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ITD Project NH-5110(141), Key No. 9779

FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) and FINAL SECTION 4(f) EVALUATION

Submitted pursuant to
42 USC 4332(2)(c) and 49 USC 303 by the
United States Department of Transportation, Federal Highway Administration,
Idaho Transportation Department, and
United States Army Corps of Engineers (Cooperating Agency)

March 16, 2010
Date of Approval

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The proposed action includes improvements to approximately 31.5 miles of US-95 between the communities of Garwood and Sagle (from MP 438.24 to MP 469.75) in northern Idaho. The project purpose is to increase the capacity of US-95 between Garwood and Sagle to accommodate present and future traffic demand and to improve the safety of the existing highway for all users. Three action alternatives and the No Action Alternative were advanced and considered in the Draft Environmental Impact Statement (DEIS). The Modified Brown Alternative in this FEIS is identified as the Preferred Alternative and would improve the 31.5-mile segment to a freeway with Type V access control along the existing alignment, realigning some segments, providing interchanges, and improving or adding local access and frontage roads. The FEIS has a review period of 30 days after which the Federal Highway Administration may issue a Record of Decision (ROD).

How can I learn more about the project and provide input?

There are several ways you can submit your comments or learn more about the project. Persons with disabilities or limited English proficiency may request that this information be prepared and supplied in an alternate format. Inquiries, formal comments, or requests for special accommodations including translation should be addressed to:

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The DEIS, FEIS and published information regarding this project will be distributed to those persons who provided comments to the DEIS or requested a copy and will be posted and updated on the ITD website at http://itd.idaho.gov/projects/d1. Select "U.S. 95, Garwood to Sagle Environmental Study."

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LIST OF ACRONYMS AND ABBREVIATIONS

Acronym	Definition
2-D	2-Dimensional
3-D	3-Dimensional
AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ADT	Average daily traffic
APE	Area of Potential Effect
BA	Biological Assessment
BCATT	Bonner County Area Transportation Team
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	Carbon monoxide
CO_2	Carbon dioxide
cpmvm	Crashes per million vehicle miles
CWA	Clean Water Act
dB	Decibel
dBA	A-weighted decibels
DEIS	Draft Environmental Impact Statement
DHV	Design Hourly Volume
DOAE	Determination of Adverse Effect
DOI	United States Department of Interior
DPM	Diesel particulate matter
EIS	Environmental Impact Statement
EO	Executive Order
EPA	United States Environmental Protection Agency
ESA	Endangered Species Act
ESCP	Erosion and Sediment Control Plan
FAA	Federal Aviation Administration
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
Ft	Feet
FTA	Federal Transit Administration
GARVEE	Grant Application Revenue Vehicles
GHG	Greenhouse Gas
GIS	Geographic Information Systems

Acronym	Definition
HEC-RAS	Hydrologic Engineering Center-River Analysis System
HTF	Highway Trust Fund
I/F	Injury/Fatality
ICDC	Idaho Conservation Data Center
IDEQ	Idaho Department of Environmental Quality
IDFG	Idaho Fish and Game
IDWR	Idaho Department of Water Resources
IPNF	Idaho Panhandle National Forest
ISTEA	Intermodal Surface Transportation Efficiency Act
ITD	Idaho Transportation Department
KCATT	Kootenai County Area Transportation Team
KMPO	Kootenai Metropolitan Planning Organization
LEDPA	Least environmentally damaging practicable alternative
Leq	Hourly-equivalent sound pressure levels
$L_{eq}(h)$	Hourly equivalent noise level in a-weighted decibels (dBA)
LOS	Level of service
LRCIP	Long Range Capital Improvement and Preservation Program
LUST	Leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MDT	Montana Department of Transportation
MOA	Memorandum of Agreement
MP	Milepost
mpg	miles per gallon
mph	miles per hour
MSAT	Mobile source air toxics
NAAQS	National Ambient Air Quality Standards
NAC	Noise abatement criteria
NAFTA	North American Free Trade Agreement
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHS	National Highway System
NICAN	North Idaho Community Action Network
NPDES	National Pollutant Discharge Elimination System
NPRR	Northern Pacific Railroad
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
PAB	Palustrine aquatic bed
PDO	Property damage only
PE	Palustrine emergent
PF	Palustrine forested
PM	Particulate matter

Acronym	Definition
PSS	Palustrine scrub-shrub
RCRA	Resource Conservation and Recovery Act
ROD	Record of Decision
ROW	Right-of-way
RV	Recreational vehicle
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCS	Soil Conservation Service
SDWA	Safe Drinking Water Act
SEIM	Safety Evaluation Instruction Manual
SEP-15	Special Experimental Program
SH	State Highway
SHPO	State Historic Preservation Officer
SRTC	Spokane Regional Transportation Council
STIP	Statewide Transportation Improvement Program
STP	State Transportation Plan
SVRP	Spokane Valley Rathdrum Prairie
SWPPP	Stormwater Pollution Prevention Plan
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
THPO	Tribal Historic Preservation Officer
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
TSM	Transportation System Management
UPRR	Union Pacific Railroad
UPL	Upland
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
VMT	Vehicle miles traveled
VOC	Volatile Organic Compounds
vpd	Vehicles per day
vph	Vehicles per hour

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SUMMARY

What is the purpose of this summary?

This Summary provides general information regarding the proposed US-95, Garwood to Sagle project and alternatives, and highlights key information from chapters of this Final Environmental Impact Statement (FEIS) to show how the alternatives compare to each other in their benefits and effects to the community and environment. It provides an overview of the public and agency comments that were received on the Draft Environmental Impact Statement (DEIS), how concerns and comments were addressed in the FEIS, and shows the primary differences between the Brown and Modified Brown alternatives. It also provides general information regarding why the Modified Brown Alternative was identified as the Preferred Alternative. Details of these topics are included in the respective sections of the FEIS.



Photo 1. US-95 Corridor

What is an FEIS?

An FEIS is a Final Environmental Impact Statement. It is a process of alternative analysis that is required under the provisions of the National Environmental Policy Act (NEPA) and the requirements of the Federal Highway Administration (FHWA). The FHWA and the Idaho Transportation Department (ITD) determined that the proposed project may "significantly affect the quality of the human environment" based on a review of the project relative to environmental issues and concerns, including those provided by agencies and the public. A DEIS was prepared and circulated for public and agency comment. A public hearing and meeting were held. Subsequently, this FEIS was prepared to address public and agency comments and provide additional corrected or updated information.

This FEIS has been prepared in compliance with the FHWA Environmental Impact and Related Procedures [23 CFR 771]. These procedures are further described in FHWA guidance and policies (FHWA, 1996, 1999a, 1999b) and Technical Advisory T6640.8a, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents (October 30, 1987).* The FEIS provides the lead agencies (FHWA and ITD), and a cooperating agency (the US Army Corps of Engineers), with an in-depth analysis of the environmental effects so that an informed decision can be made. This FEIS is also a public disclosure of the potential environmental effects of the project and identifies a Preferred Alternative. After making its decision, and no sooner than 30 days after this FEIS is available to the public and notice of its availability has been published in the Federal Register, FHWA will issue a Record of Decision (ROD) selecting an alternative, providing the rationale for the decision and stating the mitigation measures that will be incorporated into the project.

How is this FEIS different from the DEIS?

The DEIS presents detailed information regarding project scoping, alternatives screening, alternatives analysis, and the public involvement process. It includes detailed analyses and references technical

reports analyzing characteristics and project effects to human and natural resources present within the project area. The DEIS describes the potential effects of each of the screened alternatives (No Action, Yellow, Blue and Brown) and identifies the Brown Alternative as the Preferred Alternative.

This condensed FEIS format repeats some but not all of the information and analysis in the DEIS. It summarizes important information from the DEIS and provides new, changed, and corrected information about the alternatives and existing conditions. Since publication of the DEIS in 2006, more than three years elapsed triggering the need for a reevaluation to determine if there were changes that result in significant environmental effects (see Appendix L, *Draft Environmental Impact Statement Reevaluation).* It includes new technical information since the DEIS was published, a hearing was conducted (January 23 and 24, 2007), and public testimony and comments were received. The FEIS has added analysis of water resources, noise analysis, descriptions of wetland functions and values, and additional hydraulic analysis. It provides new information regarding project phasing, funding and implementation. The FEIS Chapter 9, *Comments and Coordination* has details of the public involvement process since the DEIS was published.

ITD and FHWA considered public and agency comments in the decision-making process and modified the Brown Alternative, which is now reflected in the "Modified Brown Alternative" that is presented in this FEIS. In addition, the FEIS provides rationale for identifying the Modified Brown Alternative as the Preferred Alternative.

Where is the project located?

The US-95, Garwood to Sagle project is located in Kootenai and Bonner counties, between the communities of Garwood and Sagle, Idaho. The proposed project corridor begins at milepost (MP) 438.24 and ends at MP 469.75 (see Figure S-1, *Project Location and Geographic Area Map).*

What is the purpose and need for the project and why is it important?

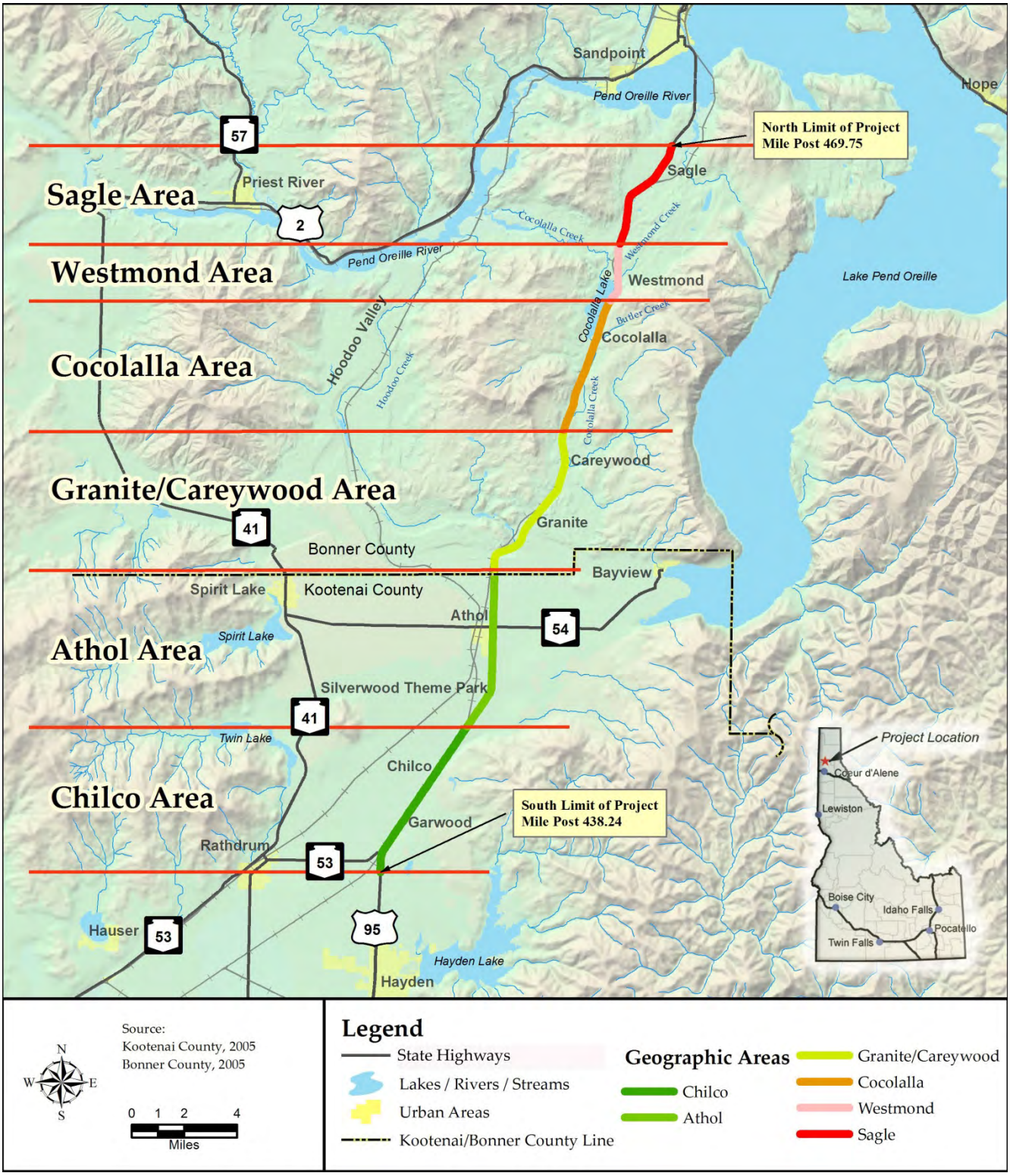
Purpose. The purpose of this project is to increase the capacity of US-95 between Garwood and Sagle (MP 438.24 and MP 469.75) in order to accommodate present and future traffic demand and to improve the safety of the existing highway for all users.



Photo 2. US-95 Traffic Congestion

Need. The project is needed because the present traffic volumes have nearly exceeded the capacity of the existing highway during peak periods at multiple locations. As traffic volumes increase, the highway's Level of Service (LOS) will decrease and result in increased congestion and delay (see Figure S-2, *Levels of Service).* The many public and private approaches along the highway limit US-95's capacity and contribute to increased vehicle crashes. The crash statistics for the highway show that this section of US-95 has an injury/fatality rate greater than the statewide average for similar type highways during most years. The State of Idaho has a large investment in the existing US-95 facility, and the proposed project will assist in preserving this investment through the design year.

Figure S-1. Project Location and Geographic Area Map



Traffic Congestion and Level of Service. The 31.5-mile section of US-95 evaluated in this FEIS has experienced a 50 percent increase in traffic volume since 1990, and it is anticipated that local and through traffic will continue to increase at approximately the same rate through the design year of 2030 (1.7 percent per year for the Coeur d'Alene area and 2.9 percent per year for Sandpoint) (ITD, 2005b). The traffic growth projections were verified in 2009 and show the trends are unchanged.

ITD's LOS standard for rural highways like US-95 is LOS B. Currently, peak-hour traffic volumes on the highway limit gaps in the traffic flow for drivers to enter from the intersecting roads, resulting in a LOS C, D, or E, depending on the location. This ranges from occasional backups but still acceptable traffic flow (LOS C), to very long waits with lengthy delays (LOS E) (see Figure S-2, *Levels of Service).* As growth continues, traffic volumes will increase and the LOS will deteriorate to E during peak periods along much of the corridor unless improvements are made.

Passing opportunities are also limited along the 31.5-mile stretch of highway. The few passing lanes that have been added in the last 15 years along with other spot improvements have resulted in an inconsistent highway section with variable shoulder widths, lane configurations, and turn lanes.

Crashes and Accidents. The many public and private approaches along the highway limit US-95's capacity and contribute to increased vehicle crashes. The crash statistics for the highway show that this section of US-95 has, in past years, had an injury/fatality rate greater than the statewide average for similar type highways during most years. Continuous development along the existing highway has resulted in many individual approaches that affect the safety and capacity of the highway. Vehicles turning onto the highway create conflicts and slow the approaching and following traffic, thereby limiting US-95's capacity. Crash history shows that turning and angle movements resulted in 12 percent and four percent, respectively, of the total crashes during the study period. A noteworthy comparison of typical crash rates for the different design standards shows that dividing the highway and fully controlling access would greatly reduce crash rates (ITD, 2005b) (see FEIS Chapter 1, *Introduction, Purpose and Need and Project Goals* for more detail).



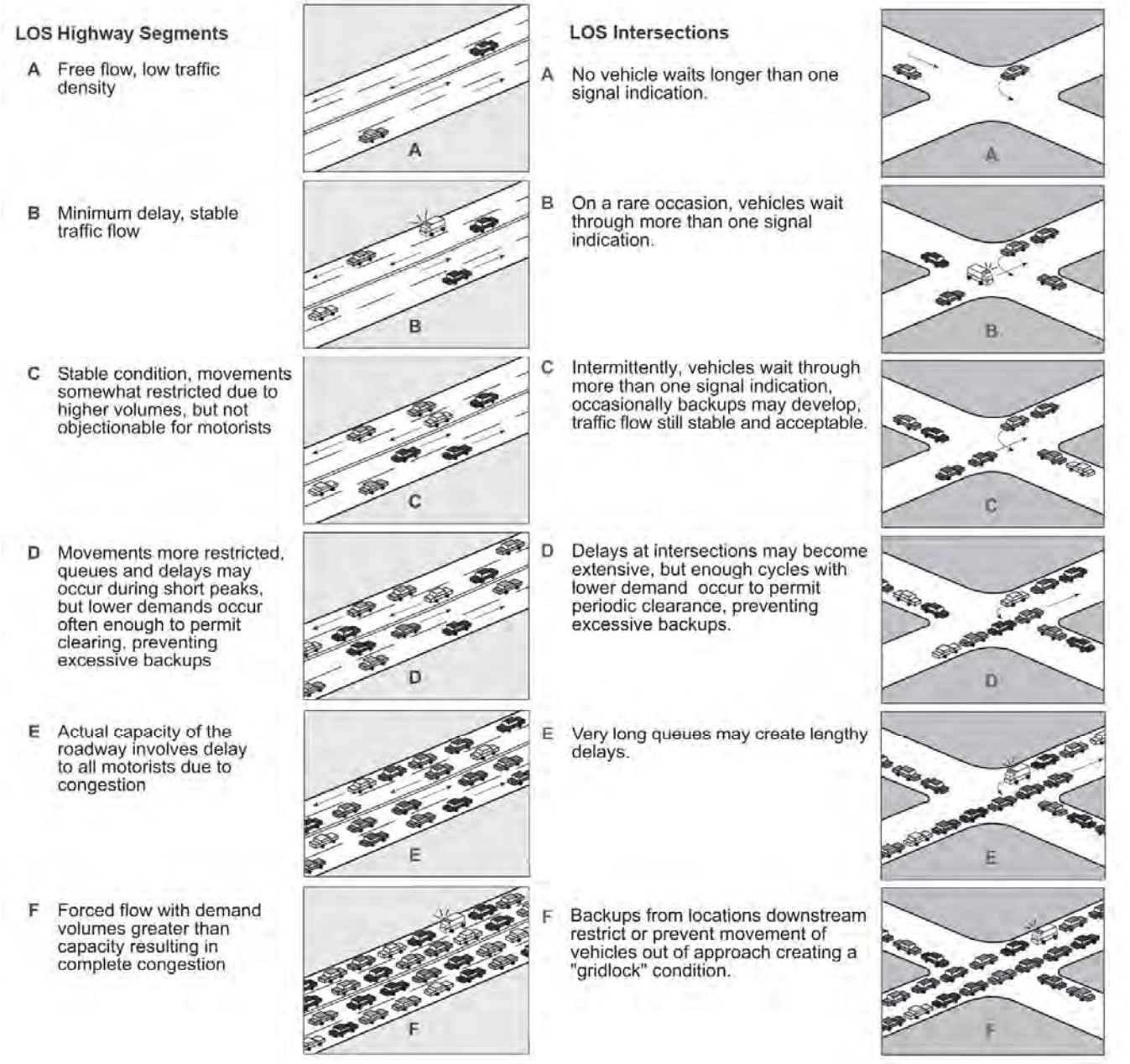
Photo 3. US-95 Vehicle Crashes

What is the proposed solution?

The proposed solution is to upgrade the existing predominantly two-lane highway from Garwood to Sagle (MP 438.24 to MP 469.75) to a four-lane divided freeway with full access control (Type V). Access to the freeway would be at interchange ramps only. Frontage roads and/or improvements to local roads would maintain access for adjacent properties. US-95 would be upgraded along its current alignment, with segments of realignment. The project would likely be constructed in phases with the initial phase of construction being a four-lane divided highway with some at-grade intersections and select frontage roads and interchanges. Phasing would be planned to address the greatest safety and

operational needs first. Phased construction would begin at the southern geographic areas first. Details of the phased construction are described further in FEIS Chapter 11, *Phased Project Implementation*.

Figure S-2. Levels of Service



What alternatives have been evaluated in this FEIS?

NEPA requires that a reasonable range of alternatives, including a No Action Alternative, be presented and evaluated in detail. The FEIS Chapter 2, *Alternatives*, describes the process used to identify the reasonable alternatives in greater detail.

The project corridor was divided into six geographical areas to assist in describing and evaluating the unique characteristics of each area of the corridor: Chilco, Athol, Granite/Careywood, Cocolalla, Westmond, and Sagle (see Figure S-1, *Project Location and Geographic Area Map*). The six geographic areas were based on rational end points that considered areas of major traffic generation such as intersecting roadways, identified safety problems, and operational problems. Four alternatives were evaluated in detail in the DEIS: No Action, Yellow, Blue, and Brown. In addition, the Sagle Area Yellow Alternative has three different yellow options for frontage road alignments and interchange locations. See the *Screening of Alternatives Technical Report,* Section 1.5, *Development of Corridor and Alignment Alternatives*.

In most cases, any of the alignment alternatives within any geographic area may be combined with any alternative in an adjacent geographic area to form one alternative for the entire length of the project. Exceptions would be the Granite/Careywood and the Cocolalla Modified Brown alternatives. The Modified Brown Alternative is a combination of previously evaluated alternatives and reflects the comments of the public and agencies as well as further alignment refinements. It is fully analyzed in this FEIS and evaluated against the other four alternatives.

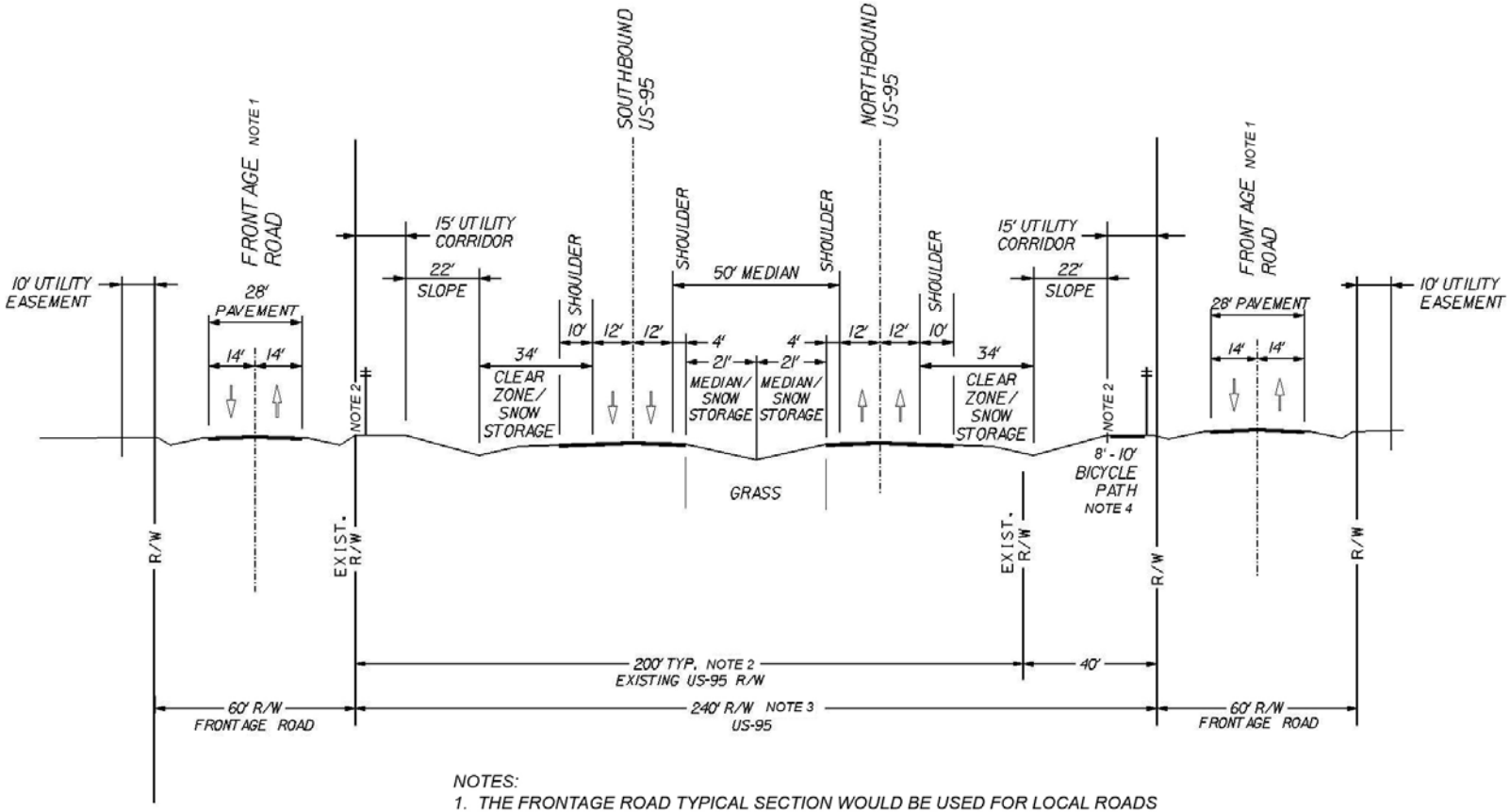
In summary, the five alternatives that were evaluated in detail are:

- The **No Action** Alternative would not involve major improvements to US-95 but would include short-term minor restoration activities, such as paving, that would maintain continuing operation of the existing roadway. The No Action Alternative provides a baseline for comparison of the other alternatives.
- The **Yellow** Alternative for each of the six geographic areas would consist of constructing the freeway along the existing alignment, with the three Yellow options in Sagle having variations on interchange locations and frontage roads.
- The **Blue** Alternative would construct the freeway along the existing alignment with short segments of new alignment.
- The **Brown** Alternative is a combination of features from both the Yellow and Blue alternatives in each area but is further refined.
- The **Modified Brown (Preferred)** Alternative is similar to the Brown Alternative but with several realignments and modifications in response to public and agency comments. The Modified Brown Alternative is identical to the Blue and Brown alternatives in the Westmond Area.

