

Comment Form Transcription November 5, 2008 (Council)

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#	1. What highway improvements are needed on U.S. 95? (Please be specific with improvements and locations.)	2. What is the most important improvement needed?	3. Other Comments (have we missed anything?)
1	Fix the passing lane at the top of Fort Hall Hill. It is very dangerous Finish the By-Pass in Council. The survey and right of way work has be done, so the By-Pass needs to be completed. Widen areas that are so narrow. There are several of them between Council and Weiser. Need more room outside of fox line.		
2	Mesa Hill northbound passing lane extended Rest areas—far and few along 95	Study on truck traffic—we see a tremendous increase annually on trucking companies using Hwy 95 Port of entry between mile markers 137 and 138 on west side of Hwy 95 causes major back up of trucks when open.	Trucks are pulling in and out of small area causing traffic problems. Along with truck traffic, recreational vehicles have not decreased even with economy. The combination of trucks, RV's, and general traffic using Hwy 95 as a north and south corridor increases yearly. Possible major increase in future. I suggest road between Adams County and Valley County to access Tamarack location becomes a reality this will also change the growth (projected) and projected transportation charts.
3	Shoulders between Cambridge and Midvale— (straight stretch)	1. Council Alternate 2. Three sharp corners <ol style="list-style-type: none"> 1. South of Council at shooting club 2. South of Lakey's 3. Thomason 	

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		3. Turn lanes at bottom of Mesa to Indiana Valley—southbound Bottom of Mesa to Goodrich—northbound.	
4	<ul style="list-style-type: none"> • Passing lanes are needed between Weiser and Payette • Widen and eliminate sharp curves between Mink Ranch and Lakey's Café thru the canyon like was done between Midvale and Cambridge 	More visible reflectors along the road to assist driving in winter and night time conditions	
5	Problem of the slowness of track on stretch between Glendale turn off and Meadows when long trucks and motor homes are present Are any more passing lanes possible?		
6	Top of Fort Hall Hill, needs passing lane over top	Council alternate needed because of truck traffic and narrow street	Canyon from Fort Hall to Tamarack need more passing lanes.
7	The highway in front of Starlite is cracked. The crack has gone down into Starlite parking letting water under pavement. Which has destroyed pavement. Trucks speed around corner by Starlite. Starlite property is out past yellow line of highway 95		
8	The need to by pass small towns Council, Cambridge, and Midvale. Weiser with merge lanes and exit lanes instead of intersections, stop signs and lights. I appreciate not having to drive through Craigmont and Fruitland (example).	Speed enforcement	Being an older driver and my eyes not what they used to be I would like to see better painted lines especially shoulder lines and reflectors.
9	See back	See back	Considering Ada/Canyon County

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			consists of approx 40% of the state population, what percentage of IDT funding is utilized by that 40%?
10	Complete the Council alternate as soon as possible—safety Hghy. 95 needs more maintenance Hghy. 95 passing lanes are needed soon—safety	1. Council alternate 2. Passing lanes on 95—Weiser Canyon, Fort Hall Hill	
11	1. Fort Hall Hill: Is a big game crossing (elk and deer), right at the peak of the 1 st curve and has very poor site distance. Construction of a wildlife crossing overpass structure at this point would help work to alieviate automobile/wildlife problems. 2. Midevale Hill suffers from similar big game crossing issues. Overpass or tunnel wildlife crossing(s) would be beneficial here too.	Council alternate Fort Hall Hill sight distance and wildlife crossing River Canyon sight distance De icing river canyon segments, especially just south of Cambridge	
12	Council alternate route Fort Hall Hill	Council alternate route—safety issue—#1 need.	Rate of growth in Council does not determine use of Highway 95. Highway traffic goes <u>through</u> Council. Highway 95 runs next to elementary school and high school in Council. Very dangerous considering truck traffic.
13	The Weiser River Trail currently ends about 4 miles south of New Meadows. ITD should work with the friends of the Weiser River Trail to complete the trail into New Meadows. This would keep cyclists and other trail users off the highway and improve safety for both the trail users and the highway traffic.	1. Council By-Pass 2. Canyon south of Cambridge—slides and winter icing 3. Weiser River Canyon reach near Tamarack to Council (passing lanes and widen	Midvale Hill is a highly used crossing area for migrating deer and elk. Ditches in this area should be widened and cleared to improve visibility so drivers can see deer and elk. ITD should consider installing tunnels or by pass for migrating animals.

