengths of roadway segments, and being very conservative by only considering run-off-the-road accidents, I calculate an accident rate for the US 95 corridor under the E2 alternative that is about 20% higher than ITD's value for E2 alone.

Corridor analysis/big game: Also increasing the accident rate for E2, as compared to C3, will be collisions with big game. There is no doubt there will be more big game crossing E2 than C3 - a professional consultant suggested underpasses for big game on E2, but the ITD does not include this in their proposal. The natural resource agencies (IDF&G, EPA, USF&WS) all prefer C3 to E2

(p16 of DEIS, Executive Summary) because of the presence of big game (see map on p. 35 of Melquist big game biological evaluation in Wildlife Technical reports). When considering the corridor accident rate, adding in only a small factor for additional animal-caused crashes on E2 raises its accident number to approximately that of C3.

Corridor analysis/weather: Many believe the weather will be more severe - more snowpacked icy conditions and fog - on E2. Much anecdotal data support this. However, ITD only conducted their weather measurements for 5 months during an exceedingly mild, snow-free winter. Stations were not positioned to compare the central alternatives with others; hence C3 is considered equivalent to E2 in fog when they are likely different. The weather study measured wind but no wind data are presented. Residents are familiar with high winds which would be hazardous to high-profile vehicles and are likely higher on E2 than C3, but this question cannot be answered because adequate data were not collected, despite nearly 10 years in which this could have been done. The study states that measurements are ongoing and provides a link to weather data, but the link does not work. Considering the corridor accident rate with the above addition of a factor for big-game-caused accidents, and now adding anything for additional increased weather-related accidents on E2, E2 becomes less safe than C3.

2007 request for reanalysis: It appears that in Nov 2007 the FHWA instructed ITD to "integrate an analysis of wildlife/vehicle collisions and climate effects into the safety evaluation prepared for the project". This information is on a single page (p. 7) near the end of the Safety Technical report in Thorncreek Road to Moscow Environmental Matrix Safety Analysis Alignments Carried Forward and is titled "Climate and Wildlife Safety Analysis". Discussion of these two factors in this analysis on this page is minimal:

The weather analysis in this 2007 document focuses mostly on the effect of curve radius and does not consider any possible differences in weather between the alignments.

Wildlife is dismissed in this 2007 document with even less discussion. It does admit E2 would be the least safe from the perspective of wildlife-caused accidents, however it uses the low number of animal-caused accidents on the existing alignment to downplay this problem. The E2 route is clearly in better big game habitat. As many big game collisions occur under poor light conditions, attempted mitigation such as the proposed clear zones will not prevent accidents.

This integrated analysis of climate and wildlife is supposed to be available in its entirety on the ITD project website. The last sentence of the first paragraph states, "To review the assessments in full, go to the ITD project website." I was unable to locate this information on the project website as a stand-alone object. It may have been included in the safety analysis which is dated 2012. If so, the discussion is inadequate. The big game discussion focuses on

how few big game related accidents are on the existing road, how bad things are at locations outside the project area, and the effect of clearing vegetation. There is no real attempt to quantify what the situation might be like on E2. We are left with anecdotal information from area residents which suggests big game routinely forage on portions of the E2 right-of-way and adjacent areas. The weather discussion is simply a repetition of what is stated elsewhere.

Conclusion: If accidents are calculated for the US 95 corridor (Old 95 and the new alignments), and weather and big game are taken into consideration, E2 would likely be less safe than C3.

Residential and business displacements

In my comments at the public hearing (these comments were also submitted in writing that evening), I mentioned inconsistencies in the data between documents, making quantitative comparisons between alternatives difficult. Example: Alternative C3 displaces 7 residences in Table 8 of the DEIS but only 3 in the Screening of Alternatives document (p. 17). I have now learned that ITD personnel, in conversations at the open house and on a subsequent date, have corrected these estimates to only one residence (and no businesses) if C3 is built, but a number of residences would be displaced along Eid Road if E2 is built. (See Feb 13 letter from Forbes for details.) This is substantially different than presented to the public during the comment period and has likely prejudiced people against the C3 alignment. This is a serious issue that should be rectified in a Supplemental EIS. If the information from these conversations at the open house and later are correct, C3 clearly is the alignment that would minimize the disruption of households.

Farmland

The DEIS and supporting documents contains deceptive descriptions of the affected environment which makes it difficult to accurately assess how the impacts of the different alternatives were compared. Example: The discussion of farmland in the "Selection of Alternatives" document uses the "prime farmland impact rating" as a method of rating the alternatives. While this derived number is required when farmland is converted to other uses, it appears to be a relative rating, comparing the quality of the impacted farmland. As the 3 alternatives are somewhat similar in this rating, acreage (which differs with E2 being greater than C3 by a factor of 2 for prime farmland) is a more appropriate factor on which to base a selection. However, it is not used in the selection process.

The DEIS (p147) states that E2 would affect "slightly more prime farmland than the other Action Alternatives." While the absolute acreage is not large compared to the size of many Palouse farms, E2 actually destroys 50.8 acres of prime farmland while C3 only covers 25. This is an example of qualitative wording being used to obscure impacts.

The C3 alternative would split fewer farms (4) than E2 (6) and result in fewer “remnant farms” of less than 20 acres (2 for C3, 5 for E2). (From Community Impacts pdf, Community Impact Assessment Ch 3 Land Use Plans and Policies, p.15)

Clearly, using the criteria of farmland preservation and farm integrity, alignment C3 is the logical choice.

Wetlands, streams, and floodplains

The DEIS shows E2 clearly eliminates more wetlands than C3, but C3 is said to impact more stream channels and one floodplain. As is common in the document, there is no cross-referencing from the DEIS (Chapter 4 in this case) to the data reports, creating an obstacle to the evaluation of issues. Wetland data are readily available in the Wetland report, but where would one look for a tabulation of stream (tributary) data for different locations? I do not find a detailed tabulation in the wetland report, and is not in the floodplain report. There is one map in the DEIS (Exhibit 26) and four in the wetland report (Appendix A) which show the tributaries and one can then estimate their lengths from the map. Table 44 gives overall lengths. What I have been unable to locate are specifics of where in the project specified lengths of streams would be impacted and how. Riparian habitat is important, yet the DEIS index contains neither “riparian”, “stream”, “waterways” nor “tributaries”. Is fill being placed into riparian areas or just nearby? Could the alignment be moved into the hillside to avoid the stream? As the streams paralleling the road are primarily along the existing alignment, have these streams already been compromised or otherwise impacted? Or are these decisions being postponed to the final design phase? This lack of information makes it impossible to compare the overall severity of the different alignments’ impacts on waterways. There is a floodplain impact in C3, but it appears minor from the discussion in the DEIS.

Vegetation

The C3 alternative has smaller maximum heights of cuts and fills (for C3, the maximum cut height is 61% less than in E2, and the maximum fill height is 40% less) and thus C3 requires less total excavation (26% less) than E2. This provides less disturbed ground in C3. Disturbed ground is prime habitat for invasive and noxious weeds. (Cut, fill and excavation data from the Community Impacts pdf, Environmental Justice section, Fig 2 (it's really a table)).