All action alternatives for each of the six geographic areas would address the purpose and need of the project. The widths of the freeway would vary between alternatives and locations (see Figure S-3, *Typical Section).*

A 50-foot-wide center median would be constructed in most areas; however, for some alternatives, a narrower (22-foot) median would be used to reduce adverse effects near sensitive resources such as wetlands and floodplains. Common elements of the typical sections for all the action alternatives include four 12-foot wide travel lanes, paved shoulders, clear-zone/snow storage and stormwater treatment areas, utility corridors and bicycle/pedestrian facilities. Interchanges would be constructed at strategic locations, and access to the freeway would be from interchange ramps only. All alternatives would involve construction of frontage roads and improvements to some local roads to maintain access to local and adjacent properties. Properties would be acquired where access could not be maintained. The Modified Brown Alternative in each of the geographic areas represents the Preferred Alternative. The following are descriptions of the alternatives in each geographic area that are evaluated in the FEIS. More detail and maps are provided in the FEIS Chapter 2, *Alternatives*.

Figure S-3. Typical Section



NOTES:
1. THE FRONTAGE ROAD TYPICAL SECTION WOULD BE USED FOR LOCAL ROADS
2. EXISTING RIGHT OF WAY VARIES FROM 120' TO 200' (200' IS MOST COMMON)
3. ADDITIONAL RIGHT OF WAY WOULD BE REQUIRED FOR INTERCHANGES AND FOR CUT AND FILL SLOPES IN SOME AREAS
4. AS AN ALTERNATIVE, THE BIKE PATH MAY BE CONSTRUCTED IN THE EAST SIDE FRONTAGE ROAD RIGHT OF WAY EITHER AS A SEPARATED 8' - 10' BICYCLE PATH OR AS BICYCLE LANES WITHIN WIDENED SHOULDERS OF THE FRONTAGE ROAD

Chilco Area

The Chilco Area alternatives begin at MP 438.24, south of State Highway (SH) 53, and extend 6.76 miles north to MP 445.0, just north of the Corbin Hill Road/US-95 intersection (see Figure S-4, *Chilco Area*). The Chilco Area consists of nearly seven miles of straight and flat alignment except for the curve at the intersection of SH-53. Land use in the area is primarily low-density with scattered rural/agricultural residential, commercial and industrial. The alignment of US-95 would be the same for all alternatives, but interchange locations and the alignment of frontage roads would be different among the alternatives. Interchanges would include bridges over US-95 and over the adjacent railroad. All alternatives would include an overpass to carry Garwood Road over US-95 and the adjacent railroad. All existing driveways and highway access points would be modified to connect to either frontage or local roads. All alternatives would have a 50-foot median through this area.



Figure S-4. Chilco Area

Refer to FEIS Chapter 2, *Alternatives* Figure 2-9 to Figure 2-10 for more details.

The **Chilco Yellow** Alternative would follow the existing US-95 alignment.

- **Interchanges:** Interchanges would be constructed at SH-53 and just south of Chilco Road.
- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway except where a short segment of the existing Ohio Match Road would be used.
- **West Frontage Road:** The west frontage road would use the Old Highway 95 alignment on the west side of the railroad, which would be improved as a continuous frontage road except at Chilco Mill where a new segment of road would be constructed around the west side of the mill.
- **Median:** This alternative would have a 50-foot-wide median through this entire area.

The **Chilco Blue** Alternative would follow the existing US-95 alignment.

- **Interchanges:** Interchanges would be constructed approximately 1/4-mile north of SH-53 and at Ohio Match Road.

- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway except between SH-53 and Garwood Road.
- **West Frontage Road:** The west frontage road would use the Old Highway 95 alignment on the west side of the railroad, which would be improved as a continuous frontage road throughout the entire area.
- **Median:** This alternative would have a 50-foot-wide median through this entire area.

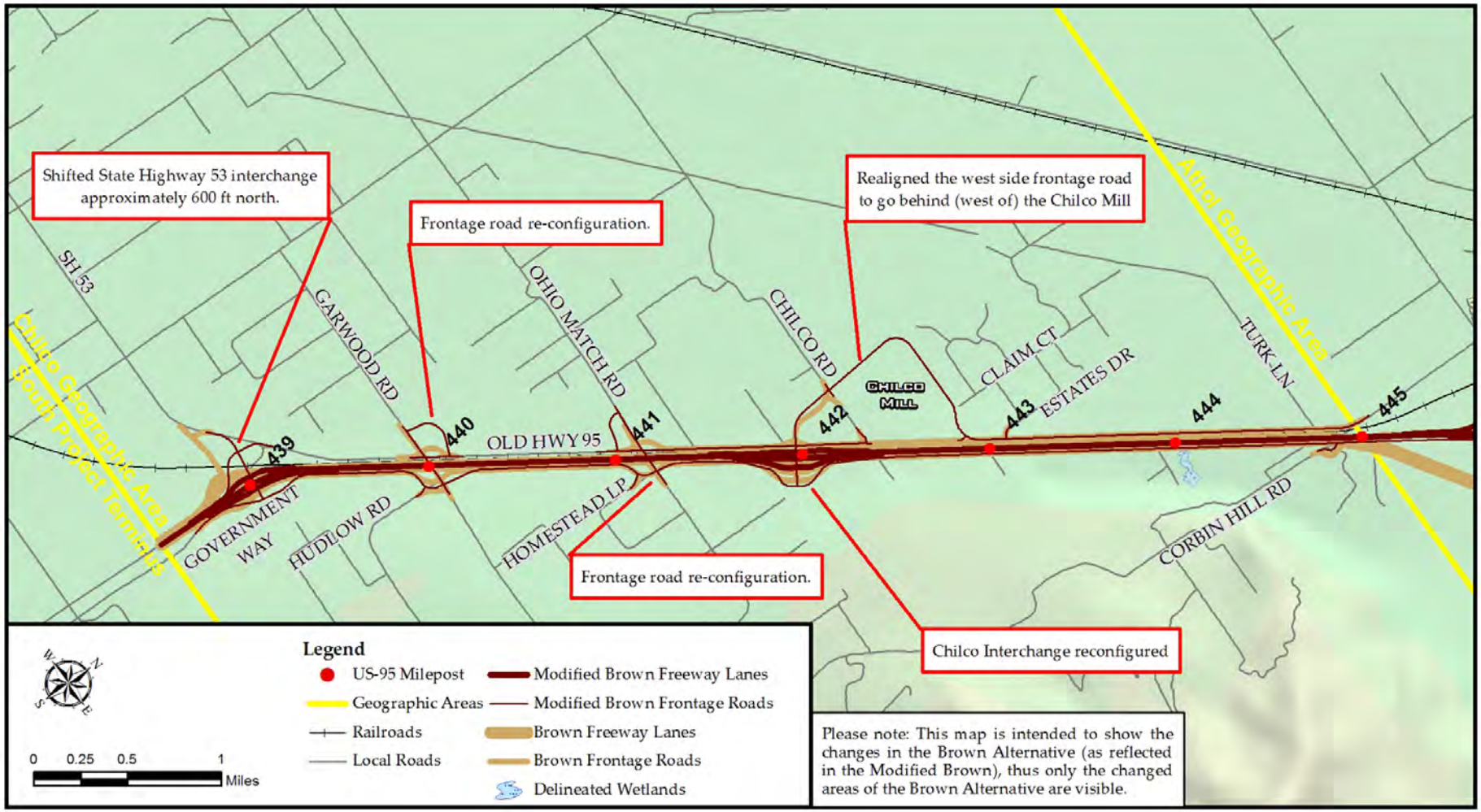
The **Chilco Brown** Alternative would follow the existing US-95 alignment (see Figure S-5, *Chilco Area Modifications to the Brown Alternatives).*

- **Interchanges:** Interchanges would be constructed at SH-53 and just south of Chilco Road. An overpass would be constructed at Ohio Match Road similar to the overpass at Garwood Road.
- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway throughout the entire area.
- **West Frontage Road:** The west frontage road would use the Old Highway 95 alignment west of the railroad, which would be improved as a continuous frontage road throughout the entire area.
- **Median:** This alternative would have a 50-foot-wide median through this entire area.

The **Chilco Modified Brown (Preferred)** Alternative is a refinement of the Chilco Brown Alternative (see Figure S-5, *Chilco Area Modifications to the Brown Alternatives).*

- **Interchanges:** The interchange and overpass locations would be similar to the Brown Alternative except that the SH-53 interchange would be 600 feet farther north and the Chilco Road interchange would extend slightly further east.
- **East Frontage Road:** The frontage road alignment would be similar to the Brown Alternative.
- **West Frontage Road:** The frontage road alignment would be similar to the Brown Alternative except at the Chilco Mill where a new segment of road would be constructed around the west side of the mill and the connections from the east and west frontage roads to Garwood and Ohio Match roads would be reconfigured.
- **Median:** The Modified Brown Alternative would have a 50-foot median through this entire area.

Figure S-5. Chilco Area Modifications to the Brown Alternatives



Athol Area

The Athol Area alternatives begin at MP 445.0 and extend 6.3 miles north to MP 451.3 at the Kootenai/Bonner County line. Existing US-95 runs north through primarily flat terrain and passes by the east edge of the City of Athol. The existing alignment bisects the Silverwood Theme Park, with the parking lot on the opposite side of the highway from the main park facilities (see Figure S-6, *Athol Area).* Land surrounding the City of Athol is primarily rural/agricultural residential. All existing driveways and highway access points would be modified to connect to either frontage or local roads.

Refer to the FEIS Chapter 2, *Alternatives* Figure 2-11 to Figure 2-12 for more detail.

The **Athol Yellow** Alternative would follow the existing US-95 alignment except through the City of Athol where an approximately one mile segment would shift 1/8-mile to the east.

- **Interchanges:** Interchanges would be constructed at Bunco Road and SH-54.
- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway. It would be adjacent to the freeway in some areas and up to 1/8-mile to the east in other areas. From Parks Road to the north end of this area, Sylvan and Roberts roads would be improved to serve as the east frontage road.
- **West Frontage Road:** There would not be a continuous frontage road on the west side of US-95. Old Highway 95 would function as a frontage road from the south end of this area to Brunner Road. Short segments of new frontage road would be constructed from just north of the Silverwood Theme Park to Remington Road. Existing US-95 would be used as part of the west frontage road through Athol. A new frontage road would be constructed on the west side from just north of Athol to the north end of this area.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

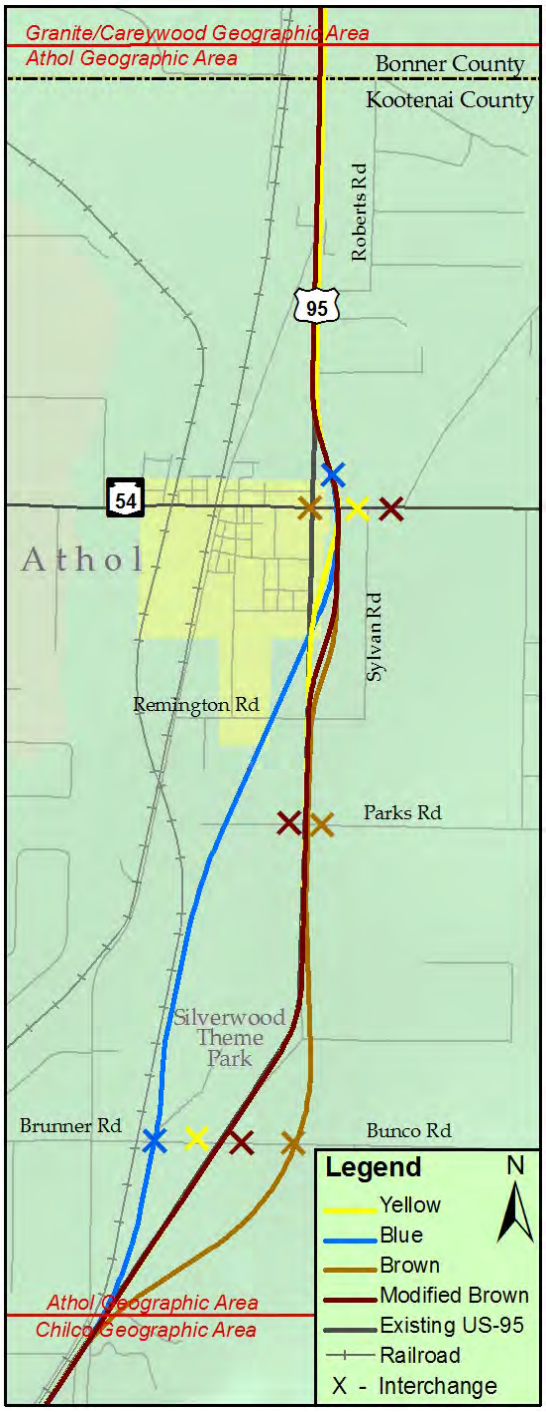


Figure S-6. Athol Area

The **Athol Blue** Alternative would be aligned west of the existing US-95 (west of the Silverwood Theme Park) from the south end of this area to south of Athol where it would then be aligned east of existing US-95.

- **Interchanges:** Interchanges would be constructed at Brunner Road and SH-54. Existing US-95 would serve as the frontage road on the east side from the south end of this area to Remington Road.
- **East Frontage Road:** From Remington Road to the north end of this area, Sylvan and Roberts roads would be improved to serve as the east frontage road.
- **West Frontage Road:** Old Highway 95 would function as a frontage road from the south end of this area to Brunner Road. A new frontage road would be constructed approximately 1/4-mile to the west from Parks Road to Remington Road. North of Athol, new segments of frontage road would be constructed to connect with a segment of Old Highway 95, which would be improved, to form a continuous frontage road extending to the county line.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

The **Athol Brown** Alternative would be aligned east of the Silverwood Theme Park and about 1/8-mile east of the City of Athol (see Figure S-7, *Athol Area Modifications to the Brown Alternative).*

- **Interchanges:** Interchanges would be constructed at Bunco Road, Parks Road and SH-54.
- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway. It would be adjacent to the freeway from the south end of this area to Parks Road. From Parks Road to the north end of this area, Sylvan Road would be improved to serve as the east frontage road. North of SH-54, the east frontage road would be adjacent to the freeway.
- **West Frontage Road:** The west side frontage road would be continuous, using existing US-95 for the majority of its alignment. A short segment of new frontage road would be constructed at Parks Road, and a new frontage road would be constructed adjacent to the freeway from just north of Athol to the county line.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

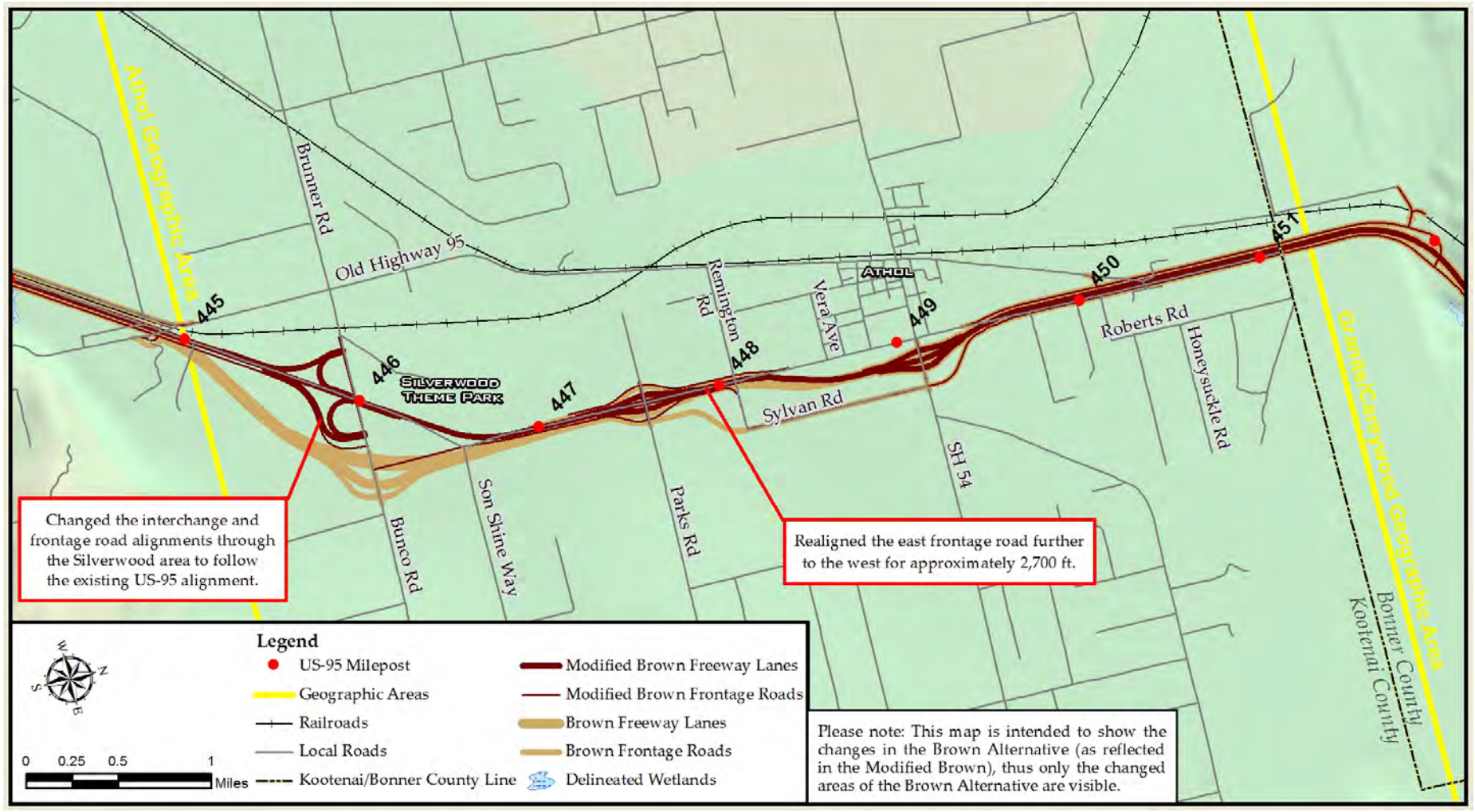
The **Athol Modified Brown (Preferred)** Alternative would follow the existing US-95 alignment from the south end of this area to Remington Road. North of Remington Road it would be on the same alignment as the Brown Alternative (see Figure S-7, *Athol Area Modifications to the Brown Alternatives*).

- **Interchanges:** An interchange would be constructed at Bunco Road with the same configuration as the Yellow Alternative. Interchanges also would be constructed at Parks Road and SH-54 at the same locations as the Brown Alternative.
- **East Frontage Road:** An east frontage road would be constructed adjacent to the freeway from the south end of the area to Remington Road, except for a 1/2-mile segment north of Bunco Road where it would be east of the Silverwood Theme Park parking lot. North of Remington Road, the east frontage road would be identical to the Brown Alternative.
- **West Frontage Road:** There would not be a continuous frontage road on the west side of US-95. Old Highway 95 would function as a frontage road from the south end of this area to Brunner Road. Short segments of new frontage road would be constructed from just north of the Silverwood Theme Park to Remington Road adjacent to the freeway. Existing US-95 would be

used as part of the west frontage road through Athol. A new frontage road would be constructed on the west side from just north of Athol to the north end of this area.

- **Median:** This alternative would have a 50-foot-wide median through the entire area.

Figure S-7. Athol Area Modifications to the Brown Alternative



Granite/Careywood Area

The Granite/Careywood Area alternatives begin at the Kootenai/Bonner County line at MP 451.3 and extend 6.4 miles to MP 457.7, one mile north of Blacktail Road (see Figure S-8, *Granite/Careywood Area*). This segment of US-95 passes areas with granite outcroppings and forested hills. There are wet meadows on both sides of the alignment along the northern two miles of this area. The surrounding land use is agriculture and low-density rural residential, and most properties have direct access to US-95. The Burlington Northern Santa Fe (BNSF) railroad is west of and roughly parallel to the highway from the county line to MP 454.7 and is adjacent to the west side of the highway from MP 454.7 north. All of the alternatives basically follow the existing alignment of US-95 except for a short segment at the south end of this area and at interchanges. Just north of the Kootenai/Bonner County line, the freeway would be realigned for approximately 1/2-mile. All existing driveways and highway access points would be modified to connect to either frontage or local roads. All action alternatives would have a 50-foot-wide median.

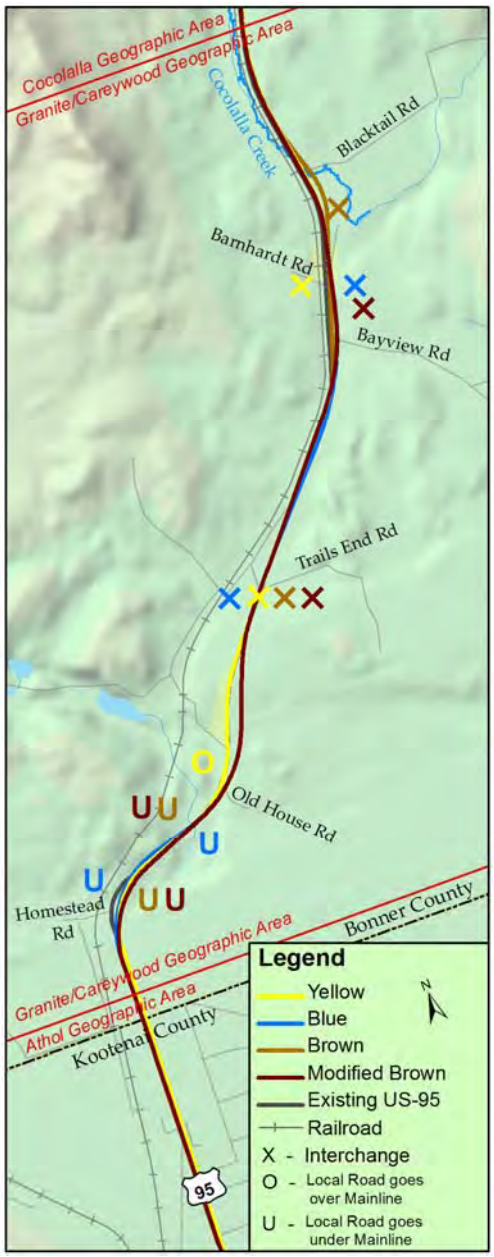


Figure S-8. Granite/Careywood Area

Refer to FEIS Chapter 2, *Alternatives* Figure 2-13 and Figure 2-14 for more map detail.

The **Granite/Careywood Yellow** Alternative would follow the existing US-95 alignment for most of the area.