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		corners)	
14	<p>Ft. Hall Hill—Both sides need passing lanes south of Lakey’s Café. Widen road Strawberry Rd to Ft. Hall widen</p> <p>Council Alternate is important</p>	<p>Council Alternate. Two cars pass in front of Wilson’s Lounge you will have little room to get out of a parked car. The truck traffic at both ends of town endanger on coming traffic. School children are in danger getting to and from school</p>	
15	<p>Widening the shoulders in most areas. We really need more (any?) turn outs for farm vehicles between Weiser and Payette!</p>		
16		<p><u>Most important</u> and needs priority is ByPass of Main Street. It is EXTREMELY dangerous at present with the high volume of semi-trucks going through town—and—speeding by the schools.</p>	
17	<p>a.) <u>Sidewalk</u>—Council High School & Elementary School frontage on Hwy 95—Council, ID</p> <p>b.) Redesign Council <u>Bi pass</u> as a <u>Truck Route</u>. Facilitate car traffic to route through downtown Council (<i>see diagram</i>).</p>	<p>95 truck route bi pass with existing direct route for car traffic through town.</p>	
18	<p>New road way alignment is needed badly from Smokey Boulder Road to Hazard Creek. This is a</p>	<p>The removal of the 90 degree turn near M.P. 174.2 should be</p>	

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	very dangerous section during the winter. Especially dangerous is the area just past the Little Rainbow Bridge at about MP 174.2. We have a 90 degree turn with several approaches in the area. The sight distance is terrible and several accidents and near misses have occurred there. Do something—PLEASE!	high priority. It is hard to believe that a major NHS route still has blind curves, poor approach sight distance and series of snake like curves like occur in this area. All 90 degree turns/curves should be removed from U.S. 95 A.S.A.P	
19	My family owns property at about milepost 174.5. The access to that property is by an approach on the south, which has very poor sight distance for the northbound traffic on US 95. There is a 90 degree curve at this location on US 95 that makes this a very dangerous location. This 90 degree curve needs to be removed and the road straightened and access improved for all property owners in this location.	This improvement should be very high in priority as it involves public safety as well as improved driving conditions on US 95 especially during the winter months, which can be icy. I travel US 95 several times a year and this appears to be the most dangerous spot remaining on US 95.	Whenever I stop to turn left into my parents property I fear that north-bound cars might rear-end me because they do not have adequate sight distance coming around the 90 degree curve. I have this fear for younger drivers in the family also. Many of them have small children.
20	<p>Dear Coordinator:</p> <p>The following comments are being made in response to your request for public input on the US 95 Corridor Study, the Council Workshop. The information corresponds to the questions you asked in your handout material.</p> <p>My first and most immediate concern is with a Highway 95 project that I was involved with in 2002 and 2003 that has not been completed as was promised. That project involved the removal of the encroaching trees in the easement and right-of-ways from the Weiser River Bridge north of Fort Hall Hill to about the Pineridge/Lost Valley Road. That project was coordinated with the Forest Service and your Department, specifically Supervisor Zipperman and Mr. Gurnsey of your Boise office. The program removed trees that were safety hazards, impeded sight distances, would increase elk and deer visibility, aid in snow removal and</p>		

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	<p>enhance snow melt to reduce road icing during winter by day-lighting. The National Forest easement portion was accomplished quickly. However, the rights-of-way portions of the road, adjacent to the several private land holdings have not been accomplished as promised. The Forest Service is planning a vegetation management project to help protect the wildland-urban interface in the area and accomplishing the project would be helpful to further mitigate the wildland fire risks to these private land areas within the National Forest. This wildland-urban interface protection project is the second highest priority in Adams County. This is an immediately accomplishable project that should be a very high priority.</p> <p>Identified during the meeting was the Council Alternate project. That project should one of the highest priority projects for this portion of the Highway 95 Corridor. It would deal with several problems identified in your presentation material. It would also deal with a problem often overlooked, the misdirection of Highway 95 travelers to the Council-Cuprum road administered by Adams County. Several cross-country trucks have lost there way at the terrible Illinois Avenue Corner in Council. Added to that project should be the corner re-alignment south of Cottonwood Road and adjacent to the old Mesa railroad siding. Both widening, changing the curves radius and surface geometry is necessary. In addition this would allow a greater sight distance as the passing lane is approached increasing safety. These projects should retain their immediate priority status as funding becomes available.</p> <p>An immediate need is to identify the safety hazard to bicyclists on many of the stretches of the highway beginning at Cambridge intermittently to New Meadows. Also the Smokey Boulder to Hazard Creek section. The hazard is the problem you identified in the presentation, insufficient road and shoulder width. Often the fog line is less than one foot from the asphalt edge. That distance is not sufficient for a road traveled by numerous trucks and vehicles towing trailers with wide stances to allow passing a bicyclist safely. Regardless of Idaho's legal requirements cyclists are crowded off of the road or hold up long lines of impatient travelers due to sight distance. It is important to help point out the safe alternatives for bike travel, such as the Weiser River Trail, which would allow appropriately equipped cyclists an alternative to the narrow highway. Living on the highway as I do I know that there are a significant number of cyclists on the road during the spring and summer season in addition to the hoards of Boise area recreationists towing all sorts of gear with minimal trailering skills.</p> <p>Before spending significant amounts of money on the portion of 95 from Smokey Boulder Road to Boulder Creek I suggest that alternate re-locations be considered. Specifically investigate a rout that would turn west near the Smokey Boulder road and travel northwest around Indian Mountain, generally following some of the Forest Service roads down Brush and Boulder Creeks to the</p>		