Given that ITD may clear “330’ from the edge of traveled way” to permit big game to be seen along E2 (p. 7 Safety Analysis), the disturbance footprint of E2 is truly massive. It may nearly intrude into adjacent prairie remnants. Certainly it will put greater invasive weed pressure on the large and remarkably undisturbed prairie remnant atop the south end of Paradise Ridge. (As this remnant is on private land, few have had the privilege of visiting it, hence the impression

among some supporters of E2 that “weeds are everywhere” and thus they proclaim the weed situation hopeless.)

I have not seen any discussion of staging areas, haul roads, batch plants, gravel or fill sources and rubble pile locations. These can all have impacts, both in terms of possible direct impacts to prairie remnants (especially if they are left to the discretion of unsupervised contractors) and in terms of additional disturbed ground susceptible to invasive weeds. These areas need to be specified in the DEIS, not left to the design phase. Similarly, unspecified plans for “future mitigation” have no accountability.

Visual quality

There appears to be no disagreement on this; E2 clearly will have a greater visual impact and, along a substantial portion of the route, the roadway will appear to dominate the landscape.

Travel time/distance

I view the travel time/distance differences between C3 and E2 to be trivial; if these parameters are so important on US 95, then I suggest activity outside the project area could produce meaningful time and distance savings – the Tolo Lake road avoiding Grangeville would be very effective in saving time and distance if it was paved and straightened.

There is a second way to view this travel-time issue. The faster travel time on E2 comes from not having to slow down as one approaches the commercial area south of Moscow. The E2 route would put drivers into Moscow at a higher rate of speed than C3. The road from the northern terminus of the project into Moscow is relatively open and uncongested and it is difficult for drivers to decrease their speed to the posted 35 mph and then to 25 mph. I have personally observed this when I volunteered as a crossing guard at Palouse Prairie School (where Styner crosses US 95). Excessive speed is so common here for drivers approaching from the south that I have seen police simply waving at drivers to slow down rather than practicing any active enforcement. Consider that this problem occurs for drivers after they have been driving through an area signed at a reduced speed (past JJ Building, Primeland etc.). What would happen if they entered town by the South Fork Palouse River bridge on E2 at 65 mph?

Conclusion

It is clear from the information I have discussed that there is no question alignment C3 is preferable from the standpoints of visual quality, farmland preservation, residential and business displacement, and effects on vegetation and wildlife.

From the perspective of wetland preservation, C3 is preferable but there is insufficient information in the documents to make an informed decision on the combined wetland/stream/floodplain impacts of these alignments.

I argue that the safety of C3 will be equal to or better than E2 and that the travel time/distance issue is trivial and higher speeds as the alignment reaches the South Fork Palouse River bridge will result in unsafe conditions on US 95 as drivers enter the south end of Moscow.

I have really been unable to find any true arguments supporting E2 over C3.

Miscellaneous:

DEIS, list of agencies: The mailing address for Carla Fromm in the Boise EPA office is incorrect. As I understand it, EPA has not been at the Orchard Street location for many years. Do we know whether Carla Fromm received any of the necessary documents during the EIS process?

Biological Assessment: On p.6 there is a discussion of negotiating an easement to protect Spalding catchfly and its reintroduction to a private prairie remnant. This work was scheduled for 2007 and 2008. What is the current status? Also, what are the results of the 2007 and 2009 surveys (p.8)?

Another example showing the difficulty in locating information in these documents: The IDF&G wildlife assessment is cited in the Executive Summary and in Chapter 1, but no location is given. The Wildlife Technical Reports was a logical location, but there is no table of contents in this document. There are 4 reports by 3 different subcontractors plus the IDF&G wildlife assessment in this document. Only one of the five reports has a header, so one must literally page through the entire document to even determine whether the IDF&G wildlife assessment is present there. The DEIS has a table of contents for this document, but it is logical one would look at the document itself for a table of contents. The table of contents in the DEIS lists the reports in the incorrect order, so is of little use.

The DEIS p15 states that E2 would traverse flatter topography than other alignments (which is one factor that makes it preferred by ITD), but I was unable to find any quantification of this. I can see where the western route traverses rough topography, but could this be a trivial numerical difference between E2 and C3?

Writing in the DEIS is biased as it will ignore negative aspects of the preferred alternative yet call out similar problems in one of the other alternatives. For example, the Executive Summary (p. 15) points out the length of tributaries affected by C3, yet makes no mention of the acres of wetland obliterated by E2.

MAR 25 2013

Comment about the ITD's Proposed Highway 95 Re-route between Thorncreek Road and South Moscow

March 5, 2013

Green Sanctuary Committee

Unitarian-Universalist Church of the Palouse

P.O. Box 9342

Moscow, ID 83843

L-68

Dear Mr. Rush, ITD Public Involvement Coordinator:

The ITD's Draft Environmental Impact Statement has reached the wrong conclusion in its analysis of the Highway 95 re-route location between Thorncreek Road and the south entrance to the City of Moscow.

The following contains the Green Sanctuary Committee's reasons why the ITD's preferred E-2 route is the wrong choice, and why the C-3 route is the right choice.

1. The ITD's E-2 route would take away twice as much prime farmland (arable land of statewide importance) and claim more Conservation Reserve land than the Palouse community's and the Green Sanctuary's preferred route, C-3.
2. The C-3 route would be more consistent with the Moscow City Council's proposed Ring Road southern access to Moscow and to the City's short- and long-range land use goals.
3. The C-3 route would require fewer new, ITD rights-of-way and would provide more points of highway access than E-2. Local and emergency vehicles would have faster response times to the surrounding area via the extra access points the C-3 route would provide.
4. The C-3 alternative would not undermine the viability of 8 businesses along the route, whereas, E-2 would route customers away from these established businesses. E-2 could negatively impact the continued viability, profitability, and sustainability of these businesses. Location along a highway is sometimes the key factor that determines whether or not businesses survive and thrive. The E-2 route could also cause traffic congestion and uncontrolled strip development in east Moscow. Strip development would only benefit the pockets of a few developers.
5. Having enough water to sustain life on the Palouse is a BIG consideration for this area. The C-3 route would not affect any domestic wells, but E-2 would negatively impact at least 2 domestic-use wells.

L-68

6. The C-3 alternative is also preferable because it would be constructed at a lower elevation than E-2. Snow and ice would melt faster on C-3 than on E-2, which would be constructed closer to the top of Paradise Ridge. Human lives would be saved on C-3 because road conditions would be less slippery / treacherous during the winter months.
7. The C-3 route, since it is only 0.09 of a mile longer than E-2, would cost about the same to construct.
8. The overall environmental impact of C-3 would be less than the environmental damage E-2 would cause. C-3 could potentially impact 14 remnants of native Palouse prairie, whereas, E-2 would be likely to impact 24 priceless prairie remnants, comprising some of the best Palouse Prairie habitat that is left. The Idaho Native Plant Society, the Palouse Prairie Foundation, some University of Idaho students and staff, the Paradise Ridge Defense Coalition, the Wild Idaho Rising Tide, the Palouse Chapter of the Sierra Club, the Palouse Environmental Sustainability Coalition, the Green Sanctuary Committee, plus other organizations and individuals are trying to preserve native Palouse Prairie soil, plants, wildlife, and water sources. The E-2 route would bisect a proposed Palouse prairie restoration site that is meant to be contiguous with a large and important natural prairie ecosystem on Paradise Ridge.
9. C-3 would result in fewer deer, elk, moose, people and vehicular collisions, injuries, and deaths than E-2. C-3 would pass through poor to marginal ungulate habitat, but E-2 would be routed through 4.4 acres of moderate ungulate habitat. The chances of vehicular collisions and slaughter of both drivers and large wildlife would thus be increased along E-2.
10. E-2 would also harm smaller wildlife. E-2 would take out 4.0 acres of pines and associated habitat necessary to sustain lizards, nuthatches, and bats, such as, the northern alligator lizard, the pygmy nuthatch, and the long-eared myotis bat. C-3 would not impact these areas.
11. C-3 would damage fewer wetlands than E-2. These local wetlands are needed for aquatic plant and wildlife survival and for flood control. The wetlands need to be left alone and unpolluted. C-3 would flush less polluted run-off into local streams and wetlands because it will follow the current highway roadbed for a longer distance than E-2. C-3 would require less new construction with water-impervious surfacing than E-2.