- **Interchanges:** Interchanges would be constructed at Trails End Road and just north of Bayview Road.
- **East Frontage Road:** The east frontage road would be continuous except for a one-mile segment from Old House Road to Trails End Road.
- **West Frontage Road:** The west frontage road would begin at Old House Road and would be continuous to the north end of this area. From Trails End Road north, the west frontage road would be west of the railroad. North of Blacktail Road, the west frontage road would be shifted west from the alignment presented in the DEIS. An overpass would be constructed just north of Old House Road to connect the east and west frontage roads.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

The **Granite/Careywood Blue** Alternative would be aligned along the existing US-95 alignment for most of the area. The freeway would be realigned between Homestead Road and Trails End Road to provide gentler curves and flatter grades.

- **Interchanges:** Interchanges would be constructed just south of Trails End Road and just north of Bayview Road.
- **East Frontage Road:** The east frontage road would be continuous except for a one-mile segment from Old House Road to Trails End Road.
- **West Frontage Road:** The west frontage road would begin at Old House Road and be continuous to the north end of this area. From Old House Road to Trails End Road, existing US-95 would be converted to be part of the west frontage road. From Trails End Road north, the west frontage road would be west of the railroad. The west frontage road north of Barnhardt Road would be adjacent to Cocolalla Creek. Underpasses would be constructed near Homestead Road and just south of Old House Road to connect the east and west frontage roads.
- **Median**: This alternative would have a 50-foot-wide median through the entire area.

The **Granite/Careywood Brown** Alternative would follow the existing US-95 alignment for most of this area. The freeway would be realigned between Homestead Road and Trails End Road to provide gentler curves and flatter grades, similar to the Blue Alternative (see Figure S-9, *Granite/Careywood Area Modifications to the Brown Alternative* and Figure S-10, *Modifications to the Granite/Careywood Brown Interchange).*

- **Interchanges:** Interchanges would be constructed just north of Trails End Road and near Blacktail Road.
- **East Frontage Road:** The east frontage road would be continuous except for a one-mile segment from Old House Road to Trails End Road.
- **West Frontage Road:** The west frontage road would begin at Old House Road and be continuous to the north end of this area. From Old House Road to Trails End Road, existing US-95 would be converted to be part of the west frontage road. From Trails End Road north, the west frontage road would be west of the railroad. North of Barnhart Road, the west frontage road would be on the western edge of a wetland, up to 1/4-mile west of the freeway. An overpass would be constructed over the railroad on Trails End Road just west of the interchange. Underpasses would be constructed near Homestead Road and just south of Old House Road to connect the east and west frontage roads.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

The **Granite/Careywood Modified Brown (Preferred)** Alternative would be identical to the Brown Alternative from the county line to Trails End Road (see Figure S-9, *Granite/Careywood Area Modifications to the Brown Alternative* and Figure S-10, *Modifications to the Granite/Careywood Brown Interchange).*

- **Interchanges:** Interchanges would be constructed just north Trails End Road (identical to the Brown Alternative) and near Bayview Road instead of at Blacktail Road.
- **East Frontage Road:** The east frontage road would be identical to the Brown Alternative.

- **West Frontage Road:** The west frontage road would be similar to the Brown Alternative, except north of Barnhart Road where it would be further east adjacent to Cocolalla Creek and the railroad right-of-way.
- **Median:** This alternative would have a 50-foot-wide median through the entire area. The utility corridor on the west side of the freeway was eliminated from MP 456 to the north end of this area to minimize effects to wetlands and floodplains. Utilities on the west side of US-95 would be located along the west frontage road.

Figure S-9. Granite/Careywood Area Modifications to the Brown Alternative

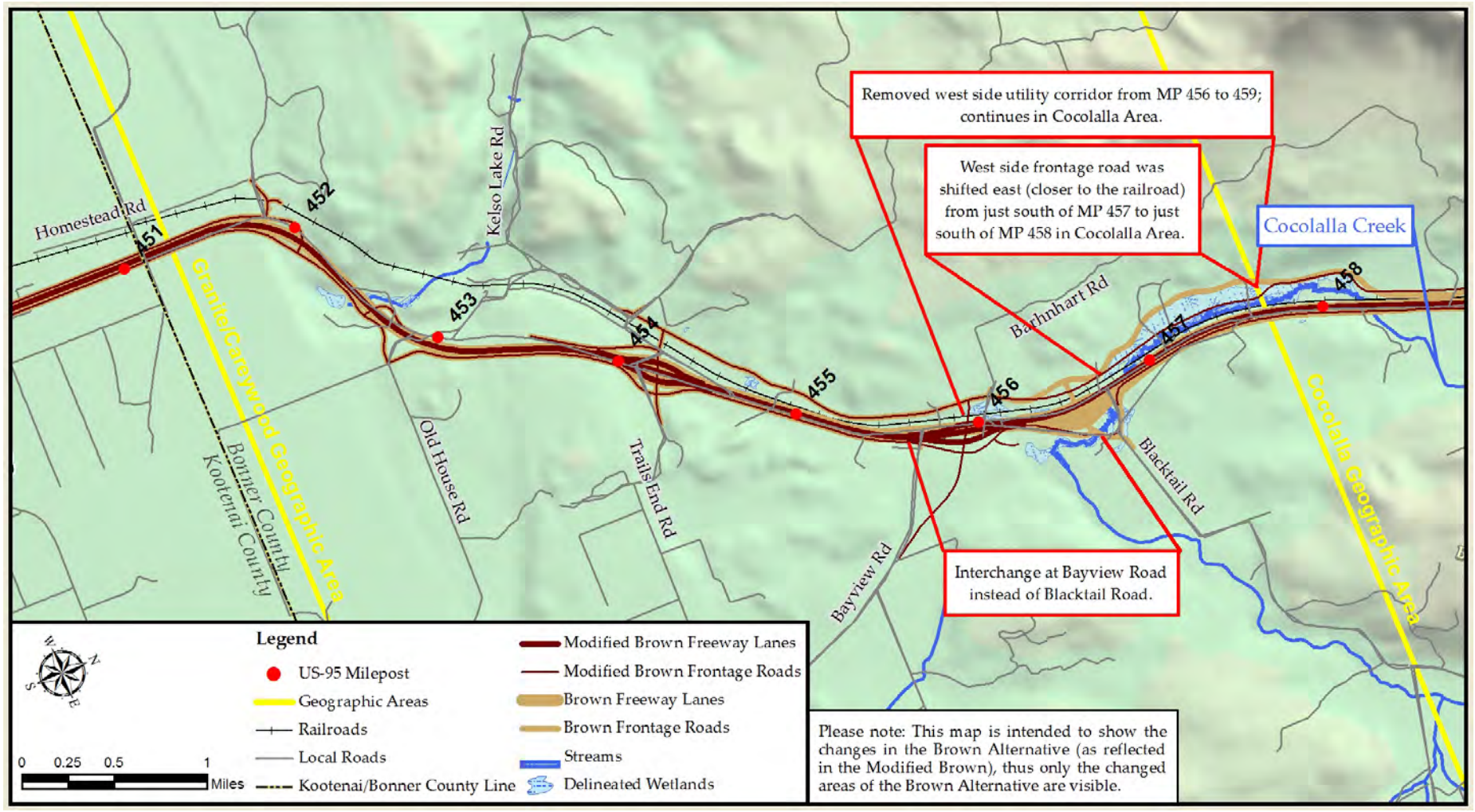
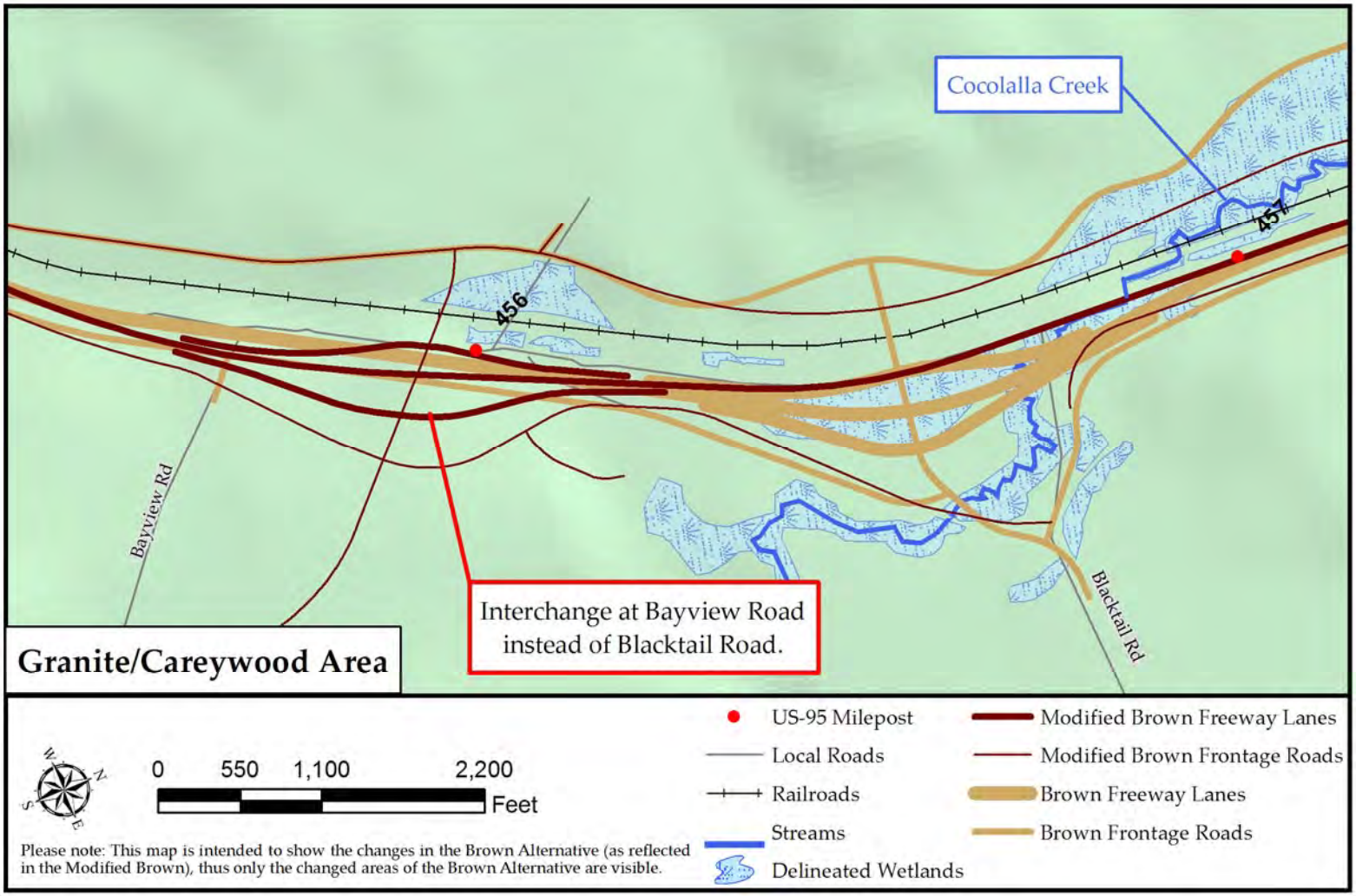


Figure S-10. Modifications to the Granite/Careywood Brown Interchange



Cocolalla Area

The Cocolalla Area alternatives begin at MP 457.7 and extend 5.3 miles north to MP 463.0, one mile south of Westmond Road and just south of the community of Westmond. US-95 in this area is relatively straight and flat except for the northernmost mile (see Figure S-11, *Cocolalla Area).* There are wet meadows adjacent to the alignment through much of this area. The surrounding land use is primarily agriculture and most properties have direct access to US-95. The Burlington Northern Santa Fe (BNSF) railroad is adjacent to the west side of the highway through the entire area. All alternatives would follow the existing US-95 alignment east of Cocolalla Lake east of Cocolalla Lake. Each alternative would have one interchange that would include a bridge over US-95 and a bridge over the adjacent railroad. All existing driveways and highway access points would be modified to connect to either frontage or local roads.



Figure S-11. Cocolalla Area

Refer to FEIS Chapter 2, *Alternatives* Figure 2-15 to Figure 2-16 for more map detail.

The **Cocolalla Yellow** Alternative would follow the existing US-95 alignment.

- **Interchange:** An interchange would be constructed at South Cocolalla Loop Road.
- **East Frontage Road:** A continuous east frontage road would be constructed through the entire area.
- **West Frontage Road:** The west frontage road would be constructed west of the BNSF railroad and end at the south end of Cocolalla Lake. There would not be a frontage road on the west side adjacent to the lake.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 459 to 461.5 to minimize effects to wetlands, floodplains, and a historic farmstead. Utilities on the west side of US-95 would be located along the frontage road on the west side of the existing railroad tracks from MP 459 to MP 461.

The **Cocolalla Blue** Alternative would follow the existing US-95 alignment.

- **Interchange:** An interchange would be constructed 3/4-mile south of South Cocolalla Loop Road, just north of Brookside Road.

- **East Frontage Road:** A continuous east frontage road would be constructed through the entire area.
- **West Frontage Road:** The west frontage road would be constructed west of the BNSF railroad and end at South Cocolalla Loop Road. There would not be a frontage road on the west side adjacent to Cocolalla Lake.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

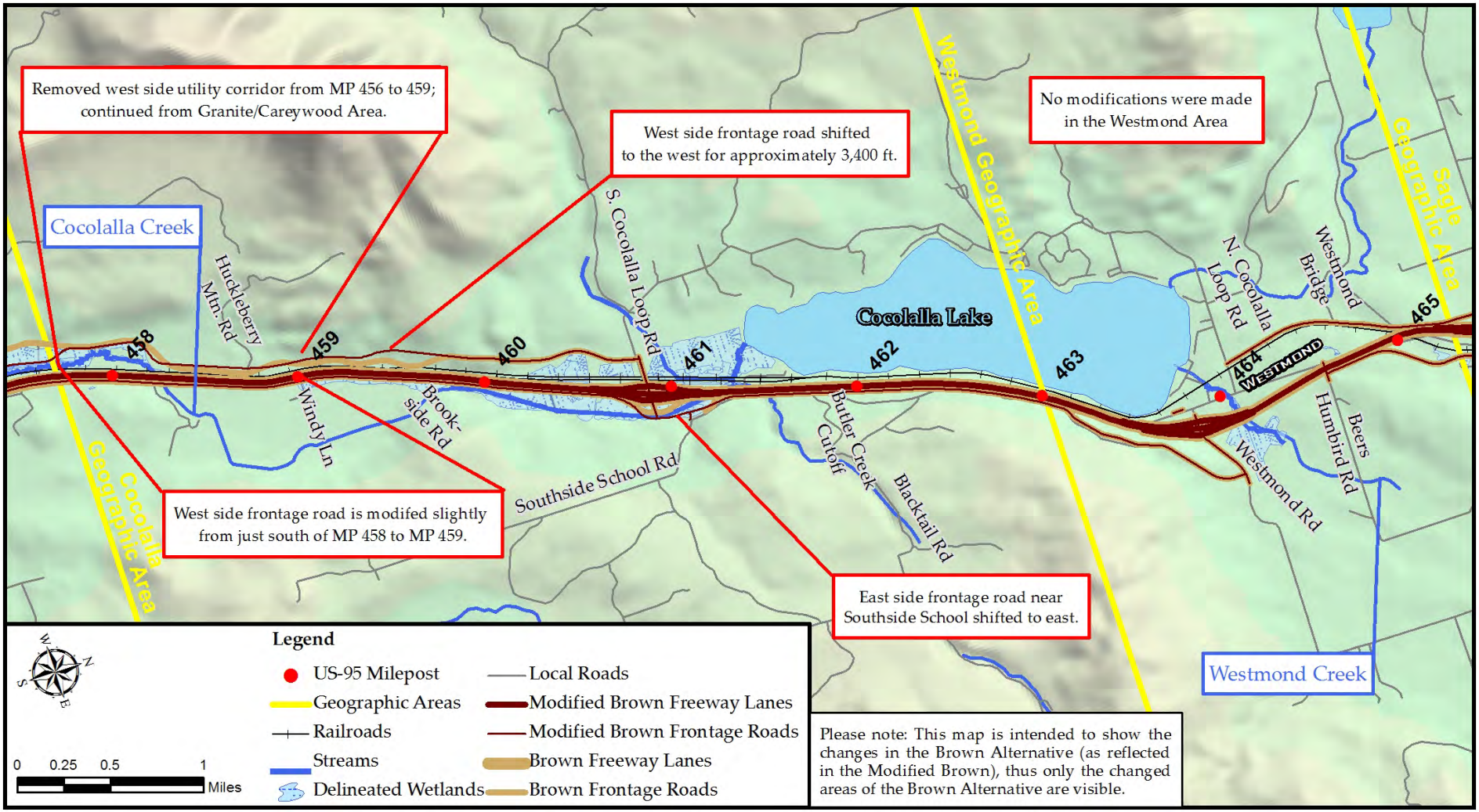
The **Cocolalla Brown** Alternative would follow the existing US-95 alignment (see Figure S-12, *Cocolalla Area Modifications to the Brown Alternative).*

- **Interchange:** An interchange would be constructed at South Cocolalla Loop Road at the same location as for the Yellow Alternative.
- **East Frontage Road:** A continuous east side frontage road would be constructed through the entire area.
- **West Frontage Road:** The west frontage road would be constructed west of the BNSF railroad and end at South Cocolalla Loop Road. There would not be a frontage road on the west side adjacent to Cocolalla Lake.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 459 to 461.5 to minimize effects to wetlands, floodplains, and a historic farmstead. Utilities on the west side of US-95 would be located along the frontage road on the west side of the existing railroad tracks from MP 459 to MP 461 to further reduce effects to wetlands.

The **Cocolalla Modified Brown (Preferred)** Alternative would be similar to the Brown Alternative with changes to short segments of frontage road (see Figure S-12, *Cocolalla Area Modifications to the Brown Alternative).*

- **East Frontage Road:** From South Cocolalla Loop Road to approximately 1/4-mile to the north, the east frontage road would be shifted to the east of Cocolalla Creek to avoid a wetland.
- **West Frontage Road:** The west frontage road would be shifted slightly east between MP 457.7 and MP 460. There would not be a frontage road on the west side adjacent to Cocolalla Lake.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 459 to MP 461.5. There would be no west side utility corridor from MP 456 to MP 461. Utilities on the west side of US-95 would be located along the frontage road on the west side of the existing railroad tracks.

Figure S-12. Cocolalla Area Modifications to the Brown Alternative



Westmond Alternatives

The Westmond Area alternatives begin at MP 463.0, one mile south of Westmond Road, just south of the community of Westmond, and extend 2.3 miles north to MP 465.3, south of Dufort Road (see Figure S-13, *Westmond Area).* At the south end of this area, existing US-95 is aligned along a narrow corridor between Cocolalla Lake and the BNSF railroad to the west and a steeply rising forested hill to the east. As it continues north away from the lake it passes through the small unincorporated community of Westmond. Land use is primarily commercial with some industrial adjacent to the highway surrounded by low density residential. All existing driveways and highway access points would be modified to connect to either frontage or local roads. All alternatives in this area would have a 50-foot-wide median except at the Westmond Bridge where lanes would be striped with no median.

Refer to FEIS Chapter 2, *Alternatives* Figure 2-15 to Figure 2-16 for more map detail.

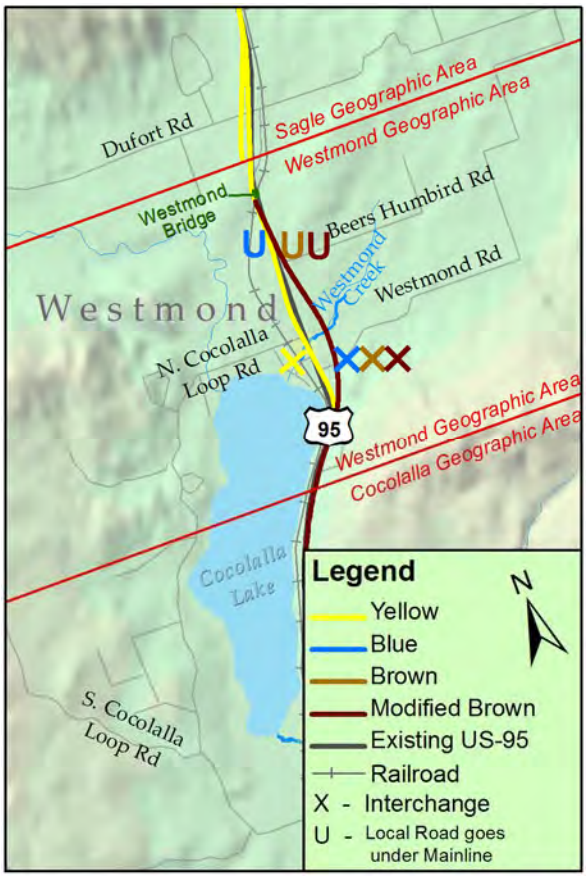


Figure S-13. Westmond Area

The **Westmond Yellow** Alternative generally follows the existing US-95 alignment, shifting slightly to the west to avoid the Westmond cemetery, and shifting back to the existing alignment to cross the railroad on the Westmond Bridge.

- **Interchange:** An interchange would be constructed at North Cocolalla Loop Road and would include a bridge over the railroad.
- **East Frontage Road:** A continuous east frontage road would be constructed from the south end of this area north to MP 464.9.
- **West Frontage Road:** A west frontage road would be constructed starting at North Cocolalla Loop Road, west of the railroad, and would continue north into the Sagle Area connecting with Dufort Road. This alternative would include a new bridge over the railroad to connect the west frontage road to properties between US-95 and the railroad.
- **Median:** This alternative would have a 50-foot-wide median through the entire area, except at the Westmond Bridge.

The **Westmond Blue, Brown and Modified Brown (Preferred)** alternatives are identical. Beginning near the north end of Cocolalla Lake (approximately MP 463.4), the alignment would shift east to miss the community of Westmond. North of Westmond, at Beers-Humbird Road, the alignments would shift back to the existing US-95 alignment, then cross the railroad on the Westmond Bridge.

- **Interchange:** An interchange would be constructed at Westmond Road for all three of these alternatives.
- **East Frontage Road:** An east frontage road would be constructed from the south end of this area to Westmond Road and from Beers-Humbird Road to Dufort Road in the Sagle Area. Existing US-95 through Westmond would be converted to a local road. An underpass would be constructed to connect Beers-Humbird Road to existing US-95. There would not be an east frontage road from Westmond Road to Beers-Humbird Road.
- **West Frontage Road:** A west frontage road would be constructed starting at North Cocolalla Loop Road, west of the railroad, and continue north into the Sagle Area, connecting with Dufort Road.
- **Median:** This alternative would have a 50-foot-wide median through the entire area, except at the Westmond Bridge.

Sagle Area

The Sagle Area alternatives begin at MP 465.3 and extend 4.45 miles north to MP 469.75, north of the community of Sagle (see Figure S-14, *Sagle Area).* The alignment through this area curves, but the terrain is flat. Land use is primarily commercial adjacent to the highway and surrounded by residential. All existing driveways and highway access points would be modified to connect to either frontage or local roads. Each of the alternatives would transition from four lanes to the existing two-lane highway at North Gun Club/Monarch Road.

Refer to FEIS Chapter 2, *Alternatives* Figure 2-17 to Figure 2-19 for more detail.