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	<p>current highway. The current highway location is extremely difficult to rebuild and maintain and has numerous environmental problems adjacent to it.</p> <p>An item that is immediately capable of being accomplished is changing the method of controlling and managing tall brush and tree form vegetation along the rights-of-way and easements. Much of this vegetation could be treated at smaller sizes with pruning shears, very early in their development, and be cut stump treated with an appropriate herbicide to prevent re-sprouting. Several locations in my area have been recently cut with a chainsaw but brush and trees have already re-sprouted to significant heights because of the large root volume that was not killed. In a year or two these re-sprouted trees and brush will significantly influence road sight distance and require costly re-treatment.</p> <p>A high priority should be the widening and development of passing lanes on the south side of Fort Hall Hill and at the top of the hill north of the existing passing lane. The hill top is a very unsafe area because of the passing lane lengths on both sides. The lanes are short, attenuate quickly, often crowding passing vehicles through an extremely narrow section of highway without shoulders or shoulders that are rock covered. Obviously the north portion of Fort Hill needs widening with passing lanes, but I suggest another alternative route that follows.</p> <p>Another consideration for the Fort Hall Hill area north of the summit should be a complete relocation. The suggested route starts at the summit location and proceeds north and east through the private land and National Forest to a location slightly east of the East Fork/highway intersection. That route would generally follow an old livestock trialing route. That route would also make it more feasible to develop a route up the eastern side of the Weiser River until it reaches the Tamarack Industrial area. Such a route seems to have more capability to increase the road width and to avoid encroachment on the river when compared to the existing location. There is an existing road along that side of the river. This re-route is a moderate priority unless the north portion of Fort Hall Hill is being considered for major work. The portion of the road from the East Fork Road south of the top of Fort Hall Hill would avoid loss of elevation and create a better grade away from the Weiser River. It could be separate project. Obviously necessary is the replacement of the bridge in this vicinity.</p> <p>A high priority realignment and restructuring of cuts and fills project that should reduce accidents and increase safety begins near milepost 119, south of Thomason Lane and proceeds north to near Alpine/Lakey's. The section has several problems. The corner</p>		

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	<p>near Thomasen Lane has a radius and slope geometry that surprises many drivers causing them to overdrive it. Also the curve has little slope geometry and that often causes trucks to slide off during bad weather. North on the road a much straighter alignment is possible by moving the road north toward the power-line easement while filling across many dips in the road would make sight distance much better. Further north the road narrows around a hill with a rock pit that needs both alignment and greatly enhanced shoulder widths. This area is close to the Little Weiser River and many irrigation ditches infringe on the highway, these seem to contribute to the roads instability. This areas road surface is also badly grooved.</p> <p>A moderately high priority area that needs widening, shoulder development and bridge replacement is the road segment from Cambridge/Rush Creek to near the Thomason lane (above project) in the milepost 119 vicinity. Currently this road is narrow, to very narrow, with little shoulder development except at access roads. Disabled vehicles can become a real impediment often impairing access to ranchers. In addition there are many areas of the roads surface that are heavily grooved. The grooves do not drain during rain storms, often resulting in standing water in these grooves that ranges in depth from 1/3 to more than 2 inches deep. The vehicles traveling the road in these conditions often appear to be swayed or hydroplane on the water covered surface. The road is so narrow straddling the grooves is not possible. Because the location of the grooves is somewhat intermittent vehicles enter these areas at the speed limit and are buffeted to the point of making them hard to control. While your presentation recognized the road and shoulder width problem not identified was the extreme grooving of some areas that cause a safety problem with rain and snow-plowing.</p> <p>If you have questions concerning my comments please contact me. Thanks for accepting and reviewing my comments. I am very pleased to see the work that is being accomplished on the highway in northern Idaho, especially in the Worley area. This highway may become something other than a reputed goat trail in the future.</p>		
21	<p>The culvert under Hwy 95 for the East Fork Weiser River is a fish passage barrier. Fish species that occur in the East Fork Weiser River include sculpin, whitefish, redband (rainbow) trout, non-native brook trout, and bull trout, which are listed as “threatened” under the Endangered Species Act. Replacement of the culvert with an open bottom</p>		

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	arch or bridge that would simulate a natural stream channel would enable fish movement in and out of the main stem Weiser River. Allowing fish passage would restore the potential for bull trout to migrate and utilize available habitat in the Weiser River.		

Diagram #1 (from comment #18)