Conclusion:

From the foregoing listing of socio-economic, safety, and environmental concerns, the committee's preference for the C-3 alternative is obvious. The committee hopes that the ITD will do the

right thing: cancel the more destructive to people, wildlife, plant life, prairie and aquatic ecosystems, the E-2 route; and choose the less harmful, C-3 alternative.

Sincerely,

The Green Sanctuary Committee of the Unitarian-Universalist Church of the Palouse:

Selma J. Carney
Patricia Rathmann
L. Patrick Fuert
Brendin Sprague
Ellen Ihlem


Stephan Flint
4961 Lenville Rd
Moscow ID 83843

MAR 25 2013



March 20, 2013

Adam Rush, Public Involvement Coordinator
ITD Office of Communications
PO Box 7129
3311 W State St
Boise ID 83707-1129

Dear Mr. Rush,

I thank the ITD for extending the public comment period on US95 Thorn Creek to Moscow. I have made several comments on the following 2 pages which supplement my February 18 letter.

I remind the ITD that the judicial decision on this project in 2003 noted the failure of ITD to work together with the natural resource agencies. Looking at what correspondence is presented in the DEIS, and also the comments in the Department of the Interior's letter of February 22, 2013, it appears the ITD is still resisting the expert opinions of the natural resource agencies.

As we have pointed out in previous correspondence (and the Dept. of Interior has pointed out in their letter), the DEIS (and also the Guide to the DEIS) have severe shortcomings. Inconsistencies, lack of data, and a biased or selective presentation of data all have led to problems in the ability of both the public and decision makers reaching an informed decision. I repeat the suggestion I have made previously that a Supplemental EIS is needed to properly present this information. Once the data are unambiguously presented in an unbiased manner, the decision process can proceed. Simply responding to comments in a Final EIS would stifle informed public comment.

Thank you for consideration of these comments.


Stephan Flint

Copies: EPA Region 10
EPA Boise Office
ID Department of Fish and Game
ID DEQ, Lewiston
US Fish & Wildlife Service, Boise
Scott W. Reed, Attorney

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INTERSECTIONS:

If E2 is constructed, the amount of turning traffic at the intersection with North Old US 95 (immediately south of Moscow) will have an estimated 1450 turning vehicles per day (Appendix C4 of Safety Technical Report). This seems to be a substantial number of turning events for an uncontrolled intersection, especially given that this turning traffic includes grain trucks etc. going to Primeland and will also include large delivery trucks servicing building supply, welding, and other businesses on North Old 95. Are there any plans for a stoplight or overpass at this intersection?

In reviewing the accidents calculated for intersections (Tables 6 and 7), it appears the numbers shown for intersections do not correlate with the expected ADT (from Appendix C. 4); rather the accident numbers appear inflated for C3 intersections and deflated for E2 intersections. Specifically, for the C3 – North Old 95 intersection, 0.2 accidents are predicted per year. For E2, 0.4 accidents per year are predicted despite the fact the ADT is nearly three times that of the C3 intersection. A logical predicted accident number for E2 – Old North 95 would be 0.6 accidents per year. How was the lower number calculated?

Other intersections have similar problems. For C3, Eid, Clyde and Cameron roads have 0.3, 0.2, and 0.2 accidents per year, respectively. Yet these intersections have one fifth or less the ADT of other intersections with 0.2 estimates. Clearly they should be 0.1 or less. How were these numbers determined? (The worksheets provided on the CD are in part illegible, especially in what appears to be the most important part where there is a color background.)

I also take issue with the ADT predicted for the South Old 95 intersection. Identical ADT values (500) are shown for both C3 and E2 (Appendix C.4). However, much more traffic will be using the South Old 95 intersection under the E2 alignment, including some traffic from Eid Road and all southbound traffic from residences probably up to and past Cameron Road. As noted above, Eid, North Clyde, and Cameron Roads will all directly intersect the new C3 alignment. Only a very limited amount of traffic would still be using the shorter section of Old 95 if C3 is built. I believe the ADT for this intersection would be considerably higher than 500 with the E2 alignment.

CALCULATING ACCIDENT NUMBERS:

Here I elaborate on what I discussed in my previous letter. Using the corrected calculations above, the accidents for C3 decrease to 10.5 and those on E2 increase to 7.9. When we add in run-off-the road accidents on Old 95 based on the ADT values for Old 95 if E2 is built, the corridor accident number under E2 increases to 8.4. (See my

previous letter for a discussion of why accidents should be considered on a corridor basis.) When we add in the additional animal-related accidents (using an estimate from Stakehouse Hill data), the E2 accident number becomes 11.4 per year, clearly surpassing the estimated accidents on C3. If the additional accidents on E2 caused by the more severe weather at this higher elevation (acknowledged by all the locals I talk to but ignored by ITD) are factored in, E2 becomes even less safe. Note that I have been unable to find documentation of elevation differences between the alignments; elevation data presented in Fig 2 (Community Impact Report, Environmental Justice Section) are meaningless as they are identical for all alignments.

Big Game and Safety:

Clearly ITD went “consultant shopping” in an attempt to downplay the prevalence of big game along the E2 alignment. (Note that the Department of Interior letter also asks how the different studies were reconciled, as this is not evident in the DEIS.) The DEIS (Ungulate Effects section beginning on p169) cites the work of Sawyer (2010) which rates the habitat along this route only “moderate” at best. Here the DEIS ignores both the work of Melquist (a detailed habitat map and a discussion of animal movements) along with the anecdotal evidence provided by local residents – game trails, sign, and sightings.

In Appendix B3 of the Safety report, discussing deer-vehicle collisions, it clearly states, “The only widely accepted method with solid evidence of effectiveness is well-designed and maintained fencing, combined with underpasses or overpasses as appropriate.” Given the recommendation of Melquist and this clear statement in the DEIS supporting documentation, it is difficult to see the justification for the proposed clear-zone method recommended for E2 and ignoring the recommendation of fencing with underpasses.

Wetlands:

The Department of Interior letter (see p. 2 of their letter) questions how a decrease in wetland acreage (impacted by the E2 alignment) occurred between the 2006 field work and the current 2012 document which is included as supplemental material with the DEIS. I agree. I am puzzled as to what happened as the Wetland Technical report states, “No wetland determinations made in the original 2004 through 2005 work would be affected by the changes in the delineation guidelines.” This needs explanation.