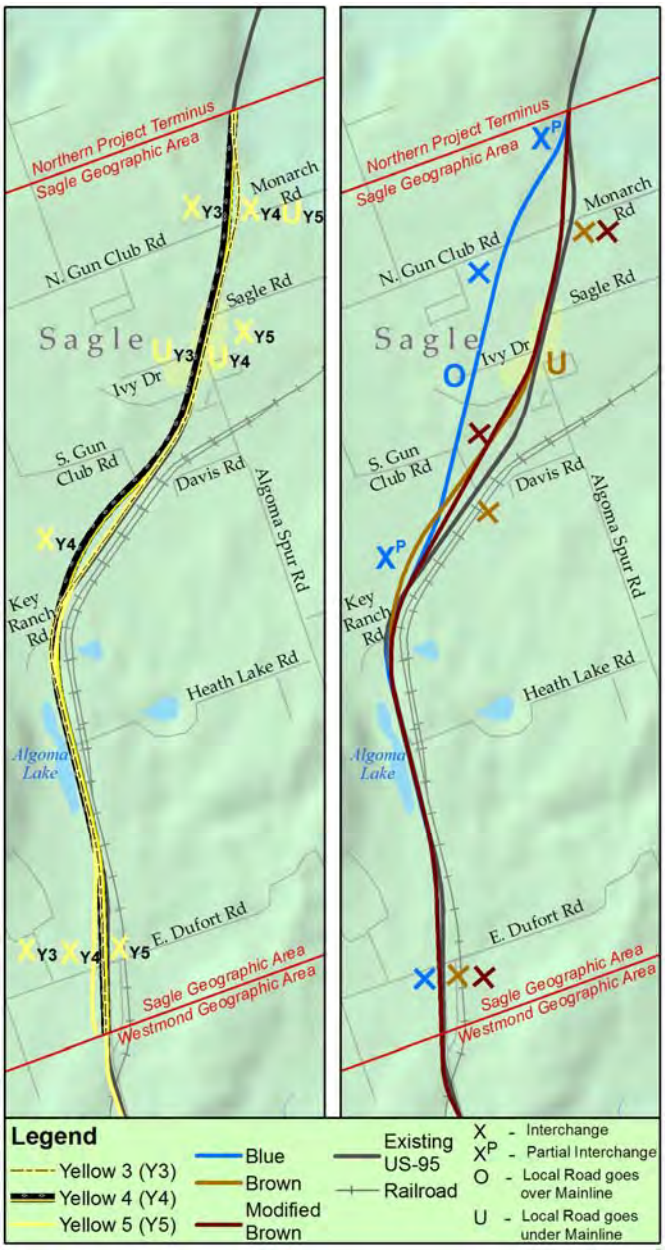


Figure S-14. Sagle Area

The **Sagle Yellow** Alternative has three options. Each follows the existing US-95 alignment, but the location of interchanges and the alignment of frontage and local roads are different. Several local roads would be improved or realigned to connect to the interchanges. All options would transition from a 50-foot-wide median to a 22-foot-wide median at MP 466 and back to a 50-foot median at MP 467.8 to minimize adverse effects to Algoma Lake and wetlands. The following describes the specific elements of each option.

Sagle Yellow Option 3

- **Interchanges:** Interchanges would be constructed at Dufort Road and North Gun Club/Monarch roads. The Dufort Road interchange would include a new underpass under the adjacent railroad. An underpass would be constructed at Ivy Drive.
- **East Frontage Road:** An east frontage road would be constructed from Dufort Road to Heath Lake Road on the east side of the railroad and from South Gun Club Road to Monarch Road adjacent to the freeway.
- **West Frontage Road:** A frontage road would be constructed on the west side from the south end of this area to Algoma Lake and from Key Ranch Road to north of North Gun Club Road.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median at MP 466 and back to a 50-foot-wide median at MP 467.8.

Sagle Yellow Option 4

- **Interchanges:** Interchanges would be constructed at Dufort Road, near South Gun Club Road, and at North Gun Club/Monarch roads. The Dufort Road interchange would include new underpass under the adjacent railroad. An underpass would be constructed at Ivy Drive.
- **East Frontage Road:** An east frontage road would be constructed from Dufort Road to Heath Lake Road on the east side of the railroad and from the South Gun Club Road interchange to Monarch Road adjacent to the freeway.
- **West Frontage Road:** A frontage road would be constructed on the west side from the south end of this area to Algoma Lake, but there would not be a continuous frontage road north of Algoma Lake. Short segments of frontage road, combined with improvements to short segments of local roads, would provide access to properties on the west side of the freeway.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median at MP 466 and back to a 50-foot-wide median at MP 467.8.

Sagle Yellow Option 5

- **Interchanges:** Interchanges would be constructed at Dufort Road and just south of Sagle Road (MP 468.6). The Dufort Road interchange would be several hundred feet further west of existing US-95, and there would not be an underpass at the railroad. There would be an underpass at North Gun Club/Monarch roads.
- **East Frontage Road:** An east frontage road would be constructed from Dufort Road to Heath Lake Road on the east side of the railroad and from South Gun Club Road to Monarch Road. It would be up to 1/4-mile from the freeway.
- **West Frontage Road:** A frontage road would be constructed on the west side from the south end of this area to Algoma Lake, but there would not be a continuous frontage road north of Algoma Lake. Short segments of frontage road, combined with improvements to short segments of local roads, would provide access to properties on the west side of the freeway. Sagle Road would be realigned to connect with the interchange.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median at MP 466 and back to a 50-foot-wide median at MP 467.8.

The **Sagle Blue** Alternative would follow the alignment of existing US-95 until just south of South Gun Club Road where it would shift approximately a 1/2-mile west of existing US-95 (MP 467.4 to 469.7) through the community of Sagle. Existing US-95 would be converted to a local road for approximately two miles.

- **Interchanges:** Interchanges would be constructed at Dufort Road and south of North Gun Club Road. Partial Interchanges (interchanges without on or off ramps for all movements) would be constructed at the two points where the new alignment would diverge from the existing alignment of US-95. South of South Gun Club Road, ramps would be constructed to connect existing US-95, which would be converted to a local road, to the freeway going to and from the south. North of North Gun Club/Monarch roads, ramps would be constructed to connect existing US-95 to the freeway going to and from the north. The Dufort Road interchange would include an underpass under the adjacent railroad. There would be an overpass at South Gun Club Road.

- **East Frontage Roads:** A new local road would be constructed that connects North Gun Club Road on the west to Sagle Road on the east side of the freeway. On the east side, existing US-95 would be converted to a local road and would function as a frontage road.
- **West Frontage Road:** On the west side, a frontage road would be constructed from the North Gun Club Road interchange to approximately one mile to the north end of this area.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

The **Sagle Brown** Alternative would follow the existing US-95 alignment (see Figure S-15, *Sagle Area Modifications to the Brown Alternative).*

- **Interchanges:** Interchanges would be constructed at Dufort Road, near South Gun Club Road, and at North Gun Club/Monarch roads. An underpass would be constructed under the adjacent railroad at the Dufort Road interchange. The South Gun Club Road interchange would include an overpass over the railroad to connect with Davis Road.
- **East Frontage Road:** An east frontage road would be constructed from Dufort Road to Davis Road on the east side of the railroad and from the South Gun Club Road interchange to Sagle Road adjacent to the freeway. From Sagle Road to Monarch Road, the frontage road would be approximately 1/4-mile east of the freeway.
- **West Frontage Road:** On the west side, a frontage road would be constructed from Key Ranch Road to South Gun Club Road and from Ivy Drive to the north end of this area. Short segments of nearby local roads would be improved.
- **Median:** The Brown Alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 466 and MP 467.8, identical to the Yellow Alternatives.

The **Sagle Modified Brown (Preferred)** Alternative is a refinement of the Sagle Brown Alternative. The US-95 alignment would be shifted closer to the railroad and the frontage roads would be closer to US-95 south of the community of Sagle.

- **Interchanges:** Similar to the Brown Alternative, interchanges would be constructed at Dufort Road and at North Gun Club/Monarch roads. The interchange north of South Gun Club Road would be shifted to the north for the Modified Brown Alternative; however, there would not be an overpass over the railroad to connect to Davis Road. Since the South Gun Club Road interchange would be shifted north, there would not be an underpass at Ivy Drive.
- **East Frontage Road:** The east frontage road would be similar to the Brown Alternative except that it would be adjacent to the freeway from Sagle and Monarch roads. These modifications are depicted in Figure S-15, *Sagle Area Modifications to the Brown Alternative* and Figure S-16, *Sagle Area Modifications to the South Gun Club Road Interchange.*
- **West Frontage Road:** The frontage road would be identical to the Brown Alternative.
- **Median:** The Modified Brown Alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 466 and MP 467.8, identical to the Yellow Alternatives.

Figure S-15. Sagle Area Modifications to the Brown Alternative

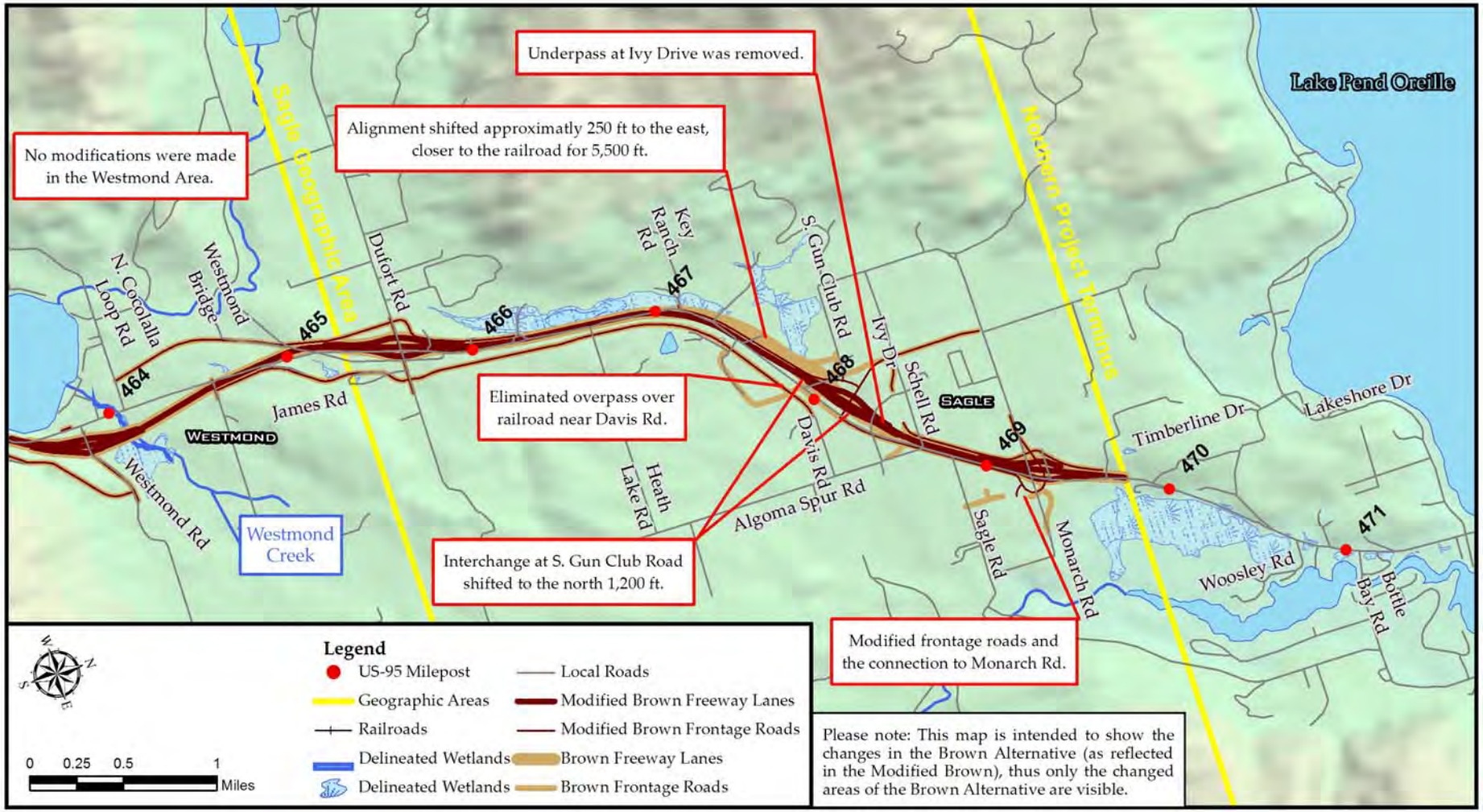
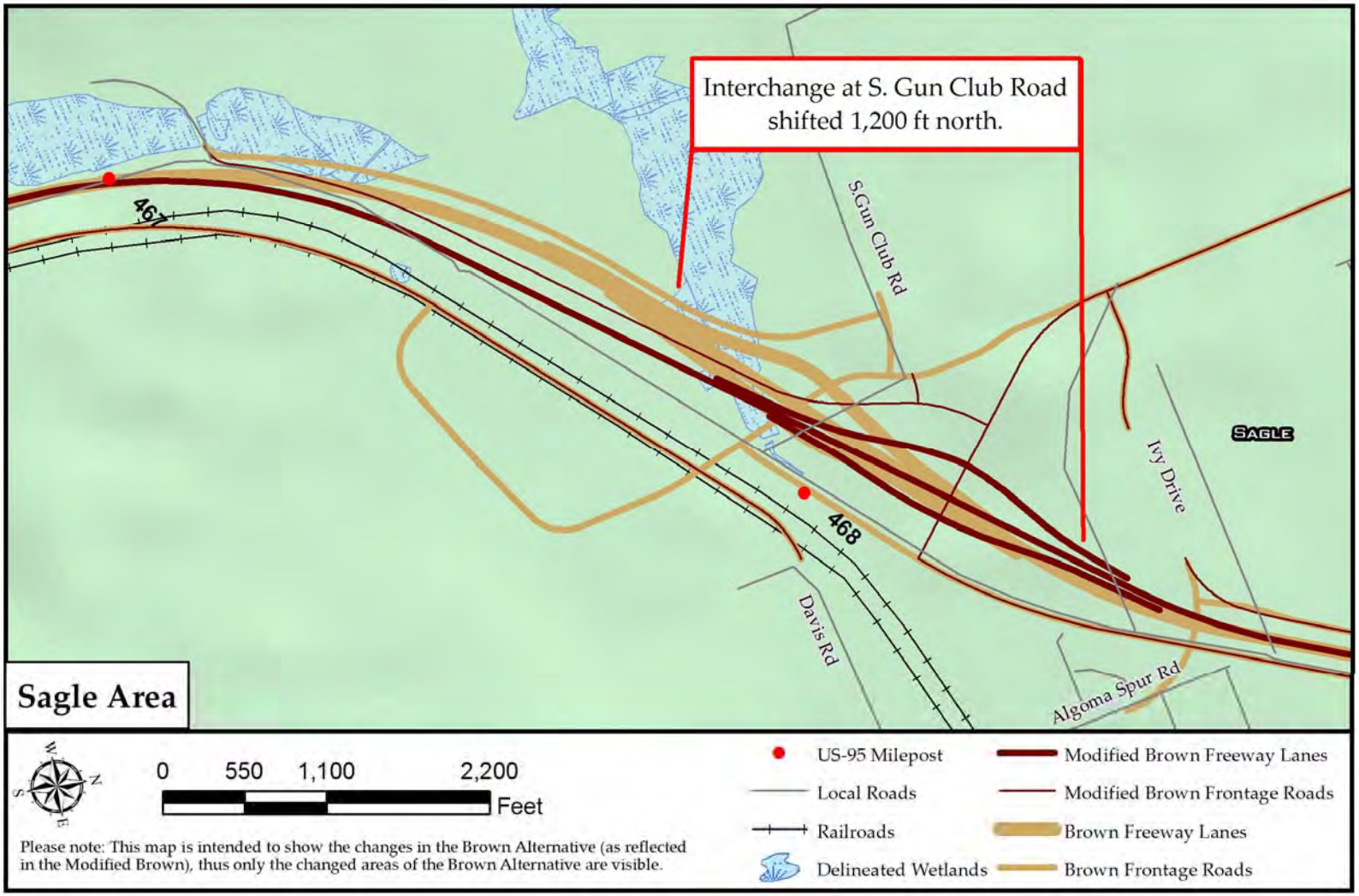


Figure S-16. Sagle Area Modifications to the South Gun Club Road Interchange



What is the Preferred Alternative?

The Preferred Alternative presented in the DEIS was the Brown Alternative. As a result of comments on the DEIS, the Brown Alternative was revised to include some elements of the Yellow and Blue alternatives to create the Modified Brown Alternative. In the FEIS the Modified Brown Alternative in each of the geographic areas is the Preferred Alternative. The following modifications were made to the Brown Alternative to develop the Modified Brown (Preferred) Alternative:

- Shifted the State Highway (SH)-53 interchange approximately 600 feet north
- Realigned the west frontage road behind and west of the Chilco Mill
- Incorporated the Yellow Alternative freeway and frontage road alignments through the Silverwood Theme Park area
- Incorporated the interchange location near Bayview Road rather than the Blacktail Road location
- Shifted the Careywood west frontage road further to the east to be adjacent to the railroad right-of-way
- Shifted the South Gun Club interchange in the Sagle Area approximately 1,200 feet north and shifted it slightly to the east
- Eliminated an overpass near Davis Road
- Eliminated an underpass and closed an at-grade crossing near Ivy Drive
- Eliminated the west side utility corridor between the freeway and the railroad in Granite/Careywood and Cocolalla areas (approximately MP 456 to MP 459)
- Shifted the Cocolalla east frontage road near Southside School east to minimize effects to the floodplain
- Modified the frontage road configurations at Ohio Match, Garwood and Monarch roads

Identification of the Preferred Alternative was based on the DEIS evaluations, additional analysis included in the FEIS, comments received from the public and agencies during the DEIS public comment period and testimony from the public hearing. The analysis of alternatives considered adverse effects to important resources. Vehicle circulation and access for the residences and businesses was considered in conjunction with natural resources effects. Effects to the community including economics, visual quality, noise and displacement were important factors in the decision-making process.

The Modified Brown Alternative would not have the least adverse effect to all resources; it was developed to address concerns that were raised by the public. However, considering all resources, it would have the lowest overall adverse effects. It has the least effect to cultural resources, Section 4(f) resources, and riparian areas. See FEIS Chapter 2, Section 2.7, *Comparison of Alternatives* for more detail.

How were the alternatives that are evaluated in this EIS developed?

Development of alternatives occurred through a multi-step process:

Step 1 Development and evaluation of design standards
Step 2 Development and screening of corridor alternatives
Step 3 Development of alignment alternatives and completion of initial screening

Step 4 Refinement of alignment alternatives that remained after the screening process to determine which alternatives would be evaluated in detail in the EIS

The alternatives were developed in consideration of the NEPA process and with input from the public and agencies, recommendations from local elected officials, and engineering and environmental considerations.

Step 1 Design standards were evaluated to determine if they would result in alternatives that met the project purpose and need. Design standards refer to the type of highway facility including two-lane highways, four-lane highways, and freeways. Only the freeway design standard met the project purpose and need to increase capacity and improve safety.

Step 2 Alternative project corridors were evaluated and were screened to determine if they met the project purpose and need and project goals. Corridors that were evaluated included the existing US-95 alignment and a new corridor several miles to the west of the existing highway. Step 2 also evaluated Transportation System Management (TSM) and Transportation Demand Management (TDM) alternatives. The only corridor that met the project purpose and need and the project goals was the existing corridor although short segments of new alignment would be considered.

Step 3 Alignment alternatives were developed within the existing US-95 corridor. These alternatives included short segments of new alignment while staying mostly along the existing alignment. More environmental and engineering studies were performed and additional public involvement and coordination with federal and state agencies was conducted to develop a reasonable range of alignment alternatives. This resulted in a number of proposed alignment alternatives being eliminated from further study and others being selected for detailed study.

Step 4 The alignment alternatives which remained after Step 3 were refined and were further screened to identify locations of interchanges and overpasses and underpasses and were renamed to realign local roads that would access interchanges, overpasses and underpasses, and adjacent properties. The remaining alignment alternatives were also renamed by assigning a color designation to each one to facilitate discussion among EIS team members, and agency and public stakeholders.

The alternatives that remained after Step 4 was completed were those that were evaluated in this DEIS and FEIS. In addition to these alternatives, a No Build Alternative (No Action Alternative) is included as required by NEPA and the Council on Environmental Quality (CEQ) regulations.

What other alternatives were considered but not evaluated in detail in this EIS?

A wide range of alignment alternatives were initially considered. Some of these would have realigned US-95 for short segments at various locations along the corridor as discussed in the previous paragraphs. In addition, the alternatives described below were examined but not carried forward for detailed evaluation in this EIS (see FEIS Chapter 2, *Alternatives* for more detail).

Transportation System Management (TSM). TSM includes physical measures to increase highway capacity, such as adding an outside or center turn lane or passing lanes. Since all of the alternatives were designed to include TSM, this was not discussed or forwarded as a separate alternative.

Transportation Demand Management (TDM) and Mass Transit. TDM consists of strategies to reduce peak hour commuting traffic, such as encouraging businesses to utilize non-standard work hours. TDM measures do not substantially reduce overall daily traffic volumes but can be effective in reducing congestion during peak commute times. Mass transit could provide bus, light rail or other transit opportunities to reduce traffic volumes. TDM and mass transit were examined but it was found that while total traffic would be slightly reduced, safety would not improve and highway capacity would still need to be increased. TDM and mass transit alone would not meet the purpose and need of the project for the design year.

West Alternative (Hoodoo Valley). Construction of a highway on an entirely new alignment was considered as part of the evaluation of corridor alternatives. Due to the rugged terrain and Lake Pend Oreille, no practical route was identified east or adjacent to the existing alignment. The Hoodoo Valley, which is located several miles further to the west of the existing alignment, was identified as a possible alternative location because it roughly parallels US-95. The advantages of this alternative would be that it could serve as an alternate route to the existing US-95 and lessen the need to expand US-95 thereby reducing effects to adjacent residences and businesses.

However, the Hoodoo Valley Alternatives were not advanced for the following reasons:

- A highway through a new, undeveloped area would result in indirect effects to a number of resources due to increased pressure for development through what is presently a rural area.
- Overall effects to natural resources such as wetlands, floodplains, farmland, visual resources, aquatic resources, and wildlife habitat would be high due to construction along an entirely new alignment.
- An alternative alignment separated from US-95 would still require ITD to maintain and improve the existing highway after construction of the new facility.

What would be the transportation benefits among the alternatives selected for further evaluation?

Transportation Network, Access, Bicycle and Pedestrian Facilities, Safety and Emergency Services, School Bus Routes and Airports. Under the No Action Alternative, there would be no major improvements to US-95 and access and circulation patterns in the vicinity of the highway would not change. As traffic on the highway increases over time, there would be increases in the amount of time motorists spend waiting to access or cross the highway, response times for emergency services, and existing safety hazards for motorists, pedestrians and bicycle users. Therefore, the No Action Alternative would result in minor transportation benefits but would not meet the project purpose and need.

Under all action alternatives, the highway would be improved to a four-lane, divided freeway with Type V access control, meaning that access to the freeway would be allowed only at interchanges through on and off ramps. The primary difference between the action alternatives are interchange locations and improvements to local roads in the immediate vicinity of the freeway. The interchange locations vary

with each alternative as described in FEIS Chapter 2, *Alternatives*. Details of the transportation effects of each alternative is described in FEIS Chapter 4, Section 4.1, *Transportation Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Route and Airports Effects*.

Access from adjacent properties would be changed so driveways would connect with frontage roads or other local roads. One of the effects of this for all action alternatives is that some out of direction travel may be required to access the freeway. The beneficial effect is that access onto the freeway would be through interchange ramps that would eliminate the need to enter or cross a stream of high speed traffic on the highway. Similarly, when motorists have to cross the freeway, the movement would occur on freeway overpasses or underpasses, eliminating the need to cross high-speed traffic. An additional benefit common to all action alternatives is that interchange and overpass bridges would pass over both the freeway and the railroad when the railroad is adjacent to the freeway. Two bridges would be provided in those cases where the railroad is near but not immediately adjacent to the freeway. Eliminating the at-grade railroad crossings would improve safety.

All of the action alternatives would remove and replace the bicycle/pedestrian paths/trails at the north and south ends of the project and construct new bicycle/pedestrian facilities along the entire corridor either as a separated path or as a widened shoulder on frontage roads where maintenance agreements can be obtained. Bicycle/pedestrian facilities would be provided on all roads that cross the freeway. Although all of the action alternatives substantially reduce unrestricted east-west crossing opportunities by limiting crossings to interchanges and bridges, all of the alternatives would be safer for pedestrians and bicyclists than the current condition which would be a beneficial effect of the project.

How do environmental effects compare among alternatives?

Quantitative comparisons of the alternatives are summarized in Table S-1, *Summary of Resource Effects by Alternatives* and briefly discussed below. For a thorough examination of environmental effects of the alternatives, see the respective resource sections in FEIS Chapter 4, *Environmental Consequences.*

Wetlands/Waters of the US. The No Action Alternative would not adversely affect wetlands or other waters of the US. There would be no wetland effects in the Chilco and Athol geographic areas under any of the action alternatives. Overall, the Yellow Option 5 would affect the fewest wetland acres, while the Blue Alternative would affect the greatest amount of wetland acreage. Overall, wetland acreage effects for the Modified Brown Alternative are 9.5 acres less than the Brown Alternative.