MAR 25 2013

Paradise Ridge Defense Coalition
P.O. Box 8804
Moscow, ID 83843

L-70

March 21, 2013

Adam Rush, Public Involvement Coordinator
Office of Communications
Idaho Transportation Department
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Boise, Idaho 83707-1129

Dear Mr. Rush,

Thank you for the extension of the comment period regarding the Idaho Transportation Department's (ITD) Thorn Creek to Moscow Highway 95 realignment project. Because of this, individuals, agencies, and Paradise Ridge Defense Coalition (PRDC) partners have been able to adequately invest the time and energy necessary for careful study and analysis of the U.S. 95 Thorncreek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (DEIS), which is relatively inaccessible to the public due to its length, vast scope, and detail.

Individuals, agencies, and members of the coalition have made a sincere effort to gain a complete understanding of the DEIS and all its essential components that should contribute to selecting the most responsible choice of a new alignment for U.S. Highway 95. Careful analysis, accompanied by accurate citation of experts' studies in the DEIS, continually reveals that the E-2 alternative is not the best or most responsible of the three possible alignments.

As these individuals, agencies, and partners in the coalition have spent hours conscientiously reading hundreds of pages in the DEIS, we are expecting ITD to read and consider all the comments that they have thoroughly presented. Carefully prepared comments from agencies, such as the U.S. Department of the Interior Office of Environmental Policy and Compliance, the U.S. Environmental Protection Agency, and the Idaho Department of Fish and Game, partners in the PRDC, such as the Palouse Group of the Sierra Club, and individual members of the PRDC, such as Stephan Flint, David Hall, and Al Poplawski all deserve serious consideration by ITD.

Due to the history of ITD's previous handling of public and agency input, we cannot help but be skeptical about the sincerity of ITD in truly considering input from agencies, coalition groups, and individuals. To begin with, before any public input, the first map of the U.S. Highway 95 corridor in consideration of a new alignment between Genesee and Moscow, published in January 2000, already showed, among 11 possible routes, E-2 (then called 10A) as "ITD's Proposed Route." This alignment was determined by a small, unrepresentative "focus group" selected by ITD. Because ITD was required by law to offer the public at least one alternative besides their "proposed route," ITD determined that widening current U.S. Highway 95 would be the other alternative. In addition, the Environmental Assessment Appendix, May 2002, page 4, states,

On July 12, 2001, a third Merger meeting was held in Lewiston, where participants reviewed the revised Environmental Matrix (Table A-3). Participants discussed the prior meeting decision to carry forward Alternative 6 (current U.S. Highway 95), 10A (current E-2), and No-Action. The meeting concluded with participants agreeing to add Alternative 4 (close to current C-3) back into the decision process, as a "compromise" between Alternatives 6 and 10A. After this meeting, ITD evaluated the project schedule delay implications of bringing Alternative 4 back into the Merger discussion and decided to recommend to the Merger Agencies an action to mitigate the natural environment impacts of Alternative 10A.

L-70

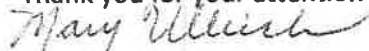
After ITD was told by court order in 2003 that their own regulations required that they conduct a full environmental impact statement (EIS) for the construction of a highway along a new right-of-way, ITD went to the general public to solicit input. ITD held public workshops whereby hundreds of concerned citizens came in good faith and worked together many hours over the course of several days to determine compromise alignments. Thereafter, ITD trimmed down the alternatives suggested through these workshops to the three-alignments currently under consideration. ITD then proceeded to conduct a full EIS. Ten years later, ITD continued to present its "preferred alternative" as E-2. Was all that public and agency input really seriously considered?

After carefully examining the very inadequate DEIS and taking into account a serious lack of data and misrepresentation of data, the evidence favoring E-2 disappears. The DEIS Wildlife Technical Report, "Final Review of Wildlife Mitigation for the Thorn Creek-Moscow Highway Development Project (U.S. 95)" prepared by William C. Ruediger, September 2007, states, "Several resource agencies have indicated that their 'preferred alternative' is the center route...The resource agencies involved in the project include Idaho Department of Fish and Game (IDFG), U.S. Fish and Wildlife Service (FWS), U.S. Environmental Protection Agency (EPA), and the U.S. Army Corps of Engineers (Corps)." It appears that ITD did not seriously consider input from agencies and experts.

One more concern is the damage and control of public opinion due to the misinformation and biased selective presentation of information in ITD's "Guide to the Environmental Impact Statement" brochure. For most people this brochure was the only information that guided their comments and opinion of the best alignment. Not many people read the full EIS due to its great length and often confusing detail. The biased presentation of pros and cons in ITD's brochure undoubtedly influenced public opinion. On page 10, the pros for E-2 are presented first with the shortcomings hidden at the end, while on page 9, shortcomings (some of which were just not true) of C-3 come first and the advantages are hidden at the end. In the ITD brochure, page 9, "C-3: The Central Alternative", it states, C-3 "would displace eight businesses". At the hearing the Right-of-Way experts stated that in fact "No businesses will be displaced and the widening of current Hwy 95 would have no effect beyond a potential noise increase". The Right-of-Way experts also said that E-2 would displace the most residents because of issues with a displaced well and that ITD had decided to relocate all of the residences in the mobile park and a house above the park on Eid Rd. They further stated that C-3 would displace only 1 residence. This information makes 2 points ITD made against C-3 untrue! In addition, superlative statements based on small, statistically insignificant differences were presented to sway public opinion to ITD's wishes, e.g., alternative travel times, length of routes, safety measurements, etc. Clearly, the public has been deceived and controlled. This borders on criminal!

Because of our concern that input from important agencies and the public has not previously been seriously considered and incorporated into ITD's decision-making process for this project, we request to know in some detail the process by which ITD plans to read and act on the many carefully presented comments sent to ITD. We expect that this should be a long and arduous process. However, we request that we be informed of its progress.

Thank you for your attention to these comments,


Mary Ullrich
PRDC Secretary

Copies sent to: EPA Region 10; EPA Boise Office; Idaho Department of Fish and Game; Idaho Department of Environmental Quality, Lewiston; U.S. Fish and Wildlife Service, Boise; Federal Highway Administration, Idaho Division; Department of Interior, Office of Environmental Policy and Compliance; Scott Reed, Attorney

MAR 22 2013

Diana Armstrong
116 West Morton
Moscow, ID 838343
March 18, 2013

L-71

Office of Communications
ITD
Box 7129
Boise, ID 83707-1129

Comment on DEIS for US Highway 95 Thorn Creek Road to Moscow

I'm pretty sure the deck is stacked against me, and the time I've taken to inform myself and participate in this commenting is wasted. For apparently you are determined to have the E-2 alternative over the all-around better C-3 alternative.

So one ends up asking: What corporate logos are you wearing on your hard hats? Who owns property where E-2 would go? Does someone want to "develop" Paradise Ridge? What information do we (public) not have? Why do you keep shopping for "experts" who tell you what you want to hear? What's behind Idaho Department of Transportation's preference for the E-2 alternative, years ago the 10A alternative, because it's not data (or common sense)?

(And another thing one wonders: if preventing accidents were truly a priority, why didn't IDOT reduce the speed limit and/or put up warning lights on that curvy section of 95 decades ago? That would have been a no-brainer temporary solution.)

The City of Moscow prefers the C-3 alternative. The Idaho Fish and Game Department and US Environmental Protection Agency and Fish and Wildlife Service are opposed to the E-2 route.