All action alternatives would affect Cocolalla Creek in the Granite/Careywood and Cocolalla areas, with the Blue Alternative having the greatest adverse effect. Both the Yellow and Blue alternatives would affect Fish Creek in the Cocolalla Area. For more detail on wetland effects, see FEIS Chapter 4, Section 4.10, *Wetlands/Waters of the US Effects.*

Table S-1. Summary of Resource Effects by Alternative

Environmental Resources	ALTERNATIVES						
	No Action	Yellow Option 3	Yellow Option 4	Yellow Option 5	Blue	Brown	Modified Brown
Wetland *(acres)*	0	91.7	93.3	87.9	107.5	101.2	91.7
Household Displacements	0	75	75	68	77	72	69
Business Displacements	0	43	43	43	25	35	41
Historic & Archaeological	0	4	4	4	4	3	2
Prime Farmland *(acres)*	0	3.8	3.8	3.8	1.6	9.9	2.6
Section 4(f) resources	0	3	3	3	2	3	2
Vegetation & Wildlife *(acres)*	0						
Agricultural/Grassland	0	762	771	755	650	688	721
Riparian	0	83	83	84	85	77	75
Forest land	0	573	573	578	616	700	632
Noise Effects							
Residences	111	28	36	36	31	36	48
Businesses	33	1	1	1	3	1	2
Floodplain (100-year) *(acres)*	0	55.5	55.5	55.5	77.0	56.2	58.7
Right-of-way cost *(millions)*	0	$51.7	$51.7	$51.7	$41.2	$46.9	$44.0

Displacements. One of the objectives when developing the design alternatives was to minimize adverse effects to residences and businesses. The No Action Alternative would have no displacements. Of the action alternatives, displacements would include:

- Household displacements: The Yellow Alternative Option 5 in the Sagle Area and Modified Brown alternatives overall have the fewest displacements, and the Blue Alternative would have the largest number of displacements.
- Business displacements include businesses, farms and public facilities. The Blue Alternative would have the least number of business displacements and the Yellow options would have the largest number of displacements.

Acquisition and relocation assistance procedures are governed by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 summarized in DEIS Appendix C, *Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970.*

Floodplains. Based on investigation of Federal Emergency Management Agency (FEMA) and Flood Insurance Rate Maps (FIRM), floodplains have been identified within the project corridor. Floodplains are found primarily along Cocolalla Creek where the creek flows near US-95 starting north of Careywood and continuing north/northeast to Cocolalla Lake. There are floodplains along the corridor in the Chilco, Granite/Careywood, Cocolalla and Sagle areas. FEMA has not established floodways for any of the floodplains that would be affected by this project. In order to evaluate effects due to this project, a floodway was developed for Cocolalla Creek using the FEMA approved Hydrologic Engineering Center River Analysis System (HEC-RAS) model. Although this floodway has neither

been reviewed nor adopted by FEMA, it was used to identify effects to the base flood elevation of Cocolalla Creek.

Comparing the alternatives, only the No Action Alternative would have no effect to floodplains. Each of the action alternatives would encroach on floodplains. The Yellow Alternatives would affect floodplains the least and the Blue Alternative would affect floodplains the most. The Modified Brown Alternative would affect slightly more acreage of floodplains than the Yellow or Brown alternatives; however, it is the only alternative that would not result in a greater than one-foot rise in the base flood elevation of Cocolalla Creek. See FEIS Chapter 4, Section 4.9, *Floodplain Effects* for more detail.

Historic and Archaeological Resources. Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires consideration of project effects to historic properties. Section 106 defines historic properties as those resources listed or eligible for listing in the National Register of Historic Places (NRHP). A team of archaeologists and historians identified NRHP eligible resources within the Area of Potential Effect (APE) for each project alternative during the project development.

The No Action Alternative would not affect NRHP eligible resources in the project directly, through demolition or other means, but could have an adverse indirect effect as a result of increased visual and acoustic effects resulting from increased congestion and traffic volumes. All of the action alternatives would adversely affect historic resources listed or eligible for listing on the NRHP. Any soil disturbing activities could uncover unknown archaeological sites in the project corridor. Cultural resources identified in the APE include segments of historic railroad corridor and other contributing elements, historic highway segments, historic bridges, historic schools, farmsteads, and archaeological sites. Archaeological site locations are confidential and details are not provided in this document.

The Yellow and Blue alternatives affect four NRHP eligible resources; the Brown Alternative would affect three; and the Modified Brown Alternative would affect two. The resources in each geographic area are summarized below:

- **Chilco.** The Brown and Yellow alternatives would adversely affect the SH-53 Bridge through abandonment, as the bridge would no longer carry traffic. The Modified Brown Alternative would require its removal resulting in an adverse affect. However, the Blue Alternative would result in no effect to the SH-53 Bridge as it would continue to be used as an access road for a gravel pit.
- **Athol.** All the alternatives would disturb an archaeological site associated with the Northern Pacific Railroad (NPRR) in the Athol Area. The resource is eligible for the NRHP as a contributing element to the NPRR; however, the alternatives would not result in an adverse effect to the NPRR.
- **Granite/Careywood**. All of the action alternatives would adversely affect the Clement Farm. The Yellow Alternative would also adversely affect an archaeological site, the Granite Quarry.
- **Cocolalla**. The Brown and Yellow alternatives would adversely affect the Valley Vista Ranch and the Blue Alternative would adversely affect the Cocolalla School and Bond Farm by constructing the west frontage road close to the resources which affects the feeling, association or setting of the eligible resources. The Modified Brown Alternative would not adversely affect any NRHP eligible resources in this area.

- **Westmond.** No NRHP eligible resources would be affected by any of the action alternatives in this area.
- **Sagle**. The Yellow options and the Brown and Modified Brown alternatives would not adversely affect any NHRP eligible historic resources in the Sagle Area, while the Blue Alternative would adversely affect one NHRP eligible resource (the Hunter Ranch).

A Memorandum of Agreement (MOA) was developed that includes mitigation stipulations for the Modified Brown Alternative. The purpose of the MOA is to outline measures to mitigate the Preferred Alternatives' effects to the SH-53 Bridge, the Clement Farm, and Features A and B of Segment 2 of the NPRR. This MOA is included in the FEIS, Appendix A, *Agency Concurrence Letters*. See the DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* for additional information.

Section 4(f) Resources. Section 4(f) of the US Department of Transportation Act of 1966 offers special protections to preserve publicly owned parks, recreational lands, wildlife refuges, and historic sites. The use of this land can only be approved if there is no feasible or prudent alternative and all planning has occurred to minimize use of the Section 4(f) resource. A "use" occurs when land is permanently incorporated in a transportation facility, when there is a temporary occupancy of land that is adverse, or when there is a constructive use of the Section 4(f) property [23 CFR 774.11 and 23 CFR 774.13]. While all of the Section 4(f) resources that were evaluated are also historic resources not all of the historic resources that are affected require a Section 4(f) evaluation. Archaeological sites that are important primarily because of the information that can be recovered through data recovery, such as the Granite Quarry and archaeological features of Segment 2 of the NPRR, are not required to be evaluated under Section 4(f). SHPO has concurred that these archaeological resources are important chiefly because of the information that can be learned by data recovery. Through the signed MOA, all signatories including SHPO, outlined the mitigation stipulations that includes further inventory of these resources (see Appendix A, *Agency Concurrence Letters).*

In addition, historic resources that are indirectly affected but for which effects do not constitute a constructive use such as the Cocolalla School and Bond Farm are not required to be evaluated under Section 4(f). SHPO has concurred that the location of the west frontage road for the Blue Alternative indirectly affect the Cocolalla School and the Bond Farm resulting in an adverse effects to those resources as the road would affect the feeling, association and/or setting. However, the west frontage road would have low traffic volumes and would be for local access only; therefore, the indirect effects would not to be severe enough to substantially impair the historic integrity of the sites. The Bond Farm outhouse and barn are eligible for the NRHP under Criterion A, as good examples of buildings found on a farm from the first half of the 20th Century. The Cocolalla School is eligible under Criterion A as a good example of a rural school building in Bonner County and under Criterion C as a good example of rural school architecture that incorporated current ideas on proper lighting and design for a classroom. Because the indirect effects would not substantially impair the integrity of these sites for these criteria, there would not be a constructive use under Section 4(f). Constructive use is defined in Chapter 10, *Final Section 4(f) Evaluation.*

The North and South Highway (Old Highway 95), NPRR, Farragut Naval Training Station Spur (Farragut Recreational Trail), and Spokane International Railway Spur-Corbin Junction are historic resources that would not be adversely affected under Section 106 but would result in minimal effect that would be considered a de minimis impact under Section 4(f). A land exchange as outlined in the Department of Interior (DOI) letter dated December 31, 2009, will be completed as mitigation for impacts to the Farragut Recreational Trail (see Appendix A, *Agency Concurrence Letters).*

The SH-53 Bridge, Clement Farm, Valley Vista Ranch, and Hunter Ranch are historic resources that would be adversely affected under Section 106 and are evaluated in the Final Section 4(f) Evaluation.

The Blue and Modified Brown alternatives result in the use of two Section 4(f) resources. The Brown Alternative and Yellow options result in use of three resources. The Section 4(f) use would be due to right-of-way acquisition and structure removal. Measures would be taken to avoid or minimize harm to these resources. More detail is provided in FEIS Chapter 10, *Final Section 4(f) Evaluation*. Section 4(f) resources listed by geographic areas are summarized below:

- **Chilco.** The Blue Alternative would not result in use of Section 4(f) resources; the Yellow, Brown and Modified Brown alternatives would result in use of the SH-53 Bridge through abandonment or removal.
- **Granite/Careywood**. All of the action alternatives would result in use of one resource, the Clement Farm, although the Modified Brown Alternative was configured to minimize adverse effects to the resource.
- **Cocolalla**. The Yellow and Brown alternatives result in use of one resource, the Valley Vista Ranch, while the Blue and Modified Brown alternatives avoid the ranch. Information regarding this ranch was updated in this FEIS.
- **Sagle**. The Yellow options, Brown and Modified Brown alternatives would not result in a use of the Hunter Ranch in the Sagle Area while the Blue Alternative would result in a use.

There would be no use of Section 4(f) resources in the Athol and Westmond areas.

Wildlife and Vegetation. The No Action Alternative would have no direct effects to wildlife and vegetation. Each action alternative would affect wildlife and vegetation habitat by replacing existing agricultural grasslands, forest lands, riparian areas and other vegetation types with paved surfaces, grassed utility corridors and other roadway features. FEIS Chapter 4, Section 4.11, *Wildlife and Vegetation Effects* discusses wildlife and vegetation effects in detail.

Forest land and grassland areas adjacent to agricultural fields provide habitat for terrestrial species and would be affected as a result of construction by any of the action alternatives. However, this loss would be minimal due to the abundance of similar habitat outside the project corridor. White-tailed deer, bats, reptiles, amphibians, insects, birds, and a variety of other wildlife species are likely to be found in the project corridor and may be affected by the proposed project. Therefore, the action alternatives may affect terrestrial species and their habitat, but would not be likely to contribute to a trend toward Federal

listing or loss of viability of the species. DEIS Chapter 3, Section 3.11, *Wildlife and Vegetation* and Chapter 4, Section 4.11, *Wildlife and Vegetation Effects*, describes the plant and animal species that could be found in the project corridor and provides detail about probable effects for each alternative.

Wildlife Movement. The project corridor provides habitat suitable for wildlife and wildlife movement across the existing highway which has been documented through animal/vehicle collisions, snow tracking and other studies in the area. This information was used to identify where wildlife under-crossings or other wildlife mitigation measures could be constructed to facilitate wildlife movement and habitat linkage. Expected increase in growth and land use changes in the area may affect wildlife movement even with the No Action Alternative. The project effects to wildlife movement would be similar for each action alternative as the road width would increase from the existing two-lane highway to a four-lane divided freeway and would add frontage roads, interchanges, utility corridors and other components including fencing, bicycle/pedestrian facilities, and median barriers. Wildlife crossings are proposed to mitigate linkage effects as discussed in the DEIS Chapter 4, Section 4.11, *Wildlife and Vegetation Effects*.

Noise. The results of the noise analysis conducted for the project indicate that traffic noise levels approaching or exceeding FHWA noise abatement criteria would occur as a result of both the No Action and the action alternatives. Due to the acquisition of properties within the right-of-way, all action alternatives had fewer predicted noise effects than the No Action Alternative. The results show that within the individual geographic areas of Chilco, Athol, Granite/Careywood, Cocolalla and Westmond all alternatives have approximately equal adverse effects to residences. However, in the community of Sagle, the analysis shows that the Sagle Modified Brown Alternative would affect a greater number of residences because the interchange is located in a more densely developed area. An evaluation of potential noise mitigation measures concluded that a noise wall would be an effective mitigation measure for the Modified Brown (Preferred) Alternative in the Sagle Area on the west side of the freeway between approximately MP 468.69 and MP 468.82.

How would construction affect the human and natural environment?

If an action alternative is moved forward, the project would be constructed in multiple phases. The initial phase of construction would be construction of a four-lane divided highway with at-grade access onto the highway at specific locations. Specific interchanges would be constructed in the Chilco and Athol areas. The construction would be further subdivided within the geographic areas and would be completed as standalone projects. Subsequent phases of construction would include construction of the remaining frontage roads and interchanges and the additional lanes for the remaining geographic areas. These would be constructed as funding becomes available. The project phases are being developed so that each contributes to meeting the project purpose and need as future phases await construction. More detail is included in the FEIS Chapter 11, *Phased Project Implementation*.

Construction activities would include excavation and grading; utility relocations; constructing retaining walls, bridges, interchanges and overpasses; paving; and drainage improvements. New roadway construction and reconstruction of the existing highway present the potential for increased dust, increased noise, visual effects, and increased stormwater runoff and sedimentation caused by erosion and removal of vegetation. The action alternatives also present the potential for exposure to or accidental spill of hazardous materials, such as oil and gasoline, from construction vehicles.

Construction associated with widening of the existing highway and construction of frontage roads and interchanges present the potential for increased travel delays during construction, traffic congestion, short-term air quality effects, and temporary restricted access to residences and businesses. Final construction methods would be addressed during development of preliminary and final designs for each roadway segment. Construction details would be determined by the contractor. Mitigation measures would be incorporated into final construction plans.

What other issues are examined in this FEIS?

In addition to providing detailed analysis of issues included in this summary (wetlands, transportation, displacements, floodplains, historic and archaeological resources, Section 4(f) resources, wildlife and vegetation, wildlife movement, noise, and construction), the FEIS examines other subjects that are not presented in this Summary. These include discussions of land use, farmland soils, the social environment, economics, air quality, water resources, threatened and endangered species, hazardous materials, visual quality, energy, indirect and cumulative effects, short-term and long-term productivity, and irreversible and irretrievable commitment of resources. Greater detail regarding the effects of the Yellow, Blue, and Brown alternatives are provided in the DEIS. Detail regarding the effects of the Modified Brown Alternative is included in the FEIS Chapter 4, *Environmental Commitments* under each of the respective resource sections.

What other projects are planned in the vicinity?

Several transportation projects described below are planned for the project vicinity, each with a specific project purpose and need. Separate environmental documents have been or will be prepared for these projects. Each could be constructed independently of the other projects and construction of any of the projects would neither preclude the construction of another one nor require that an adjacent project be constructed to satisfy its purpose and need.

None of these related projects address the purpose and need for this project, significantly affect traffic volumes on US-95, or address the safety concerns along the route. However, since the related projects are nearby or adjacent to this project, designs must be coordinated to ensure that connecting components would be compatible. A brief description follows of each of the projects in the vicinity and how they relate to the proposed project.

US-95, Wyoming Avenue to Ohio Match Road. This project would improve approximately 5.4 miles of US-95 from Wyoming Avenue (MP 435.8) to Ohio Match Road (MP 441.2) just north of Hayden, Idaho. This project was divided into two construction packages, Junction SH-53 to Ohio Match Road which is already constructed, and Wyoming to SH-53 which is scheduled to begin construction in 2010. This project would widen US-95 to four-lanes between Wyoming Avenue and SH-53 which is where US-95 reduces from four to two lanes. The conceptual design (typical section and alignment) of the US-95, Garwood to Sagle project would exactly match the Wyoming to Ohio Match Road project. The Wyoming to Ohio Match project was considered a separate project because it would address capacity needs in the immediate vicinity north of Hayden, Idaho and would be constructed whether or not the US-95, Garwood to Sagle project moved forward. The northern 2.9 miles of the project overlap the southern limits of the US-95, Garwood to Sagle project but is a separate project to address specific safety and capacity deficiencies (specifically the remaining two-lane section of US-95 between Wyoming Avenue and Ohio Match Road).

US-95, North and South Project. FHWA issued the ROD pursuant to 23 CFR 771.127 on May 23, 2000 for the FEIS on the US-95, North and South project approving the Sand Creek Two-Lane Alternative, which extends from north of the community of Sagle (MP 469.75) to north of Kootenai Cutoff Road in the City of Ponderay (MP 477.44). The US-95, North and South project abuts the northern terminus of the US-95, Garwood to Sagle project. In May 2004, FHWA prepared an environmental assessment to evaluate various design changes. In April 2005, after receiving public comment, FHWA issued a revised environmental assessment to evaluate additional modifications. In August 2006, FHWA issued a reevaluation of the US-95, North and South FEIS pursuant to 23 CFR 771.129(c) to address changes since issuance of the 2005 Revised EA and Finding of No Significant Impact. On October 6, 2008, the United States Court of Appeals for the Ninth Circuit rejected legal challenges and upheld the US-95, Sand Creek Byway Phase [North Idaho Community Action Network v. Dept. of Transp., 545 F.3d 1147, 9th Cir. 2008]. The phases of the US-95, North and South project are summarized below.

- ***US-95, Sagle to Sandpoint.*** This includes the Sagle to the Long Bridge and the Long Bridge Widening project phases. US-95 from north of Sagle (MP 469.75) would be widened predominantly along its existing corridor to a four-lane divided highway. The Long Bridge over Lake Pend Oreille and a portion of its approach causeway at the north end would be widened to accommodate four lanes and a bicycle/pedestrian facility. The project would end at MP 473.50 at the southern limit of the Sand Creek Byway phase.
- ***US-95, Sand Creek Byway.*** The Sand Creek Byway phase begins north of the Long Bridge (MP 473.50) and terminates north of the US-95, US-2, and SH-200 junction (MP 476.01). This phase of the project involves construction of a two-lane roadway, plus an auxiliary southbound off-ramp exit lane, along the east side of Sand Creek to shift through-traffic away from the Sandpoint central business district of Sandpoint. It would also involve constructing an interchange at the junction of US-2/US-95/SH-200 and a partial interchange/bridge structure over Sand Creek and Bridge Street. Construction on this project phase commenced in October 2008, and is scheduled to be completed in 2012.
- ***Sandpoint to Kootenai Cutoff Road.*** The Sandpoint to Kootenai Cutoff Road phase would continue from the northern limit of the US-95, Sand Creek Byway project at MP 476.01 and extends to north of Kootenai Cutoff Road in the City of Ponderay (MP 477.44). This would involve constructing a four lane divided highway predominantly along its existing alignment through this section.

Huetter Road Corridor Study. The project is in the early stage of concept development. The purpose of the study is to evaluate the feasibility of shifting through-traffic from existing US-95 to an improved Huetter Road Corridor between US-95 and SH-41, south of the US-95, Garwood to Sagle project. This project is being developed by the Kootenai Metropolitan Planning Organization (KMPO), which is responsible for addressing the County's transportation planning needs on a regional basis. It will likely be several years before the study is completed and a decision is made on whether to construct the Huetter Road project. Whether it proceeds or not would not affect the US-95, Garwood to Sagle project. A connection from a future Huetter Road extension could connect with any of the alternatives under consideration for the SH-53 vicinity of the US-95, Garwood to Sagle project. Moreover, construction of

the Huetter Road project would not affect traffic volumes on US-95 north of SH-53 nor alleviate the need for the US-95, Garwood to Sagle project.

Bridging the Valley. This project is being developed jointly by the Spokane Regional Transportation Council (SRTC) and the City of Spokane and involves the Union Pacific Railroad (UPRR) and Burlington Northern/Santa Fe (BNSF) Railroad. The purpose is to combine railroad traffic onto one mainline along 42-miles from Spokane, Washington to Athol, Idaho and to construct bridges to separate railroad and motor vehicle crossings. The NEPA environmental document for the Bridging the Valley project is complete. Construction of the project is not yet fully funded (although specific crossings are in design).

In the Chilco Area of the project (the only segment adjacent to the Bridging the Valley project), five public at-grade rail crossings are immediately adjacent to US-95. Eliminating the at-grade crossings would be included in the project even if the Bridging the Valley project did not proceed.

What are the areas of concern?

Through the public and agency involvement processes, several key issues regarding the project became evident either through repeated written or verbal comments and testimony made at the open houses, workshops, and public hearing, or other public communications. The predominant areas of concern included:

- Concern by the agencies and public regarding the degree of effects to wetlands, floodplains, and wildlife in the Granite/Careywood and Cocolalla areas.
- Concern regarding the selection of the Type V, full access control design standard.
- Concern about the width and general size of the proposed facility footprint.
- Concern about displacement, access, and indirect effects.
- Concern regarding how the interchange locations near Blacktail Road and Cocolalla Loop Road affect wetlands and wildlife.
- Concern from business owners that alternatives would affect access and business operations.
- Public and owner concerns about how the Brown Alternative affects the Chilco Mill operations.
- Concern about effects to farmland, especially in the Granite/Careywood and Cocolalla areas.
- Concern about how the project affects the floodplains of Cocolalla Creek and Westmond Creek.
- Concern about the need for the overpass over the railroad near Davis Road, and the need for a connector road between Heath Lake Road and Davis Road.
- Concern about project effects to wells, springs and other water sources.
- Project phasing, timing and funding.

More detailed lists of concerns are included in the FEIS Chapter 1, *Introduction, Purpose and Need and Project Goals*. Comments and responses to those comments are included in the FEIS Chapter 9, *Comments and Coordination*.

How can I obtain or view hard copies of the EIS documents?

There are several ways you can obtain a copy of the EIS documents. They can be obtained either as a paper copy of the FEIS which also includes a CD of the FEIS, DEIS, appendices and technical reports; or an electronic copy on a CD that includes the FEIS and DEIS with appendices and technical reports.

Persons with disabilities or limited English proficiency may request that this information be prepared and supplied in an alternate format. Inquiries, formal comments, or requests for special accommodations including translation should be addressed to:

Barbara Babic, ITD Public Involvement Coordinator
Idaho Transportation Department
600 W. Prairie Avenue
Coeur d'Alene, Idaho 83815-8764
(208) 772-1288; fax (208) 772-1203
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The DEIS, FEIS and published information regarding this project are posted and updated on the ITD website at http://itd.idaho.gov/projects/d1. Select "U.S. 95, Garwood to Sagle Environmental Study."

CHAPTER 1. INTRODUCTION, PURPOSE AND NEED, AND PROJECT GOALS

This Final Environmental Impact Statement (FEIS) discusses several modifications to the Brown Alternative which are reflected in the Modified Brown Alternative introduced in this FEIS. These modifications were considered and made as a result of public and agency comments received on the Draft Environmental Impact Statement (DEIS).

This FEIS describes the basis for identifying the Modified Brown Alternative as the Preferred Alternative, changes in existing conditions since the DEIS was published, additional analyses and mitigation measures, corrections, and other changes that have been completed since publication of the DEIS. Coordination efforts that have been conducted since circulation of the DEIS, public and agency comments received on the DEIS, and responses to comments in the DEIS are also included.

This is a condensed FEIS and does not repeat all the information from the DEIS. It summarizes the important information in the corresponding sections, references the section of the DEIS that provides more detailed information, and discusses noteworthy changes that have occurred since the DEIS was published. Changes to technical reports have been made by addenda or supplemental reports so that the content of the original report is unchanged.

The DEIS states the project purpose and need, summarizes the scoping process and screening of alternatives, provides information regarding the affected environment in the project corridor, describes the environmental effects of the alternatives analyzed (No Action, Yellow, Blue and Brown), describes mitigation measures, and compares differences between alternatives. Public and agency coordination during DEIS preparation is also described.

The DEIS was published, distributed and made available for public comment on December 22, 2006. A public hearing (one public hearing with two locations) was held on January 22 and January 23, 2007 in Sagle and Athol, Idaho. The public comment period began on December 22, 2006 and ended on February 15, 2007. Public and agency comments have been considered in the development of the FEIS.

As a result of comment on the DEIS, a new Preferred Alternative was identified. This Preferred Alternative, the Modified Brown Alternative, is primarily a modification of the Brown Alternative but also includes some elements of the Yellow and Blue alternatives and other alignment refinements. The Brown Alternative was altered as follows to develop the Modified Brown (Preferred) Alternative:

- Shifted the State Highway (SH)-53 interchange approximately 600 feet north
- Realigned the west frontage road behind and west of the Chilco Mill
- Incorporated the Yellow Alternative freeway and frontage road alignment through the Silverwood Theme Park area
- Incorporated the interchange location near Bayview Road rather than near Blacktail Road
- Shifted the Careywood west frontage road further to the east to be adjacent to the railroad right-of-way

- Shifted the South Gun Club interchange in the Sagle Area approximately 1,200 feet north and shifted it slightly to the east
- Eliminated an overpass near Davis Road
- Eliminated an underpass and closed an at-grade crossing near Ivy Drive
- Eliminated the utility corridor on the west side of the freeway and placed utilities along the west frontage road, west of the railroad in Granite/Careywood and Cocolalla areas (approximately MP 456 to MP 459)
- Shifted the Cocolalla east frontage road near Southside School Road east to minimize effects to the floodplain
- Modified the frontage road configurations at Ohio Match, Garwood and Monarch roads

For a more detailed discussion of these changes and the reasons the Modified Brown Alternative was identified as the Preferred Alternative, see the FEIS Chapter 2, Section 2.6, *Description of Alternatives by Geographic Area* and Section 2.7, *Comparison of Alternatives*. The environmental effects for the Modified Brown Alternative are described in FEIS Chapter 4, *Environmental Consequences*.

The FEIS Chapter 9, *Comments and Coordination* has sections that differ from the DEIS. FEIS Chapter 9, Section 9.6, *Public Open Houses and Hearing* includes information about the public hearing while Chapter 9, Section 9.15, *Public Comments and Responses* presents all of the comments received and responses to those comments. Appendix J, *US-95, Garwood to Sagle Hearing Summary and Certification* includes photocopies of comment letters from federal, state and local governmental agencies, organizations, and private citizens. Those letters that supported alternatives without requesting modifications or which did not require a response are listed at the end of the FEIS Chapter 9, Section 9.15, *DEIS Comments and Responses*.

The FEIS Chapter 11, *Phased Project Implementation* was added to discuss project phasing and fiscal constraints. The DEIS Chapter 11, *Environmental Commitments* is now FEIS Chapter 12.

Since the DEIS was issued on December 22, 2006, more than three years have elapsed, thereby triggering the need for a reevaluation of the DEIS to determine whether or not to supplement the DEIS [23 CFR 771.129(a)]. During the preparation of the FEIS, current regulations and guidance were reviewed, baseline data were reviewed and resource analysis were reviewed to identify any changes to the proposed action, or new information or circumstances relevant to environmental concerns. The reevaluation of this information is described in the respective sections of the FEIS and was evaluated prior to the FEIS approval. The reevaluation process and references to the FEIS sections with explanation of the changes is summarized in the Appendix L, *Draft Environmental Impact Statement Reevaluation*. The reevaluation concluded that no changes to the proposed action, or new information or circumstances existed which resulted in significant environmental effects that had not yet been evaluated. As such, FHWA concluded that no supplement to the DEIS was needed.

1.1 INTRODUCTION

DEIS Chapter 1, Section 1.1, *Introduction* explains the federal, state, and local importance of US-95 for local trips, regional recreational travel, and as part of the National Highway System (NHS). US-95 is a North American Free Trade Agreement (NAFTA) route spanning the United States from Canada to Mexico and is also classified as a Federal Intrastate Priority Corridor. Within Idaho, US-95 is classified as a principal arterial, providing the only north-south highway connection between the Idaho Panhandle and the rest of the state.

The DEIS Chapter 1, Section 1.1, *Introduction, Purpose and Need and Project Goals* also describes the existing conditions and deficiencies of US-95, Garwood to Sagle from milepost (MP) 438.24 to MP 469.75. It explains the process of initiating the Environmental Impact Statement, including the scoping process used to identify issues and concerns.

This FEIS, like the DEIS, complies with requirements of the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ) regulations, and guidelines and requirements of the Federal Highway Administration (FHWA).

1.2 PROJECT GOALS

DEIS Chapter 1, Section 1.2, *Project Goals* lists the goals that were developed based on the project's purpose and need, issues identified during scoping, and information and recommendations obtained through an extensive public involvement process. These goals were identified to assist in the development and evaluation of project alternatives. The project goals are:

- Balance mobility and access
- Integrate highway and local roads in a coordinated transportation network
- Accommodate alternative transportation modes
- Enhance aesthetics and community livability
- Minimize environmental effects
- Improve overall safety

1.3 PURPOSE AND NEED FOR ACTION

DEIS Chapter 1, Section 1.3, *Purpose and Need for Action* defines the project's purpose and need and includes a summary of the supporting information from the *Traffic Analysis Technical Report*. This condensed FEIS includes a summary of the *Traffic Analysis Technical Report* which includes updated crash data and traffic volumes and a verification of traffic safety and operation trends. The purpose and need for the project are:

> ***Purpose.*** *The purpose of this project is to increase the capacity of US-95 between Garwood and Sagle (MP 438.24 and MP 469.75) in order to accommodate present and future traffic demand and to improve the safety of the existing highway for all users.*
>
> ***Need.*** *The project is needed because the present traffic volumes have nearly exceeded the capacity of the existing highway during peak periods at multiple locations. As traffic volumes increase, the highway's Level of Service (LOS) will decrease and result in increased congestion and delay. The*

many public and private approaches along the highway limit US-95's capacity and contribute to increased vehicle crashes.

The crash statistics for the highway show that this section of US-95 has an injury/fatality rate greater than the statewide average for similar type highways over most years. The State of Idaho has a large investment in the existing US-95 facility, and the proposed project will assist in preserving this investment through the design year.

The 31.5-mile section of US-95 evaluated in the DEIS experienced a 50 percent increase in traffic volume between 1990 and 2006 and it is anticipated that local and through traffic volumes would continue to increase at approximately the same rate through the design year of 2030 (1.7 percent per year for the Coeur d'Alene area and 2.9 percent per year for the Sandpoint area). Currently, peak hour traffic volumes on the highway limit gaps in the traffic flow for drivers to enter from the intersecting roads, resulting in unacceptable LOS for the intersecting roads.

LOS is a quality measure describing operational conditions within a traffic stream generally in terms of speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Congestion and traffic flow are typically evaluated in terms of LOS. Six standards have been established to record LOS, from LOS A where traffic is relatively free flowing to LOS F, where the highway system is totally saturated with traffic and movement is very difficult. LOS B is the recommended minimum LOS for rural highways and arterials in level or rolling terrain according to the Idaho Transportation Department (ITD) Design Manual (see Figure 1-1, *Levels of Service* for further illustration of LOS).

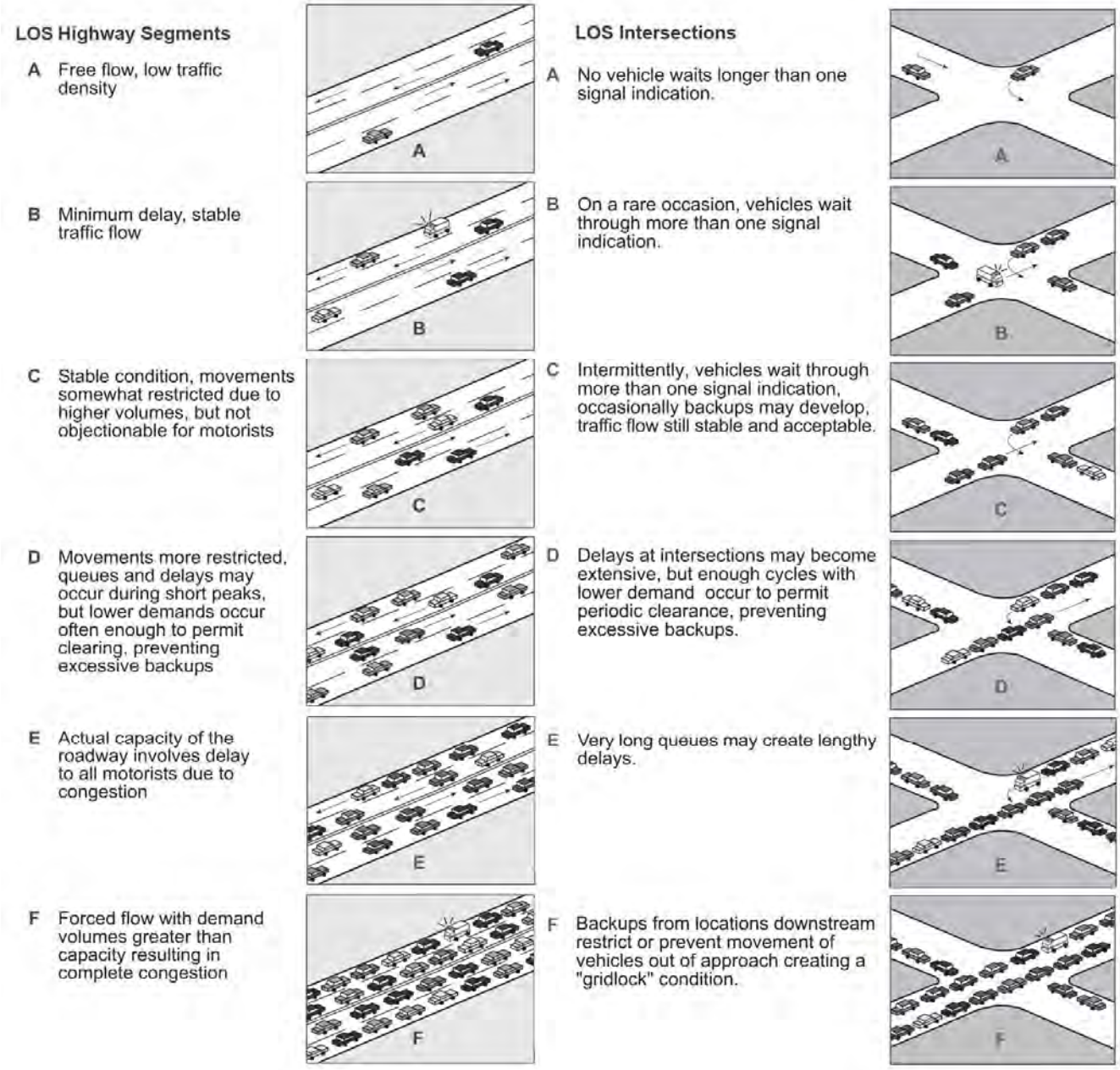
US-95 functions at LOS C, D or E at peak periods, depending on location. As traffic volumes increase over time, the LOS would likely deteriorate along much of the corridor unless improvements are made.

Passing opportunities are limited along the 31.5-mile stretch of highway and the few passing lanes and spot improvements that have been added in the last 15 years have resulted in inconsistencies in lane configuration, shoulder width, turn lanes, and overall passing opportunities.

As the traffic volumes have increased on this predominately two-lane highway, the number and severity of vehicle crashes have also increased. Although the overall crash rate is similar to other highways in Idaho, existing conditions along US-95 result in a slightly greater severity and more fatalities than the statewide average for roadways of similar classification and design. The many public and private approaches along the highway limit US-95's capacity and contribute to increased vehicle crashes.

Additional detail illustrating how traffic volumes, operations, and safety in the project area support project need is provided below.

Figure 1-1. Levels of Service



- **Traffic Volumes**

The DEIS provides traffic volumes for 2001 and 2004, and projections for 2030. This section of the FEIS updates the traffic data by providing 2006 data, and verifies that traffic volumes have not changed considerably in the two years since 2006. Average daily traffic (ADT) volumes are used in the planning of roadway improvements and are used as the basis for design hourly volumes. Design hourly volume (DHV) is the hour used for geometric design of highways, typically the 30th highest traffic volume of the year and is measured by vehicles per hour (vph). Two segments of US-95 have automatic traffic counters that collect year-round traffic data that can be used to calculate the actual ADT. The ADT volumes for the other segments of roadway are estimated by comparing traffic counts taken at different times of the year with the annual data collected by the automatic traffic counters. Year 2001, 2006 and projected 2030 traffic volumes are available for 15 segments of US-95 within the corridor, as shown in Table 1-1, *Average Daily Traffic Volumes*. Both the ADT volumes from Table 1-1 and DHV for the project corridor are graphically illustrated in Figure 1-2, *2006 Traffic Volumes* and Figure 1-3, *2030 Traffic Volumes*.

Table 1-1. Average Daily Traffic Volumes

		AVERAGE DAILY TRAFFIC (ADT)		
Segment Milepost	Description	2001 (vpd)	2006 (vpd)	Projected 2030 (vpd)
438.240 - 441.164	SH-53 to Ohio Match Road	14,000	16,000	25,000
441.164 - 445.975	Ohio Match Road to Brunner/Bunco Road	13,000	15,000	23,000
445.975 - 449.099	Brunner/Bunco Road to SH-54	11,000	12,000	18,000
449.099 - 449.160	SH-54 to Grove Avenue	8,800	8,900	14,000
449.160 - 452.435	Grove Avenue to Granite Area	8,400	8,700	13,000
452.435 - 456.725	Granite Area to Blacktail Road	8,000	8,500	13,000
456.725 - 461.403	Blacktail Road to Southside School Road	8,200	8,200	13,000
461.403 - 461.665	Southside School Road to Butler Creek Road	7,200	9,000	14,000
461.665 - 463.835	Butler Creek Road to Westmond Road	8,600	9,100	14,000
463.835 - 464.078	Westmond Road to Cocolalla Loop Road North	7,500	9,700	15,000
464.078 - 465.608	Cocolalla Loop Road North to Dufort Road	10,000	10,000	15,000
465.608 - 466.633	Dufort Road to Old Heath Lake Road	9,700	10,000	15,000
466.633 - 468.800	Old Heath Lake Road to Sagle Road	10,000	13,000	20,000
468.800 - 469.234	Sagle Road to Gun Club/ Monarch Road	12,000	14,000	21,000
469.234 - 469.750	Gun Club/Monarch Road to Pit Road	13,000	16,000	28,000

Source: Traffic Analysis Technical Report (ITD, 2007)

The traffic data show an overall increase in ADT from 2001 to 2006. The 2006 ADT volumes are greatest at the south (16,000 vehicles per day (vpd)) and north (16,000 vpd) ends of the project where US-95 approaches larger urban areas (Coeur d'Alene to south and Sandpoint to north). Volumes drop significantly north of Athol with a 2006 low of 8,200 vpd between Blacktail Road and Southside School Road which was unchanged from 2001.

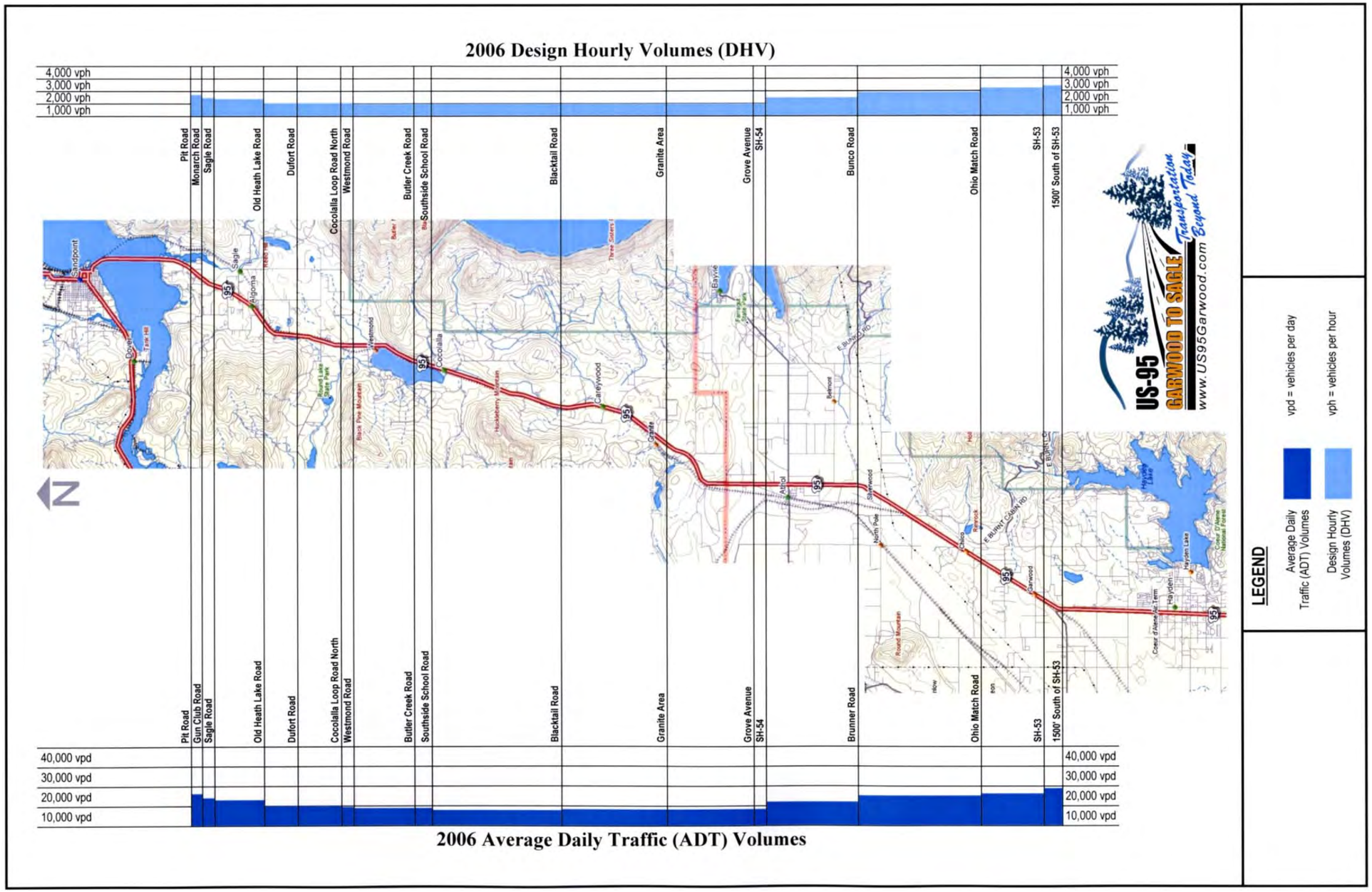


Figure 1-2. 2006 Traffic Volumes

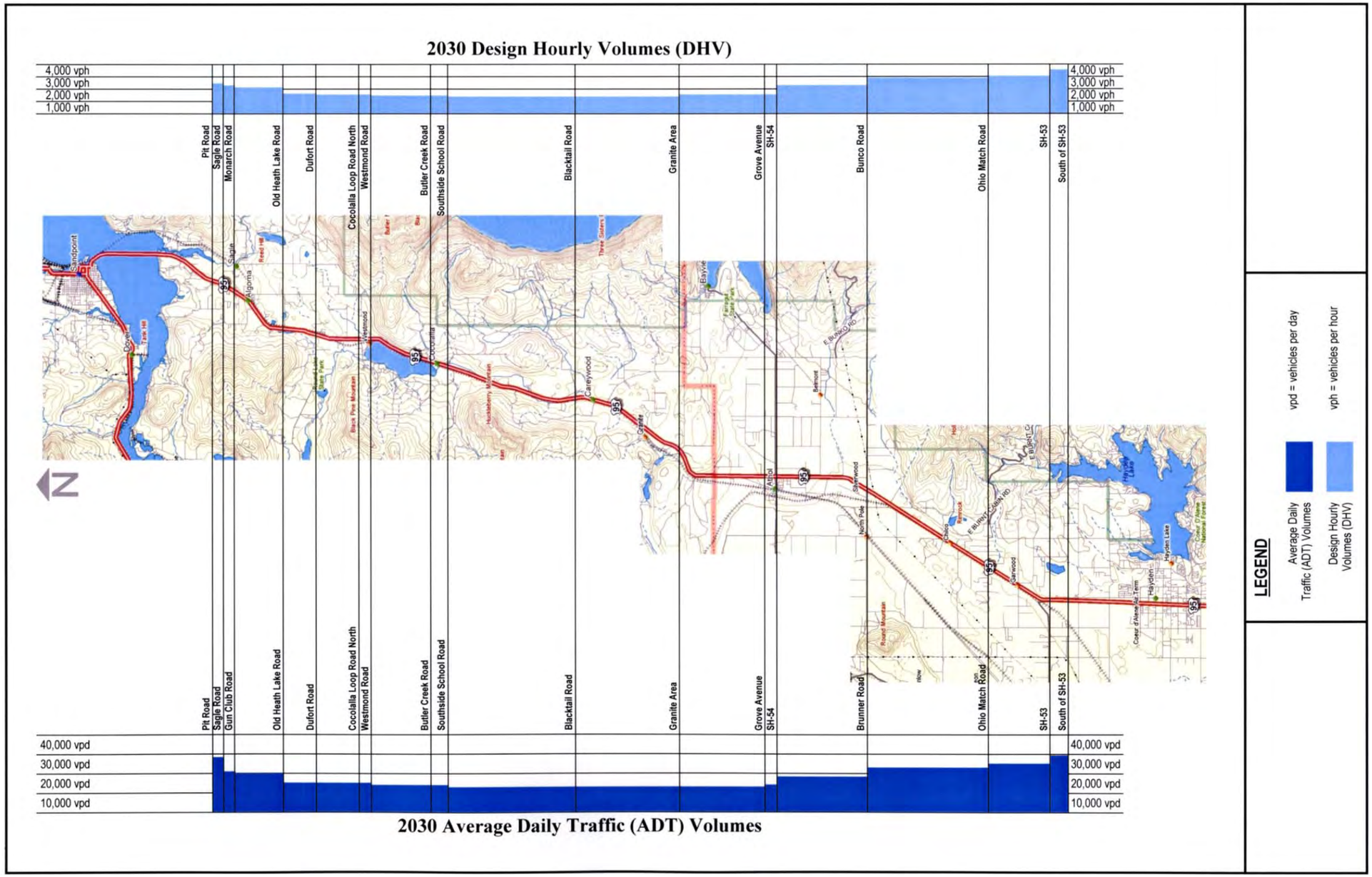


Figure 1-3. 2030 Traffic Volumes

A review of ADT traffic volumes for the years 2007 and 2008 within the traffic study area shows that traffic growth on US-95 has currently leveled off with some sections of US-95 at or below 2006 traffic volumes. This slowing of growth is consistent with trends throughout the Northwest and may reflect the 2008 spike in gas prices and current economic conditions. Therefore, the 2006 traffic volumes adequately represent current conditions on US-95. The 2030 traffic forecasts are based on data from several traffic forecasting resources and reflect a long-term estimate of population and employment growth in Northern Idaho. Although current trends reflect a period of slow traffic growth on US-95, it is also anticipated that there will be periods when the traffic growth rate is greater than the average rate over the 24-year forecast period (2006 to 2030).

The ADT forecasts for US-95 were provided in the Roadway Data Section of *Traffic Analysis Technical Report* and were based on traffic growth factors developed from historical traffic patterns and expected future traffic patterns. The 2030 ADT forecasts were based on a straight-line projection with a traffic growth rate of about two percent per year for the 31.5-mile project corridor.

Traffic volumes on the intersecting roadways along the US-95 corridor are based on projected growth rates derived from the traffic forecasting models used in Kootenai and Bonner counties. The Kootenai County forecasting model is a land-use based model that accounts for existing and expected distributions of population and employment throughout the county. The traffic projections for Bonner County were developed from existing travel demands and future traffic increases based on projected land use development within the county. This model was created for the Bonner County Area Transportation Plan.

By the year 2030, the highway ADT volumes are expected to grow approximately 60 percent over 2006 volumes at the southern end of US-95, (consistent with the US-95 Coeur d'Alene Corridor Plan) and approximately 75 percent over 2006 volumes at the northern end of US-95 (consistent with the US-95, North and South project). The resulting 2030 volumes are projected to vary from a high of 25,000 vpd near SH-53, to a low of 13,000 vpd north of Athol, with an increase to 28,000 vpd near Sagle. Recent data indicate that ADT will continue to increase more rapidly in the north end of the project. See the FEIS Chapter 4, Section 4.19, *Cumulative Effects*.