Your DEIS statement is flawed and draws false conclusions. I offer the following:

E-2 has a longer length at a higher elevation = worse winter driving conditions.
E-2 crosses more deer corridors and cuts deer off from 4 ponds = more collisions.
E-2 crosses through better ungulate habitat = more collisions.
E-2 crosses more water courses = more wetlands impact.
E-2 requires more and deeper cuts and fills and more culverts = more costly.
E-2 would displace 5 or more residences (C-3, one) = more disruption to citizens.
E-2 creates more new impervious surfaces = more pollutant runoff near farmland.
E-2 takes more prime farmland out of production.
E-2 has more negative visual impact, including headlights at night.

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E-2 has a much greater negative impact on the very rare Palouse Prairie ecosystem.

E-2 destroys 4 acres of pine stands and associated habitat.

E-2 is less convenient for local residents.

C-3 uses a significant amount of the current road.

We who are opposed to the E-2 alternative are reasonable people, but we are embittered and frustrated by IDOT's misplaced loyalty or misplaced priorities.

A handwritten signature in cursive script that reads "Diana Armstrong". The signature is written in dark ink and is positioned above the printed name.

Diana Armstrong

Moscow citizen for 37 years

FEB 25 2013

L-72

February 19, 2013

Adam Rush, Public Involvement Coordinator
ITD Office of Communications
3311 W. State Street, Boise, ID 83707

RE: Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation US-95 Thorncreek Road to Moscow.

Dear Mr. Rush,

The following letter presents my comments on the recently released Draft Environmental Impact Statement (DEIS) for the Thorncreek Road to Moscow section of US Highway 95. I am concerned that the totality of environmental and social impacts associated with the E-2 route were not fully addressed in the DEIS. After a complete review of the DEIS and associated technical documents, I offer the following specific comments and concerns for your consideration:

1. Lack of access to the new highway for rural residents living along the route under the E-2 alternative.

As presented in the DEIS, the E-2 route will leave the existing US-95 corridor at the top of Reisenauer Hill and does not connect to it again until just immediately outside Moscow. This is discussed in numerous places throughout the DEIS as a positive attribute in that the number of "access points" to the highway will be reduced. This assumption doesn't address the impact this will have on rural residents living along the Thorncreek to Moscow corridor, specifically those residents from Eid Road north toward Moscow.

Table 9, found on page 59 of the DEIS, indicates that over 1,200 people live along the Thorncreek to Moscow corridor. Nearly all of these rural residents use this route daily to commute to work, school, or other purposes. This accounts for potentially several thousand vehicle trips per day, at least. If the E-2 alternative is constructed, nearly all of these vehicles will continue to traverse the old US-95 route. Very few people, if any, will backtrack the several miles required southward to the top of Reisenauer Hill to enter the new highway. For someone like me, who lives on Eid Road, backtracking would effectively make the 5-mile trip to Moscow a 7 or 8 mile trip. In addition, emergency services, school buses, garbage collection services, and mail delivery, among many others, will all be under the same conditions. So, while elimination of all county road access points along the E-2 alternative sounds good and allows ITD to tout the preferred alternative as the safest, it provides absolutely no benefit to those local residents who rely on this route to travel to work and school every single day.

I feel ITD must go back through the DEIS and reevaluate all conclusions they've reached as they relate to impacts associated with removal of all county road access points from the E-2 route. One such example

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can be found with nearly the entire second paragraph on page 141 of the DEIS. In this paragraph ITD states that the preferred alternative would "benefit" residents along Eid Road by, "...improving the safety of US-95 and improving highway access and mobility," by "...reducing commute times and facilitating more efficient access to services," and through "Ingress and egress of vehicles, including emergency response units...by the use of a turn bay." These are all absolutely incorrect. Access for residents living along Eid Road, and really all rural residents living in the corridor, will not benefit under the preferred alternative. Essentially, nothing will change regarding our ability to travel back and forth to Moscow. The "turn bay" discussed in this section will be located several miles away from the mobile home parks at the top of Reisenauer Hill. How does this benefit residents along Eid Road? How will it reduce our travel times? We will all primarily be driving the old US-95 route that doesn't meet the AASHTO standards and has been identified as having some of the highest accident rates in State of Idaho (Table 31 found on page 131 of the DEIS). How does the E-2 alternative make traveling this route safer for us?

Another example of an incorrect finding regarding access can be found in the second to last paragraph on page 140 which states the C-3 alternative would "...improve the highway access for all users but to a lesser extent compared to the E-2 and W-4 alternatives." I believe this statement to be incorrect. Under the C-3 alternative, access to the new US-95 route would actually be provided for rural residents living along Eid Road. This is not provided in the E-2 alternative as Eid Road is bypassed via an overpass. Therefore, access to rural residents would clearly be better under the C-3 alternative not E-2.

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2. I believe the reflection of proposed accident rates are misleading and do not accurately reflect travel patterns created if the E-2 alternative is constructed.

I have concerns with how ITD has presented and utilized the crash data in the DEIS. The Safety section (3.10.3) on page 111 states that, "Safety issues within the study area relate primarily to the road geometry and access onto the roadway." I'm curious how ITD has determined that "access to the roadway" is a primary safety issue based on the data presented in this section? On the following page of the DEIS, Table 29 and 30 list specifics on crash data for the past ten years (2002-2012). Table 29 indicates there were 220 total crashes along the Thorncreek to Moscow route over the last ten years. While Table 30 indicates that 22 of those crashes or (10%) were "intersection related." Of the five crash factors or types presented in Table 30 (wildlife, intersection related, head-on, negotiating a curve, and weather), intersection related is followed only by head-on as the least likely factor or type of crash.

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The presentation of crash data throughout the DEIS, both the numbers of potential future crashes and the fatalities associated with them, is misleading and not truly representative of what construction of the E-2 alternative will result in. These predictions must be tempered with the fact that all current issues and concerns associated with the no action alternative will continue to be a problem under this alternative. Therefore, I feel in order to truly predict potential crashes and fatalities associated with any of the action alternatives, but especially E-2, ITD must also include an analysis of the future predicted crashes and fatalities along the old US highway route associated with rural residential use. These figures must then be added to those predicted for the action alternatives to get a true sense of what the safety impacts will be for all people who use this travel route. This is important as the historical data includes everyone, not just those that drive through from Moscow to Genesee, Lewiston, or other points south.

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There is no discussion of the style and kind of overpass structure that is proposed to be built over Eid Road. Nor can I find anywhere within the DEIS how high the finished roadway will be as it crosses Eid Road and as it heads north from there. I live immediately east of the proposed overpass along Eid Road and can attest to the level and type of traffic Eid Road handles. It is very common during the spring and late summer/fall months to see large wheel tractors, combines, grain trucks, and large loaded trucks of hay traveling from farm ground to the east and west of the proposed E-2 alignment to and from US-95. These vehicles are all extremely tall and will likely not easily fit under a standard height highway overpass. I'm concerned that the E-2 alternative will effectively create a barrier to agricultural equipment movement up and down Eid Road. Currently, fields on both sides of the preferred alternative location near Eid Road are farmed. The farmer is reliant upon moving his machinery up and down Eid Road to access his fields. How will this be accomplished if his agricultural machinery will not fit under the overpass structure planned for Eid Road? This could create a potential economic hardship and be a mobility issue as well. This is not currently addressed at all in the DEIS.