- **Traffic Operations**

  ADT volumes, average travel speed, the physical characteristics of the road and intersections (lanes, turn pockets, etc.) and other factors are used to determine LOS. Table 1-2, *Summary of Roadway Segment Operations with No Action Alternative*, provides a summary of traffic operations on various segments of US-95 between Garwood and Sagle for the 2006 and 2030 forecast conditions. See Figure 1-4, *2006 Conditions – Roadway Segment Operations* and Figure 1-5, *2006 and 2030 No Action Alternative – Roadway Segment Operations Comparison* for a graphical representation of existing and future traffic operations in the project corridor.

Table 1-2. Summary of Roadway Segment Operations with No Action Alternative

Mileposts	Roadway Segment Description	Passing Lane on Segment [6]	2006 Design Hourly Volume [1]			2030 Design Hourly Volume [1]		
			Avg. Travel Speed [2]	% Time Spent Following [3]	Level of Service [4]	Avg. Travel Speed [2]	% Time Spent Following [3]	Level of Service [4]
NORTHBOUND ON US-95								
438.240-440.300	South of SH-53 to north of Garwood Road [5]	No	29 mph	92%	E	7 mph	95%	E
440.300-441.250	North of Garwood Road to north of Ohio Match Road	No	51 mph	93%	E	42 mph	96%	E
441.250-445.270	North of Ohio Match Road to south of Bunco Road	Yes	55 mph	63%	C	47 mph	64%	C
445.270-448.602	South of Bunco Road to Athol south city limits	Yes	58 mph	60%	C	51 mph	63%	C
448.602-449.356	Athol South city limits to Athol north city limits [5]	No	28 mph	95%	E	18 mph	97%	E
449.356-452.720	Athol North city limits to south of Old House Road	Yes	60 mph	56%	C	57 mph	60%	C
452.720-458.610	South of Old House Road to south of Barnhart Road North	Yes	60 mph	59%	C	56 mph	67%	D
458.610-464.078	South of Barnhart Road North to Cocolalla Loop Road North	Yes	60 mph	54%	C	56 mph	61%	C
464.078-467.800	Cocolalla Loop Road North to south of Gun Club Road	No	57 mph	85%	E	52 mph	91%	E
467.800-469.750	South of Gun Club Road to Pit Road	Yes	49 mph	56%	C	41 mph	58%	D
438.240-469.750	South of SH-53 to north of Pit Road	6	54 mph	65%	C	39 mph	69%	E
Total corridor travel time for northbound traffic			*35 minutes*			*47 minutes*		
SOUTHBOUND ON US-95								
469.750-464.078	North of Pit Road to Cocolalla Loop Road North	Yes	54 mph	65%	C	49 mph	71%	D
464.078-460.750	Cocolalla Loop Road North to north of Cocolalla Loop Road South	No	56 mph	83%	E	52 mph	92%	E
460.750-456.910	North of Cocolalla Loop Road South to north of Blacktail Road	Yes	61 mph	52%	C	58 mph	58%	C
456.910-452.130	North of Blacktail Road to south of Old House Road	No	58 mph	84%	E	54 mph	89%	E
452.130-449.356	South of Old House Road to Athol north city limits	Yes	61 mph	53%	C	58 mph	56%	C
449.356-448.602	Athol north city limits to Athol south city limits [5]	No	29 mph	92%	E	20 mph	94%	E
448.602-445.975	Athol south city limits to Brunner Road	No	55 mph	88%	E	48 mph	93%	E
445.975-443.540	Brunner Road to south of Timberland Road	No	52 mph	91%	E	44 mph	93%	E
443.540-440.300	South of Timberland Road to north of Garwood Road	Yes	55 mph	57%	C	46 mph	60%	C
440.300-438.240	North of Garwood Road to 1500' south of SH-53 [5]	No	29 mph	92%	E	8 mph	95%	E
469.750-438.240	North of Pit Road to south of SH-53	4	53 mph	72%	D	40 mph	77%	E

Mileposts	Roadway Segment Description	Passing Lane on Segment [6]	2006 Design Hourly Volume [1] Avg. Travel Speed [2]	2006 Design Hourly Volume [1] % Time Spent Following [3]	2006 Design Hourly Volume [1] Level of Service [4]	2030 Design Hourly Volume [1] Avg. Travel Speed [2]	2030 Design Hourly Volume [1] % Time Spent Following [3]	2030 Design Hourly Volume [1] Level of Service [4]
Total corridor travel time for southbound traffic			*35 minutes*			*46 minutes*		

Source: Traffic Analysis Technical Report

1 Design hourly volume is the estimated number of vehicles using the roadway in the 30th most active hour of the year. This number is generally 8 to 12 percent of the ADT and is used extensively in highway design.

2 The average travel speed accounts for factors such as shoulder width, terrain, percentage of no passing zones, passing lanes, percentage of trucks, volume of opposing traffic. Average travel speed includes time spent at a stop signal (red light).

3 The percent time spent following reflects how often vehicles are traveling in platoons where travel speed is governed by the slower moving vehicles.

4 The LOS is a function of both average travel speed and percent time spent following.

5 The two roadway segments with traffic signals (SH-53 to Garwood and through Athol) were analyzed as a combination of highway segment and signalized intersection. The average delay from the traffic signal(s) was added to the segment travel time to estimate an average travel speed for each segment. The percent time spent following for each segment reflects the highway operations only and does not account for the platooning effects of the traffic signal(s). The LOS is based on the estimated average travel speed and the percent time spent following.

6 The total number of passing lanes in the northbound and southbound directions for the entire corridor is shown.

As shown in Table 1-2, none of the studied highway segments meet the design standard of LOS B, which is the recommended minimum LOS for rural highways and arterials in level or rolling terrain according to the ITD Design Manual, Section 335.06. This is consistent with American Association of State Highway and Transportation Officials (AASHTO) Guidelines (AASHTO, 2010).

Overall, two-lane highway operations for 2006 during certain congested periods (for example, the afternoon weekday rush hour during the summer months) are estimated at LOS C in the northbound and LOS D in the southbound directions. Operations on those segments without passing lanes are at LOS D or E. All segments with passing lanes operate at LOS C. Overall corridor travel time is estimated at about 35 minutes under 2006 conditions. This translates into an average speed during peak times of traffic of about 53-54 miles per hour (mph) which is slower than the typical posted speed of 65 mph.

By the year 2030, if no improvements are made, operations on all sections of the highway would deteriorate with slower travel speeds and more time spent following other vehicles in platoons (a group of vehicles traveling together as a result of signal control or other factors). LOS would deteriorate to D or E on many segments as shown on Table 1-2. These conditions would prevail during several hours of the day. The average design hour (number of vehicles using the roadway in the 30th most active hour of the year) travel speed on US-95, within the study area, would be 39 to 40 mph including delays at traffic signals. Even the sections with passing lanes would have average travel speeds 5 to 10 mph below the posted speed limit. Estimated corridor travel time would be 46 to 47 minutes, at least 10 minutes more than 2006 conditions and resulting in a 35 percent increase in overall travel time.

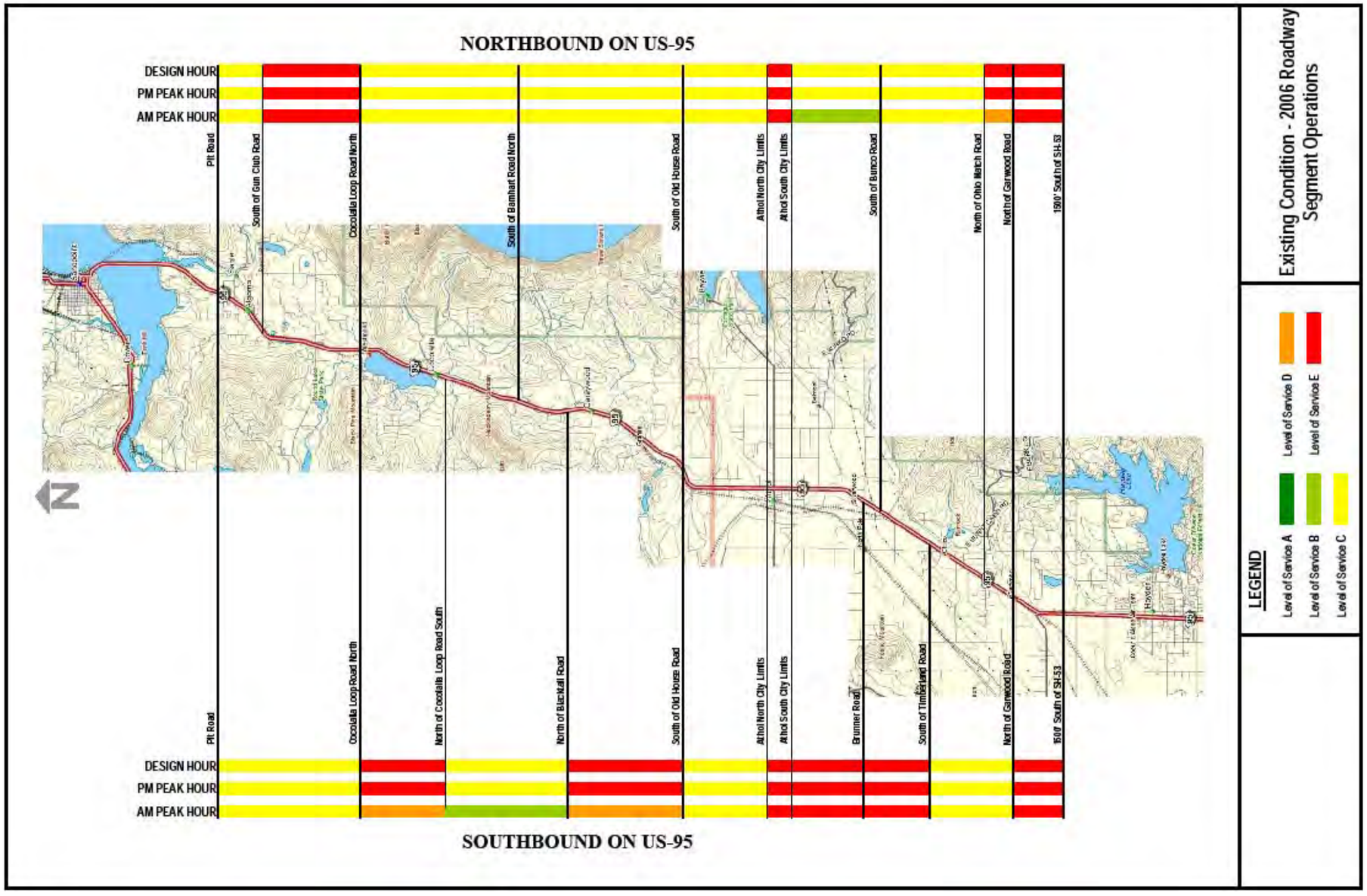


Figure 1-4.
2006 Conditions - Roadway Segment Operations

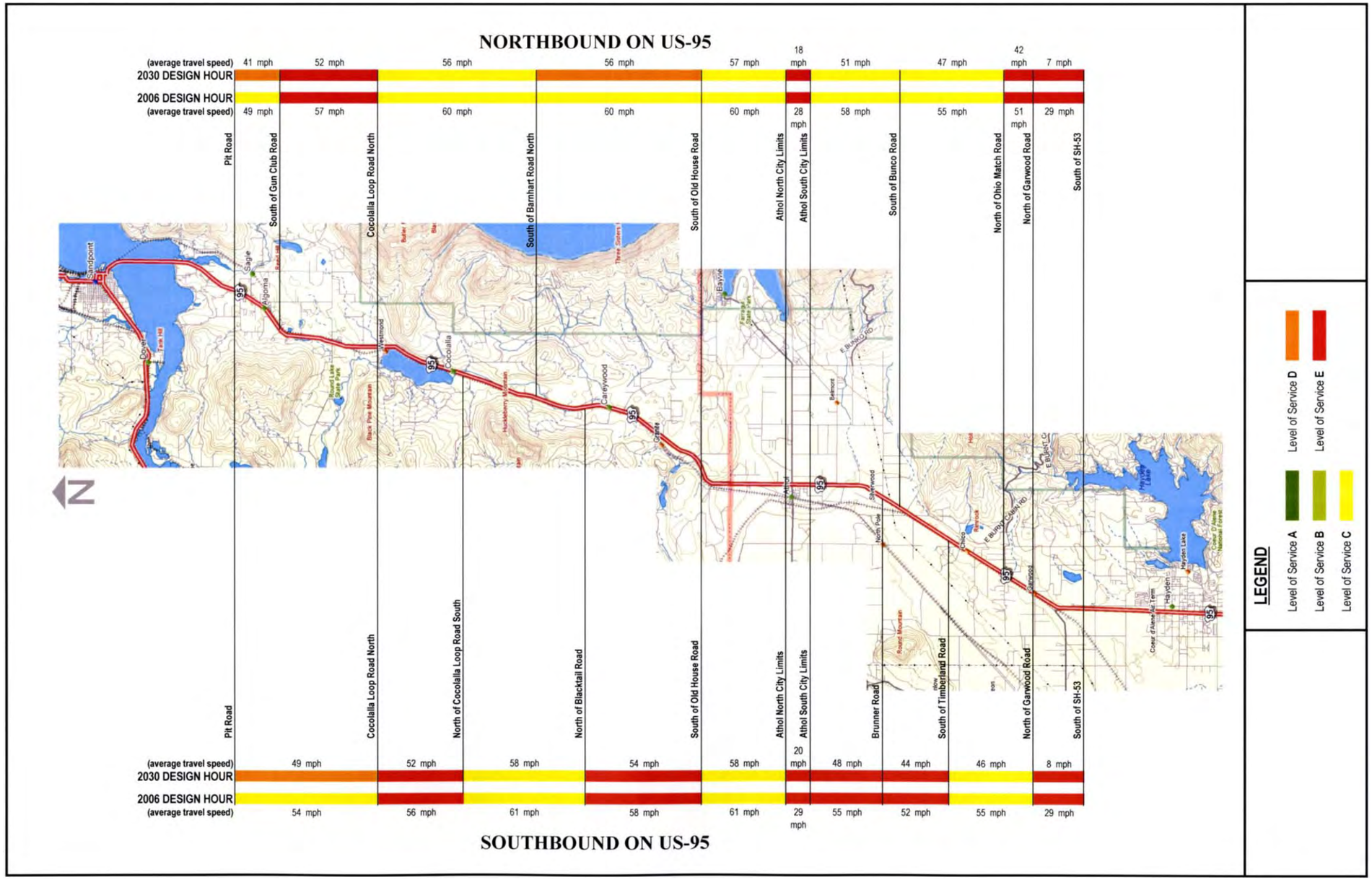


Figure 1-5. 2006 and 2030 No Action Alternative Roadway Segment Operations Comparison

- **Crash History and Analysis**

  Table 1-3, *US-95 Crash History by Year (MP 438.24 – 469.75) (1997-2006)*, shows that 1,353 crashes occurred during the 10-year period from 1997 through 2006. The year 2003 had the greatest number of total crashes and 1997 had the fewest.

Table 1-3. US-95 Crash History by Year (MP 438.24 – 469.75) (1997-2006)

Year	Number of Crashes [1]				Fatal Crashes [2]		Injury Crashes
	Total	Fatal	Injury	PDO [3]	Fatalities	Injuries	Injuries
1997	113	4 (4%)	60 (53%)	49 (43%)	7	5	99
1998	143	3 (2%)	67 (47%)	73 (51%)	3	2	116
1999	137	4 (3%)	61 (45%)	72 (53%)	4	10	87
2000	125	6 (5%)	53 (42%)	66 (53%)	10	10	97
2001	125	0 (0%)	61 (49%)	64 (51%)	0	0	103
2002	139	7 (5%)	42 (30%)	90 (65%)	8	14	69
2003	158	2 (1%)	72 (46%)	84 (53%)	2	9	132
2004	149	5 (3%)	59 (40%)	85 (57%)	6	7	82
2005	144	4 (3%)	50 (35%)	90 (63%)	4	4	77
2006	120	1 (1%)	42 (35%)	77 (64%)	1	1	65
Total	1353	36 (3%)	567 (42%)	750 (55%)	45	62	927

Source: Traffic Analysis Technical Report

[1] The number of fatal, injury, and PDO crashes as a percentage of the total for each month is shown in ().

[2] Injuries in *Fatal Crashes* are not included in *Injury Crashes*.

[3] PDO = Property Damage Only

Fatal crashes accounted for approximately three percent of all crashes. Overall, there were 36 fatal crashes resulting in 45 fatalities and 62 injuries during the 10-year analysis period. The year 2000 had the greatest number of fatalities while the year 2001 had the fewest.

Injury crashes accounted for approximately 42 percent of all crashes during the 10-year analysis period. Overall, there were 567 non-fatal injury crashes that resulted in 927 injuries of varying severity. The year 2003 had the greatest number of injury crashes while the years 2002 and 2006 had the fewest. Crashes with property damage only (PDO) accounted for approximately 55 percent (750) of all crashes. The years 2002 and 2005 had the greatest number of PDO crashes while the year 1997 had the fewest. Over the analysis period, there appears to be a trend toward more PDO type crashes. Safety improvements were completed in 2005 and 2006 and include rumble strips, reflective lane delineation (improving the visibility of reflectors and striping), intersection improvements, additional turn lanes, and improved clear zones. However, an accurate correlation cannot be drawn between the road improvements and the traffic data without at least five years of crash data.

Table 1-4, *Comparison of Crash Rates by Year (1997-2006)*, compares the calculated crash rates (crashes per million vehicle miles) for US-95 for each complete year of data with an average crash rate that accounts for the specific calculated crash characteristics of the highway. Although the total rate for all crashes on US-95 was lower than the average statewide rate for roadways, these statistics demonstrate that the average percentage of more severe crashes (injuries and fatalities) was greater for US-95 than for other similar roadways over most years.

Table 1-4. Comparison of Crash Rates by Year (1997-2006)

Year	Number of Crashes		Average ADT[1]	Calculated Crash Rates [2] for US-95 Corridor (cpmvm)			Statewide SEIM[3] Crash Rates [4] for Similar Highways (cpmvm)		
	Total	I/F[5]		Total	I/F[5]	I/F[5] as % of Total	Total	I/F[4]	I/F[5] as % of Total
1997	113	64	9,680	1.01	0.57	57%	1.21	0.51	42%
1998	143	70	9,790	1.27	0.62	49%	1.21	0.51	42%
1999	137	65	10,080	1.18	0.56	47%	1.21	0.51	42%
2000	125	59	9,950	1.09	0.51	47%	1.21	0.51	42%
2001	125	61	10,190	1.07	0.52	49%	1.21	0.51	42%
2002	139	49	10,100	1.20	0.42	35%	1.21	0.51	42%
2003	158	74	10,380	1.32	0.62	47%	1.21	0.51	42%
2004	149	64	10,620	1.22	0.52	43%	1.21	0.51	42%
2005	144	54	10,940	1.14	0.43	38%	1.21	0.51	42%
2006	120	43	11,260	0.93	0.33	36%	1.21	0.51	42%
Total	1,353	603	10,300	1.14	0.51	45%	1.21	0.51	42%

Source: Traffic Analysis Technical Report

Notes:
1 The ADT is averaged among segments to give an overall average for the corridor.
2 The crash rate was calculated for each year using the total number of analysis area crashes and the average ADT for the highway. The shading indicates those calculated rates that exceed the SEIM crash rates.
3 SEIM = Safety Evaluation Instruction Manual (ITD, 2008a).
4 The SEIM crash rates are weighted to reflect the different road types and crash rates for the project corridor.
5 I/F = Injuries and Fatalities

Crash data for 2007 was reviewed to determine if crash rates were consistent with the ten-year analysis period in Table 1-4. In 2007, there were 159 reported crashes including 53 crashes that resulted in an injury and/or fatality. The 2007 calculated crash rate for the corridor was 1.17 crashes/million vehicle miles (cpmvm) with injury/fatal crashes accounting for 33 percent of total (0.39 cpmvm). Both the overall crash rate and the rate of injury/fatal crashes for 2007 are within the range of the overall rates shown in the table.

The number of crashes was greatest in the winter months, particularly November through January, reflecting the adverse weather and roadway surface conditions (snow, ice, and slush) that typically exist on US-95 during these months.

During the 10-year analysis period, approximately 56 percent of all crashes involved only one vehicle, with 40 percent involving two vehicles, and four percent involving three or more vehicles. Of the single-vehicle crashes, 67 percent resulted in PDO, and 33 percent resulted in injuries and/or fatalities at a combined rate of 1.3 injury/fatalities per crash. Of the multi-vehicle crashes, 41 percent resulted in PDO, and 59 percent resulted in injuries and/or fatalities at a combined rate of 2.0 injury/fatalities per crash. These statistics indicate that multi-vehicle crashes are more likely to result in an injury or fatality than single-vehicle crashes.

Overall, the most frequent reasons given for crashes on US-95 over the 10-year analysis period were "loss of control" or "ran off road," which together accounted for 32 percent (432 crashes during the 10-year analysis period) of all crashes in the analysis area. All but four of these crashes were single-vehicle

and were some of the most severe single-vehicle crashes in the corridor, with both greater frequency and greater severity of injuries/fatalities than single-vehicle crashes occurring for other reasons. Collisions with wild or domestic animals were the second most common occurrence at 22 percent (293 crashes during the 10-year analysis period) of all crashes in the analysis area. All but four collisions with animals involved a single vehicle. Only 13 percent of the collisions with animals resulted in a human injury and none resulted in a human fatality.

As noted earlier, multi-vehicle crashes on US-95 are generally more severe than single-vehicle crashes. Collisions with pedestrians and bicyclists (five crashes) and head on collisions (49 crashes) had the highest injury/fatality rate per collision, followed by angle (53 crashes) and turning collisions (160 crashes) during the 10-year analysis period. Rear-end collisions (211 crashes) were the most common type of multi-vehicle collision but are less severe than some of the other multi-vehicle collision types.

1.4 PROPOSED ACTION

Proposed solutions (alternatives) addressing the lack of capacity and safety concerns are presented and evaluated in the DEIS and FEIS. This FEIS describes the Modified Brown Alternative as the Preferred Alternative.

DEIS Chapter 1, Section 1.4, *Proposed Action* describes that this segment of US-95 should be upgraded to a four-lane divided freeway with Type V access control. The highway would be improved to a freeway along its existing alignment for the entire 31.5-mile corridor including short sections of realignment. Interchanges would be constructed at key locations, with access to the freeway only from interchange ramps. Continuous frontage roads and/or improvements to local roads would maintain access for adjacent properties, school buses, local access and emergency services. The typical section for all action alternatives would include 12-foot wide travel lanes, median, shoulders, clear zones, storm water treatment, utility corridors, and a bicycle/pedestrian facility as shown in the FEIS Chapter 2, Section 2.5.1, *Elements Common to All Action Alternatives.*

With construction of a freeway with Type V access control, capacity would be improved to achieve LOS B throughout the entire length of the project through the design year 2030. Capacity restrictions due to signalized or unsignalized at-grade intersections and safety hazards due to driveways accessing the facility would be eliminated. Access control would also greatly improve safety by reducing turning movements, slowing, and stopping on the facility.

In order to safely accommodate anticipated traffic, it is important that the selected alternative fulfills the project goals and meets the stated requirements of the purpose and need. The project corridor is geographically constrained and this portion of what is a federally designated NHS roadway will continue to contribute to the importance of US-95 as the sole north-south transportation corridor in Idaho. The importance of US-95 to Idaho and national freight mobility, regional, intrastate and interstate travel is a priority for ITD and important in considering development of US-95 as a Type V, full access control facility.

Additional detail regarding proposed solutions (alternatives) that address capacity and safety concerns is presented in DEIS and FEIS Chapter 2, *Alternatives*. The environmental effects of the alternatives are analyzed in DEIS and FEIS Chapter 4, *Environmental Consequences*.

1.5 ORGANIZATION OF THE DEIS AND FEIS

DEIS Chapter 1, Section 1.5, *Organization of the DEIS* describes the sections, chapters, appendices and technical reports in the DEIS. The organization of this FEIS and a general description of changes from the DEIS is presented below:

The Summary provides an overview of the FEIS content.