4. The viewshed analysis presented in the DEIS and associated technical reports doesn't adequately address viewshed impacts to rural residents.

I live along Eid Road and my home and property are located immediately east of the proposed E-2 alignment. There is absolutely no detailed discussion anywhere in the DEIS about the nature and scale of visual impacts associated with the highway and overpass structure proposed for construction near my property. There is discussion regarding impacts to viewsheds from the top of Reisenauer Hill looking

north, or from the City of Moscow looking south, but nothing regarding the very real adverse impacts to rural residents along Eid Road. My property and home have excellent uninterrupted views of the Palouse region to the west and south. The foreground of these significant viewsheds will be impacted by the planned overpass and associated elevated highway proposed through the E-2 alignment. I consider this to be a serious long-term, adverse impact on the visual qualities associated with my property and home. The second paragraph on page 181 states "A new bridge at Eid Road would create a long-term visual effect to residences." This needs to be changed to a "major long-term negative visual impact on residents" and a more detailed analysis of what these impacts are and how they will be mitigated by ITD presented.

5. The noise effects analysis is not adequate and doesn't address noise concerns for rural residents.

In reviewing the noise technical report referenced in the DEIS, it seems seven noise receptors were placed in the general vicinity of the E-2 alignment as it crosses Eid Road. However, five of these locations were placed in spots that will be destroyed if the preferred alternative is constructed. Why were these receptors placed in locations that will "displaced" if the E-2 alignment is constructed? This is a major failing in the noise study and a very convenient way to justify the following statement in the first paragraph on page 186 of the DEIS "The required and optional abatement measures were not considered feasible and reasonable for the impacted receptors which were not displaced." If the receptors had been placed in locations in the Eid Road vicinity that were not being "displaced," but will for sure be impacted by the noise generated from this elevated highway, perhaps the required abatement measures would be justified.

In addition, what criteria were utilized when locations for the noise receptors were being installed in the first place? If the preferred alternative is built, it will be an elevated highway across Eid Road. Depending upon the height of this highway, the roadway will likely result in major long-term negative noise related impacts on all residences living along the first mile or so of Eid Road. The noise impacts from this alternative are not limited to homes within 300 feet of the centerline. Noise can travel great distances and drastically alter what is now a very quiet location. I see this as a major failing of the noise analysis presented in the DEIS and this should be adequately addressed and more thoroughly researched. Receptor locations must be selected based on where potential impacts from the preferred alternative will be felt, not underneath the finished roadway.

6. Impacts to community cohesion are inaccurate and not fully addressed in the DEIS and associated technical reports.

Page six of the Community Impact Assessment Update technical report provides the following definition for the community cohesion study:

The community cohesion evaluation considers any changes in the pattern of social networking within a neighborhood or community, which includes splitting neighborhoods, isolating groups, generating new development, changing property values, or separating residents from community facilities. The community cohesion evaluation also includes noise and visual impacts from a project.

The primary study cited throughout the Community Impact Assessment technical reports regarding potential impacts to community cohesion was prepared by the Citizens for a Safe Highway 95 group.

This group has shown strong public support for the E-2 route, and I question whether any "studies" they have conducted can and should be viewed as unbiased. I also strongly question whether ITD should rely on the findings of any study produced by a special interest group for such a high profile project. I have lived in my home along Eid Road since 2006 and have never been contacted by any group (public or private) regarding my concerns, issues, or beliefs about any of the action alternatives reviewed in this DEIS. My home is immediately east of the overpass structure proposed under the preferred alternative, and my only contact regarding this project has been several requests from ITD to grant permission for access to my property for project related studies. The findings presented by the Citizens for a Safe Highway 95 group certainly do not reflect my beliefs regarding this issue at all. I also question whether the Citizens for a Safe Highway 95 group are experts in the field of community cohesion studies, whether they utilized a scientifically valid study design, and if their methodology and findings will hold up in court.

I also question how the DEIS can state in the third paragraph on page 138 that "...none of the alternatives would cause a major disruption to community cohesion." The density of homes along the first mile or so of Eid Road makes it one, if not the most, densely occupied communities along the entire Thorncreek to Moscow route. This community is very quiet and has excellent uninterrupted views westward towards Pullman. Construction of the E-2 alternative will remove five homes, impact numerous others, and effectively cut the community in two. Using the definition provided in the Community Impact Assessment, these are exactly the kind of issues the community cohesion study was supposed to address and analyze. This is clearly not the case for the studies utilized in the analysis presented in the DEIS on which ITD is basing their findings. Implementation of the E-2 alternative would create major, long-term negative noise, visual, and community cohesion impacts for the Eid Road community. The DEIS doesn't address this concern at all.

7. Potential impacts to property values of rural residences from the preferred alternative are not adequately addressed.

It is stated in the last paragraph on page 143 of the DEIS, and numerous times throughout the associated technical reports, that property values will either not be impacted or may even increase throughout the project area under the E-2 alternative. I believe this to be absolutely untrue as it relates to the rural residences along Eid Road. The scenic qualities, including natural quietness and uninterrupted views to the west, provide value to my property. Placing an elevated freeway several hundred meters from my property line will not increase my property value. In fact, page 29 of the Community Impact Assessment Technical Report, Part 2 states "With respect to the proposed project, it is reasonable that by reducing access to a property, the value of that property may be reduced." This assertion has seemingly been ignored by ITD and is not discussed in any manner in the DEIS. As already discussed above, implementation of the E-2 alternative will provide no benefit, and in fact may actually reduce access for rural residents living north of Eid Road along the Thorncreek to Moscow corridor over the long-term. Therefore, I feel potential impacts to property values needs to be reassessed and adequately addressed in the DEIS.

8. Issues associated with impacts to vegetation and wildlife habitat are not completely accurate or adequately addressed in the DEIS.

The first sentence in the last paragraph on page 45 of the DEIS states that, "The E-2 alternative was forwarded for consideration because it had the least effect to wetlands, cultural resources and was the only alternative to not effect rare plant communities." This is absolutely not a correct statement. Table

2 on page 13 of the DEIS indicates that the E-2 route impacts 3.61 acres of wetlands while the C-3 alternative would impact less than 1 acre. The assertion that the E-2 route has no impacts to rare plant communities is also incorrect. This alternative will have the greatest impact to rare plant communities located along Paradise Ridge, and this needs to be addressed throughout the DEIS.

Impacts of the E-2 alternative on Conservation Reserve Program (CRP) lands are not adequately addressed anywhere in the DEIS either. In the Citizens for a Safe 95 attachment to the Community Impacts Assessment technical report it is noted that CRP ground "...is less productive and poorer quality." While this may be true on a case by case basis, as a blanket statement this represents a clear lack of understanding of the focus and purpose of the CRP Program. The CRP program was created through the 1985 farm bill and was initially focused on removing erosion prone lands from production through the establishment of natural covers. However, subsequent farm bills have refocused the CRP program on the benefits of conserving lands for wildlife habitat, wetland restoration, and other resource based projects that benefit the overall conservation and preservation of natural environments. A detailed analysis of lands enrolled in the CRP program and impacts to their associated conservation benefits for all of the alternatives must be included in this DEIS. I also strongly recommend ITD hire a reputable expert to perform this study, not rely upon the findings of studies produced by special interest groups such as Citizens for a Safe Highway 95.

Impacts to the pine stands along Paradise Ridge are also not adequately or accurately addressed in the DEIS. Section 4.8.5, starting on page 167 and continuing to page 168, states that "The E-2 alternative would affect 3.9 acres...that could offer potential nesting habitat for the long-eared myotis and pygmy nuthatch..." This is an incorrect statement, as the technical report produced by Melquist (page 11) states that the pygmy nuthatch already are known to exist in this stand. Also, in that same section of the DEIS (4.8.5), ITD has concluded that the loss of this 3.9 acres of habitat is "considered minor" and that there is "an abundance of habitat nearby." Who concluded this? This is blatantly incorrect and obviously not the case. In fact, the Melquist report suggests avoiding construction along the E-2 corridor for this very reason. Why is this not reflected in the DEIS?

The last full paragraph on page 55 of the DEIS states the following: "The primary disadvantages of E-2 compared to the other alternatives are that it would be located closer to the base of Paradise Ridge which provides moderate ungulate habitat and E-2 would also affect pine stands that are potential long-eared myotis, northern alligator lizard and pygmy nuthatch habitat." While this statement is mostly accurate, it is not complete. As mentioned above, pygmy nuthatch are already known to inhabit this pine stand. The E-2 alternative will also have adverse impacts on community cohesion, viewsheds, noise, property values, access for rural residents, rare plant communities, native and restored Palouse Prairie habitats and CRP ground. In the second to last sentence of the last paragraph on page 45, ITD also states the E-2 alternative was forwarded for consideration "...because it had the least overall effects compared to the other alternatives in the eastern corridor." Perhaps a more appropriate statement regarding the E-2 alternative would be, "the E-2 alternative will result in the most long-term adverse impacts to nearly all resources of concern studied in this DEIS when compared to those alternatives forwarded for analysis." I also really question whether the E-2 alignment actually addresses the given purpose and need for this project articulated on page 2 of the DEIS. I strongly believe the E-2 route will not "improve" safety for any of the rural residents living along the Thorncreek to Moscow route. Nearly all of us will still be required to drive the old US-95 highway on a daily basis, and while overall traffic volume on the old route will be likely be greatly reduced we'll all still have to deal with all of the route's current safety issues and the accident will likely still remain high.

Based on a careful review of the DEIS and associated technical documents, I strongly support ITD's adoption of the C-3 alternative.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason W. Lyon", with a long horizontal flourish extending to the right.

Jason W. Lyon
1090 Eid Road
Moscow, Idaho
(208) 669-1867

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February 19, 2013

Adam Rush, Public Involvement Coordinator
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3311 W. State Street, Boise, ID 83707

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The primary study cited throughout the Community Impact Assessment technical reports regarding potential impacts to community cohesion was prepared by the Citizens for a Safe Highway 95 group.

This group has shown strong public support for the E-2 route, and I question whether any "studies" they have conducted can and should be viewed as unbiased. I also strongly question whether ITD should rely on the findings of any study produced by a special interest group for such a high profile project. I have lived in my home along Eid Road since 2006 and have never been contacted by any group (public or private) regarding my concerns, issues, or beliefs about any of the action alternatives reviewed in this DEIS. My home is immediately east of the overpass structure proposed under the preferred alternative, and my only contact regarding this project has been several requests from ITD to grant permission for access to my property for project related studies. The findings presented by the Citizens for a Safe Highway 95 group certainly do not reflect my beliefs regarding this issue at all. I also question whether the Citizens for a Safe Highway 95 group are experts in the field of community cohesion studies, whether they utilized a scientifically valid study design, and if their methodology and findings will hold up in court.

I also question how the DEIS can state in the third paragraph on page 138 that "...none of the alternatives would cause a major disruption to community cohesion." The density of homes along the first mile or so of Eid Road makes it one, if not the most, densely occupied communities along the entire Thorncreek to Moscow route. This community is very quiet and has excellent uninterrupted views westward towards Pullman. Construction of the E-2 alternative will remove five homes, impact numerous others, and effectively cut the community in two. Using the definition provided in the Community Impact Assessment, these are exactly the kind of issues the community cohesion study was supposed to address and analyze. This is clearly not the case for the studies utilized in the analysis presented in the DEIS on which ITD is basing their findings. Implementation of the E-2 alternative would create major, long-term negative noise, visual, and community cohesion impacts for the Eid Road community. The DEIS doesn't address this concern at all.

7. Potential impacts to property values of rural residences from the preferred alternative are not adequately addressed.

It is stated in the last paragraph on page 143 of the DEIS, and numerous times throughout the associated technical reports, that property values will either not be impacted or may even increase throughout the project area under the E-2 alternative. I believe this to be absolutely untrue as it relates to the rural residences along Eid Road. The scenic qualities, including natural quietness and uninterrupted views to the west, provide value to my property. Placing an elevated freeway several hundred meters from my property line will not increase my property value. In fact, page 29 of the Community Impact Assessment Technical Report, Part 2 states "With respect to the proposed project, it is reasonable that by reducing access to a property, the value of that property may be reduced." This assertion has seemingly been ignored by ITD and is not discussed in any manner in the DEIS. As already discussed above, implementation of the E-2 alternative will provide no benefit, and in fact may actually reduce access for rural residents living north of Eid Road along the Thorncreek to Moscow corridor over the long-term. Therefore, I feel potential impacts to property values needs to be reassessed and adequately addressed in the DEIS.

8. Issues associated with impacts to vegetation and wildlife habitat are not completely accurate or adequately addressed in the DEIS.

The first sentence in the last paragraph on page 45 of the DEIS states that, "The E-2 alternative was forwarded for consideration because it had the least effect to wetlands, cultural resources and was the only alternative to not effect rare plant communities." This is absolutely not a correct statement. Table

2 on page 13 of the DEIS indicates that the E-2 route impacts 3.61 acres of wetlands while the C-3 alternative would impact less than 1 acre. The assertion that the E-2 route has no impacts to rare plant communities is also incorrect. This alternative will have the greatest impact to rare plant communities located along Paradise Ridge, and this needs to be addressed throughout the DEIS.

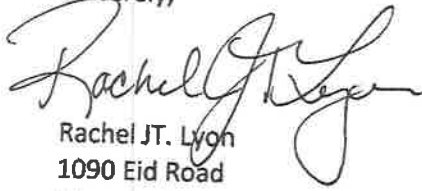
Impacts of the E-2 alternative on Conservation Reserve Program (CRP) lands are not adequately addressed anywhere in the DEIS either. In the Citizens for a Safe 95 attachment to the Community Impacts Assessment technical report it is noted that CRP ground "... (is) less productive and poorer quality." While this may be true on a case by case basis, as a blanket statement this represents a clear lack of understanding of the focus and purpose of the CRP Program. The CRP program was created through the 1985 farm bill and was initially focused on removing erosion prone lands from production through the establishment of natural covers. However, subsequent farm bills have refocused the CRP program on the benefits of conserving lands for wildlife habitat, wetland restoration, and other resource based projects that benefit the overall conservation and preservation of natural environments. A detailed analysis of lands enrolled in the CRP program and impacts to their associated conservation benefits for all of the alternatives must be included in this DEIS. I also strongly recommend ITD hire a reputable expert to perform this study, not rely upon the findings of studies produced by special interest groups such as Citizens for a Safe Highway 95.

Impacts to the pine stands along Paradise Ridge are also not adequately or accurately addressed in the DEIS. Section 4.8.5, starting on page 167 and continuing to page 168, states that "The E-2 alternative would affect 3.9 acres...that could offer potential nesting habitat for the long-eared myotis and pygmy nuthatch..." This is an incorrect statement, as the technical report produced by Melquist (page 11) states that the pygmy nuthatch already are known to exist in this stand. Also, in that same section of the DEIS (4.8.5), ITD has concluded that the loss of this 3.9 acres of habitat is "considered minor" and that there is "an abundance of habitat nearby." Who concluded this? This is blatantly incorrect and obviously not the case. In fact, the Melquist report suggests avoiding construction along the E-2 corridor for this very reason. Why is this not reflected in the DEIS?

The last full paragraph on page 55 of the DEIS states the following: "The primary disadvantages of E-2 compared to the other alternatives are that it would be located closer to the base of Paradise Ridge which provides moderate ungulate habitat and E-2 would also affect pine stands that are potential long-eared myotis, northern alligator lizard and pygmy nuthatch habitat." While this statement is mostly accurate, it is not complete. As mentioned above, pygmy nuthatch are already known to inhabit this pine stand. The E-2 alternative will also have adverse impacts on community cohesion, viewsheds, noise, property values, access for rural residents, rare plant communities, native and restored Palouse Prairie habitats and CRP ground. In the second to last sentence of the last paragraph on page 45, ITD also states the E-2 alternative was forwarded for consideration "...because it had the least overall effects compared to the other alternatives in the eastern corridor." Perhaps a more appropriate statement regarding the E-2 alternative would be, "the E-2 alternative will result in the most long-term adverse impacts to nearly all resources of concern studied in this DEIS when compared to those alternatives forwarded for analysis." I also really question whether the E-2 alignment actually addresses the given purpose and need for this project articulated on page 2 of the DEIS. I strongly believe the E-2 route will not "improve" safety for any of the rural residents living along the Thorncreek to Moscow route. Nearly all of us will still be required to drive the old US-95 highway on a daily basis, and while overall traffic volume on the old route will be likely be greatly reduced we'll all still have to deal with all of the route's current safety issues and the accident will likely still remain high.

Based on a careful review of the DEIS and associated technical documents, I strongly support ITD's adoption of the C-3 alternative.

Sincerely,

A handwritten signature in black ink, appearing to read "Rachel JT. Lyon". The signature is fluid and cursive, with the first name "Rachel" being the most prominent part.

Rachel JT. Lyon
1090 Eid Road
Moscow, Idaho
(208) 669-1867



TRANSPORT, INC.

L-74

(208) 746-4111
1914 5th Avenue N.
Lewiston, Idaho 83501

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As one of the owners of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of our truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming from the rooftops that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a long known notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss that we should allow the continued postponement of this project. In the last ten years since the project was supposed to have begun there have been 225 accidents, 186 injuries, and 9 deaths. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to invidiously attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and put the safety of the driving public to the forefront of this argument. The State needs to take whatever steps afforded to it to bring these delaying tactics to an end.

Sincerely,

Bee Stillman

RECEIVED

MAR 04 2012

DIV. OF HIGHWAYS
LEWISTON, IDAHO

L-74

L-75

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Ferry Kuegel

RECEIVED
MAR 05 2012
DIV. OF HIGHWAYS
LEWISTON, IDAHO

L-75

L-76

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

A handwritten signature in black ink, appearing to be "Ken Helm", written over a large, loopy flourish.

RECEIVED

MAR 04 2012

DIV. OF HIGHWAYS
LEWISTON, IDAHO

L-76

L-77

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

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Sincerely,

Michael Allen Hwang

L-77

L-78

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,



L-78

L-79

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

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Sincerely,

Carmen LaMontagne

L-79

1-80

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Donald R Spear

1-80

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

L-81

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time to for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Neal Mancy

L-81

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

L-82

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,



L-82

(1-83)

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

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Sincerely,

JH Main

1-83

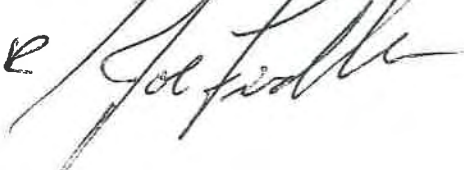
L-84

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

JOE FIEDLER 

L-84

L-85

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Richard E. Haaland

L-85

L-86

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Majine Thompson
Driver 11 yrs

L-86

(L-87)

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Donald B. Mochel

L-87

L-88

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,



L-88

L-89

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Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

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Sincerely,

Foggy York

Damn angry about this!!

L-89

L-90

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Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

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Sincerely,



L-90

L-91

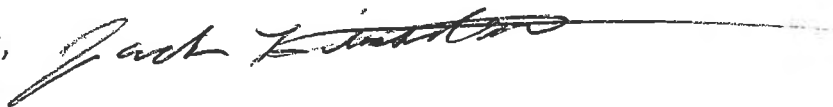
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Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

JACK LINSTROTH

Sincerely,



L-91

L-92

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Wallace B. Helm

L-92

L-93

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Ben Van Horn

Excel Transport Inc.

L-93

L-94

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,



L-94

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

L-95

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time to for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely, LEVI J KIMBALL
Levi J Kimball

L-95

L-96

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time to for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely, *Steve Moyer*

L-96

L-97

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Brinn Doje

L-97

L-98

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time to for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

A handwritten signature in black ink, appearing to read "Chad C. Richardson", followed by a horizontal line.

L-98

L-99

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,



L-99

L-100

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time to for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,



L-100

L-101


Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time to for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,


Mark C. Jackson


Dori K. Jackson

L-101

L-102

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Ruby Arrington
Jody Arrington

L-102

L-103

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,



L-103

L-104

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Gayle L. Painter

Gayle L. Painter

2-28-13

L-104


L-105

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,


JEFF HILBERT

L-105


L-106

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time to for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,


Kevin R Byers
1419 Galle Ave
Lewiston, ID
83501

L-106

L-107

Mr. Ken Helm
Idaho Department of Transportation
District 2
2600 Frontage Rd.
Lewiston, Idaho 83501
Re: 95 alignment

Dear Mr. Helm,

As an employee of Excel Transport and a citizen that relies on highway 95 for my livelihood, I feel it is time to for the State to take an aggressive stance to dispense with the waiting and get this alignment project pushed forward. The loss of truck driver Shane Moyer's life in the most recent incident at that location is cause for loudly exclaiming that enough is enough. His wife and children are paying the ultimate price for a road alignment that has a notorious reputation. Reisenauer hill has been the cause of too many accidents, too much pain, tragedy, and loss. We should not allow the postponement of this project. The State has options for different routes, but they are being held up by a minority of folks who care more, apparently, for wild flowers and their view than they do for people's safety. Let them explain to the families of victims to that stretch that their loved ones safety is less important than whatever it may be that is causing this group of people to attack this necessary correction. The good of the many outweigh the good of the very few and it's time to put an end to this outrageous delay and make the safety of the driving public the most important thing in this argument. The State needs to take whatever steps available to bring these delaying tactics to an end.

Sincerely,

Cameron Solberg

L-107