Chapter 1, *Introduction, Purpose and Need, and Project Goals,* discusses the layout and content of the document and states the purpose and need for the project.

Chapter 2, *Alternatives*, summarizes the alternatives screening process and describes alternatives that were carried forward through the screening process. It also describes the Modified Brown Alternative that was developed since publication of the DEIS, rationale for identifying the Modified Brown Alternative as the Preferred Alternative and a comparison between alternatives.

Chapter 3, *Affected Environment,* summarizes and refers to information in DEIS Chapter 3 under each of the respective resource headings and provides updated, additional and corrected information as applicable.

Chapter 4, *Environmental Consequences,* summarizes and refers to information in DEIS Chapter 4 under each of the respective resource headings and provides updated and corrected information as applicable. It also describes the effects of the Modified Brown Alternative.

Chapter 5, *Relationship between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-term Productivity*, includes minor edits from the DEIS.

Chapter 6, *Irreversible and Irretrievable Commitment of Resources,* includes effects analyses for the Modified Brown Alternative.

Chapter 7, *List of Preparers*, is updated with additional names of persons who have contributed to the EIS development since the DEIS was published.

Chapter 8, *List of Agencies, Tribes and Organizations to Whom the FEIS Will Be Sent* is an updated list containing names and addresses of agencies, Tribes, and organizations who will receive copies of the FEIS and locations that the FEIS may be viewed.

Chapter 9, *Comments and Coordination*, expands upon the agency and public involvement process since the DEIS was published, summarizes the public and agency comments on the DEIS, and provides responses to the comments.

Chapter 10, *Final Section 4(f) Evaluation*, is the analysis of the project effects to Section 4(f) resources in compliance with the United States Department of Transportation (USDOT) Act of 1966, codified in Federal Law at 49 US Code (USC) 303 and regulated by 23 CFR 774.17. This evaluation contains information regarding effects to Section 4(f) resources as a result of the Modified Brown Alternative and additional information regarding the feasibility and prudence of

the alternatives. Discussion is also provided regarding minimization of harm and mitigation measures.

Chapter 11, *Phased Project Implementation,* provides a summary of planned project phasing, funding, and the project implementation.

Chapter 12, *Environmental Commitments,* provides updated mitigation measures and commitments.

Appendices are as follows:

Appendix A, *Agency Concurrence Letters* – Additional concurrence letters from the State Historic Preservation Officer, Advisory Council on Historic Preservation, National Park Service, Kootenai County. Additional de minimis documentation and Memorandum of Agreement were added.

Appendix B, *Form CPA 106 - Farmland Conversion Impact Rating Form (for corridor type projects)* - Updated with a new form

Appendix C, *Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970* - No change

Appendix D, *Plant Species Encountered During Site Visits and Typical Animal Species Expected to be Found Within the Corridor* – Corrected text

Appendix E, *Correspondence with Tribes and Agencies* – Additional Tribal consultation letters added

Appendix F, *Wildlife Movement Report* – No change

Appendix G, *Noxious Weed Control Plan* – No change

Appendix H, *Noise Receptor Maps* – No change

Appendix I, *ITD Environmental Forms* – No change

Appendix J, *US-95, Garwood to Sagle Hearing Summary and Certification* – Added new appendix for Hearing Summary and Certification

Appendix K, *Table of Land Use Effects* – Added the land use table as an appendix

Appendix L, *Draft Environmental Impact Statement Reevaluation* – Added summary of the DEIS reevaluation process

The following technical reports were updated through addenda or development of supplemental reports to document changed effects of the alternatives and effects of the Modified Brown Alternative, or to make corrections, to provide more detail, or to further identify mitigation measures.

Technical Noise Report - 3-Dimensional analysis and mitigation (benefit/cost) was added for the Modified Brown Alternative. Added information regarding enhanced 2-Dimensional analysis of the Modified Brown Alternative.

Floodplain Technical Report Addenda - A Hydrologic Engineering Center-River Analysis System (HEC-RAS) analysis of the effects to the Cocolalla Creek floodplain was completed for all

alternatives and documented in the *Cocolalla Creek Floodplain Analysis Technical Report*. Project effects to Sage Creek and its floodplain are documented in the *Sage Creek Final Hydraulic Technical Report*. Effects to the remainder of the corridor floodplains are documented in the *Floodplain Technical Report Addendum*.

Archaeological and Historical Survey Report Addenda – Additional cultural resource studies and agency coordination occurred after publishing the DEIS. Additional information was added for the Valley Vista Ranch, SH-53 Bridge and additional areas that were surveyed for cultural resources. A Determination of Adverse Effect was prepared and circulated for review and concurrence.

Traffic Analysis Technical Report – An addendum to the original Traffic Analysis Technical Report was prepared that provided updated traffic data for 2006. An operational and crash analysis for the Modified Brown Alternative initial construction phases was also completed.

Wetland Delineation Technical Report – The US Army Corps of Engineers Jurisdictional Determination letter with Jurisdictional Determination forms are added as an addendum to the original *Wetland Delineation Technical Report*.

Screening of Alternatives Technical Report – An addendum with a minor correction is included.

Biological Assessment Technical Report - An updated US Fish and Wildlife Service Threatened and Endangered Species List was added as an addendum.

The FEIS, DEIS, appendices and technical reports (except the Archaeological and Historical Survey Reports) will be provided on a CD that will accompany each hard copy FEIS or will be distributed separately. ITD makes records available to the public unless the information is protected by specific Freedom of Information Act (FOIA) exemptions (including the Archaeological Resources Protection Act of 1979, [16 U.S.C. 470hh(a)]) and disclosure is either prohibited by statute or Executive Order, or disclosure could potentially result in harm to an individual, a commercial entity, or the Government [43 CFR 2.16(c)(2) and 2.21]. A copy of the cultural resources reports may be obtained by making a FOIA request to the ITD State Highway Archaeologist in Boise. The reports will be sent with the exception that FOIA sensitive information will not be included. Chapter 8, *List of Agencies, Tribes and Organizations to Whom the FEIS Will Be Sent* shows locations where hard copies of the FEIS and appendices can be viewed and how a CD of the FEIS will be provided to the public.

1.6 ISSUES AND CONCERNS

The DEIS Chapter 1, Section 1.6, *Issues and Concerns* lists topics that received the most comments during the scoping process. The scoping process described in the DEIS and public and agency comments on the DEIS identified issues and concerns. The most common issue and concerns were related to project effects to access and local circulation; the need for turn lanes and median barriers; effects to farmland, wetlands, wildlife, noise, visual quality and economics. Many comments were received regarding project timing, phasing and delay.

The following lists the most substantive concerns and questions regarding the DEIS and the alternatives. The comments and responses in their entirety are included in FEIS Chapter 9, *Comments and Coordination* and Appendix J, *US-95, Garwood to Sagle Hearing Summary and Certification*.

Project Schedule
- Project construction schedule requested
- Requests to expedite the process
- Right-of-way acquisition schedule
- Economic effects of delayed acquisition
- Disclosure of which properties would be within or near the required right-of-way

Right-of-way Acquisition
- Devaluation of property due to proximity of freeway
- Concern about proximity effects of freeway (noise, visual, air pollution)
- Concern that there is insufficient funding to build the proposed project
- Request use of railroad right-of-way instead of private property

Alternatives
- Concern about the alternatives presented being too similar
- Desire for evaluation of alternatives not presented
- Selection of the 4-lane freeway over other alternatives including the 5-lane highway and 4-lane divided highway with traffic signals

Project limits
- Suggestions for solving traffic issues in areas outside of the project limits
- Project limits not extending north to Sandpoint

Traffic and Circulation
- Safety improvements are needed
- Access to and from properties through frontage roads
- Questions regarding general circulation
- The effect of speeding on safety
- Need for additional highway lanes
- Need for a bridge near Davis Road and Ivy Drive
- Need for divided traffic lanes
- Middle turn lanes and side turning lanes are only needed
- Complaints about existing rumble strips
- Concern about placing the interchange at Blacktail Road
- Concrete center median needed
- Use of Roberts Road, Sylvan Road and US-95 for local access
- General comments and concerns regarding interchange locations and configurations
- Desire to keep connector road between Heath Lake Road and Davis Road
- Concern about the frontage road location in the vicinity of Overlake View Drive
- Frontage road effects to properties on the west frontage road north of Blacktail Road
- Question the need for an interchange at Cocolalla Loop Road

Bicycle/Pedestrian Facilities
- Fencing along the right-of-way
- Safe crossing for school children
- Effects to recreation, safety and access

- Concern about bicycle and pedestrian safety
- Concern about affecting bicycle and pedestrian circulation and access

Farmland

- Concern about prime farmland designations
- Segmentation of farmland by frontage roads
- Project effects to farmland and farming operations
- Compensation for loss of small farm income

Economics

- General effects to small businesses
- Displacements of businesses in the Westmond Area
- Operational effects of the Chilco Brown Alternative on the Chilco Mill and preference for the Yellow Alternative frontage road alignment near Chilco Mill to facilitate mill operations
- Effects to businesses in Sagle related to the Brown Alternative
- Effect of project on land value and subsequently retirement

Noise

- Questions regarding calculation and modeling of noise effects
- Effects of the project to the quality of life
- Noise effects to homes

Water Resources and Wetlands

- Need to inventory public and private wells, wellhead protection areas, and stormwater treatments of the stormwater quantity and quality
- Pollution caused by utility relocation
- Wetland effects from the Brown Alternative
- Wetland effects from the Blacktail interchange
- Frontage road effects to properties on the west frontage road north of Blacktail Road
- Water quality effects to Cocolalla Creek and Cocolalla Lake
- Excessive wetlands effects
- Effect of roadway fills on Cocolalla Lake and Cocolalla Creek
- Ability to mitigate for wetland functions and values
- Interchange and associated wetland effects at Cocolalla Loop Road
- Effects to water sources (wells and springs)
- Effects to floodplain functionality
- Water quality effects
- Indirect and cumulative effects to floodplains, wetlands and water resources

Wildlife and Vegetation

- Wildlife movement effects
- Concern about safety and wildlife crossings
- Concern about vegetation removal related to wildlife habitat
- Approval of the proposed wildlife crossing structures
- Concern about spreading noxious weeds
- Request ITD and FHWA purchase land surrounding freeway to preserve it for wildlife connectivity

Cultural Resources

- Concern about effects to historic and archaeological resources
- Concern if cultural resources and archaeological resources were evaluated

Visual Effects

- Concern about visual effects of a freeway
- Concern about the size and width of the freeway
- Effects to the rural setting
- Concern about vegetation removal

CHAPTER 2. ALTERNATIVES

This chapter describes the alternatives considered for meeting the purpose and need and project goals for the US-95, Garwood to Sagle project. This chapter contains the following sections:

Section 2.1, *Project Area Description and Logical Termini* provides a brief description of the project area and project corridor.

Section 2.2, *Development and Screening of Alternatives* explains how the alternatives were developed and screened to determine which ones would be carried forward for detailed analysis in the Environmental Impact Statement (EIS). It focuses on the alternatives which were not carried forward for detailed analysis and the reasons for elimination.

Section 2.3, *Alternatives Analyzed in Detail* in the Draft Environmental Impact Statement (DEIS) provides a brief description of those alternatives selected for detailed analysis.

Section 2.4, *No Action Alternative,* briefly describes the No Action Alternative.

Section 2.5, Action Alternatives, generally describes the action alternatives and the components and elements which are common to all of the action alternatives.

Section 2.6, *Description of Alternatives by Geographic Area* provides a detailed description of each of the alternatives by geographic area.

Section 2.7, *Comparison of Alternatives,* shows the results of the comparative analyses of the effects of each of the alternatives.

Section 2.8, *Environmentally Preferred Alternative,* identifies the alternative which was identified as the Environmentally Preferred Alternative.

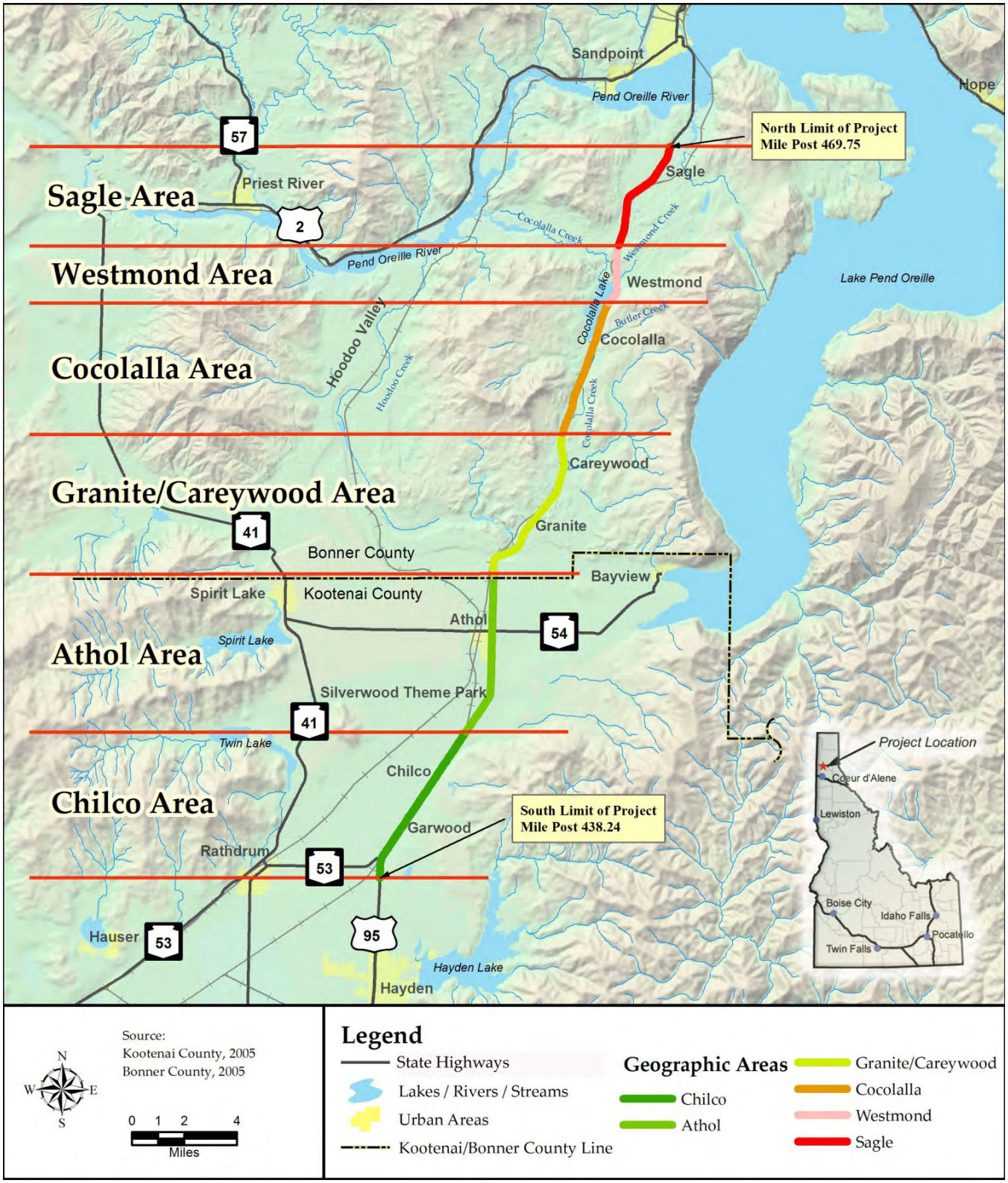
2.1 PROJECT AREA DESCRIPTION AND LOGICAL TERMINI

The DEIS Chapter 2, Section 2.1 describes the project corridor as 31.5 miles of US-95, between the communities of Garwood and Sagle, Idaho. The project begins at milepost (MP) 438.24 near Garwood and ends at MP 469.75 near Sagle (see Figure 2-1, *Project Location and Geographic Area Map).* The project corridor was divided into six geographic areas: Chilco, Athol, Granite/Careywood, Cocolalla, Westmond, and Sagle. These geographic areas are described in detail in the DEIS Chapter 2, Section 2.1, *Project Area Description*.

This Final Environmental Impact Statement (FEIS) summarizes information from the DEIS regarding the existing conditions and analysis of potential environmental effects from the alternatives in each of these geographic areas. The project area is a general term meant to include the project corridor and surrounding areas.

The termini for this project are from SH-53 to just north of the community of Sagle. This project is one of a series of projects that would improve US-95 from Coeur d'Alene to Sandpoint. The project connects with projects at both ends that have independent purpose and need, have approved environmental documents and are currently under construction.

Figure 2-1. Project Location and Geographic Area Map



The southern limit for the US-95, Garwood to Sagle project is SH-53, which is a major route from the west connecting with US-95. At the south end, this project would connect with another Idaho Transportation Department (ITD) project referred to as the Wyoming Avenue to Ohio Match Road project, which would improve approximately 5.4 miles of US-95 north of Hayden, Idaho. This project was divided into two construction packages, Junction SH-53 to Ohio Match Road which is already constructed, and Wyoming to SH-53 which is scheduled to begin construction in 2010. This project would widen US-95 to four-lanes between those limits (Wyoming Avenue is where US-95 reduces from four to two lanes). The conceptual design (typical section and alignment) of the US-95, Garwood to Sagle project would exactly match the Wyoming to Ohio Match Road project. The Wyoming to Ohio Match project was considered a separate project because it would address capacity needs in the immediate vicinity north of Hayden, Idaho and would be constructed whether or not the US-95, Garwood to Sagle project moved forward.

The northern limit of the US-95, Garwood to Sagle project matches the southern limit of the US-95, North and South project for which an EIS was prepared and Record of Decision was issued by the Federal Highway Administration (FHWA) in 2000. That EIS specified that US-95 north of the community of Sagle would be widened to a four-lane highway and a new highway segment would be constructed through Sandpoint on a new alignment. The phase of the US-95, North and South project that is immediately north of the limits of the US-95, Garwood to Sagle project has not yet been designed. However, the numbers of lanes and alignment match the description provided in the US-95, North and South EIS. The first phase of this multi-phase project is currently under construction as shown in Table 4-30, *Planned Transportation Projects in the Study Area*. The project has independent purpose and need because it would increase capacity and reduce congestion in the vicinity of the City of Sandpoint. These improvements would be made whether or not the US-95, Garwood to Sagle project moves forward.

2.2 DEVELOPMENT AND SCREENING OF ALTERNATIVES

This section provides a brief description of the four steps used in the development and screening of alternatives to identify those that would be carried forward into the EIS for detailed analysis. For a detailed description of each step the reader should refer to the DEIS Chapter 2, Sections 2.1 and 2.2 and the *Screening of Alternatives Technical Report*.

Development of Alternatives

Development of alternatives occurred through a multi-step process:

Step 1 Development and evaluation of design standards
Step 2 Development and screening of corridor alternatives
Step 3 Development of alignment alternatives and completion of initial screening
Step 4 Refinement of alignment alternatives which remained after the initial screening process and secondary screening to determine which alternatives would be evaluated in detail in the EIS

Identification of a No Build Alternative (No Action Alternative) and its detailed analysis is required by National Environmental Protection Act (NEPA) and the Council on Environmental Quality (CEQ) regulations. A description and detailed analysis of the No Action Alternative are discussed in the FEIS Chapter 2, Section 2.4, *No Action Alternative* and Section 2.7, *Comparison of Alternatives*.

The design standards were evaluated in Step 1 to determine if they would result in alternatives that meet the purpose and need for the project. Alternatives relating to general project corridors were developed in Step 2 and were screened to determine if they met the purpose and need of the project (see FEIS Chapter 1, Section 1.3, *Purpose and Need for Action)* and project goals (see FEIS Chapter 1, Section 1.2, *Project Goals).* If the screening process showed that a corridor alternative did not meet the purpose and need for the design year and the project's goals, the alternative was not carried forward for additional consideration.

The corridor alternatives developed in Step 2 and the alignment alternatives developed in Step 3 were identified with input from the NEPA public and agency scoping process. The DEIS Chapter 9, *Comments and Coordination* shows the public and agency involvement through the EIS development. Recommendations from local elected officials, and engineering and environmental considerations were considered.

In Step 3, alignment alternatives were developed within each corridor that remained after Step 2 screening (see Figure 2-2, *Initial Alignment Alternatives*). More environmental and engineering studies were performed and additional public involvement and coordination with federal and state agencies was conducted to develop a reasonable range of alignment alternatives within the corridors. Public involvement activities that were conducted during the scoping and screening process are discussed in the DEIS and FEIS Chapter 9, *Comments and Coordination*. The result of these efforts was the identification and development of a number of alignment alternatives. These alignment alternatives met the project's purpose and need of increasing capacity and improving safety. These alignment alternatives were then screened again using a variety of criteria. This screening resulted in a number of proposed alignment alternatives being eliminated from further study and others being selected for further study (see Figure 2-3, *Results of Initial Screening of Alignment Alternatives*).

Prior to moving to Step 4 the Cocolalla geographic area was split in two; Cocolalla and Westmond areas. The names of the alignments in the Westmond Area were changed: C-3 Westmond East became W-1 Westmond East and the part of C-4 Cocolalla Existing through Westmond became W-2 Westmond Existing. The reason for this change was to treat the Westmond Area as its own segment rather than as the north part of the Cocolalla segment.

Step 4 involved refining, renaming, and performing a second screening of the alignment alternatives remaining after the initial screening conducted in Step 3. The alignment alternatives which remained after Step 3 were further refined to specify locations of interchanges and overpasses and underpasses. Refinements were made to realign local roads that would access interchanges, over and underpasses and adjacent properties. The remaining alignment alternatives were also renamed by assigning a color designation to each one to facilitate discussion among EIS team members, stakeholders and the public.
The A-4 Silverwood East Alignment was eliminated in Step 3. However, due to suggestions from the public and project team members this alignment alternative was moved closer to the existing highway and renamed the Athol Red Alternative during the Step 4 process. The last part of Step 4 was an additional screening using various criteria to determine which alternatives would be carried forward into the EIS for detailed analysis (see Figure 2-4, *Refined Alignment Alternatives in the Second Screening).*

2.2.1 Step 1 ~ Development and Evaluation of Design Standards

For details on the development and evaluation of design standards, please refer to the DEIS *Screening of Alternative Technical Report*, Chapter 2, *Step 1-Develop and Evaluate Design Standards* and Section 3, *Design Standard-Roadway Type and Access Control* and Table 2-1, *Screening of Design Standards*. Design standards were established before the development and screening of specific alternatives so that the elements of the roadway such as frontage roads and interchanges could be considered during screening. The evaluation criteria used to select the design standard were capacity and level of service, safety and crash rates, public and agency comments, functional classification, and access control. The design standards evaluated and reasons for elimination or selection are shown below:

- **Improved Two-lane Highway with Transportation System Management (TSM):** This highway design standard was eliminated from further consideration because it would only provide a small increase in capacity and may only slightly improve safety and would not meet the purpose and need for the project for the design year.
- **Four-lane Undivided Highway with At-Grade Intersections (Type IV Access Control) and Traffic Signals:** This highway design standard was eliminated from further consideration because it would not improve safety. Although it would increase capacity, the highway would not operate at LOS B for the 2030 design year.
- **Four-lane Divided Highway with At-Grade Intersections (Type IV Access Control) with Traffic Signals:** This highway design standard was eliminated from further consideration because it would not increase capacity to meet a LOS B for the 2030 design year, and would not improve safety to the same extent as a design standard with Type V access control. It would not meet the purpose and need for the design year.
- **Five-lane Highway with At-Grade Intersections and Traffic Signals (Type IV Access Control):** This highway type was eliminated from further consideration because it would not provide LOS B for the entire corridor. In addition, a five-lane highway would have the highest anticipated crash rate of all of the design standards evaluated (1.64 crashes per million vehicle miles (cpmvm)) and would not improve safety. This would not meet the purpose and need for the design year.
- **Four-lane Freeway (Type V Access Control):** This alternative is selected as the design standard since it is the only alternative that meets the purpose and need for the design year. It would increase capacity to provide LOS B for the 2030 design year, and improve safety to a greater extent than the other standards evaluated. It also satisfies the ITD functional classification requirements (a minimum of Type IV access control) and received more support from the public than the other design standards. The ITD Design Manual (ITD, 2005a) in Section 320.03 Application of Design Standards states that "Designs will embody the highest values possible, commensurate with conditions and that the minimum values should only be utilized in these cases where inordinately high costs would result or other factors must be considered."

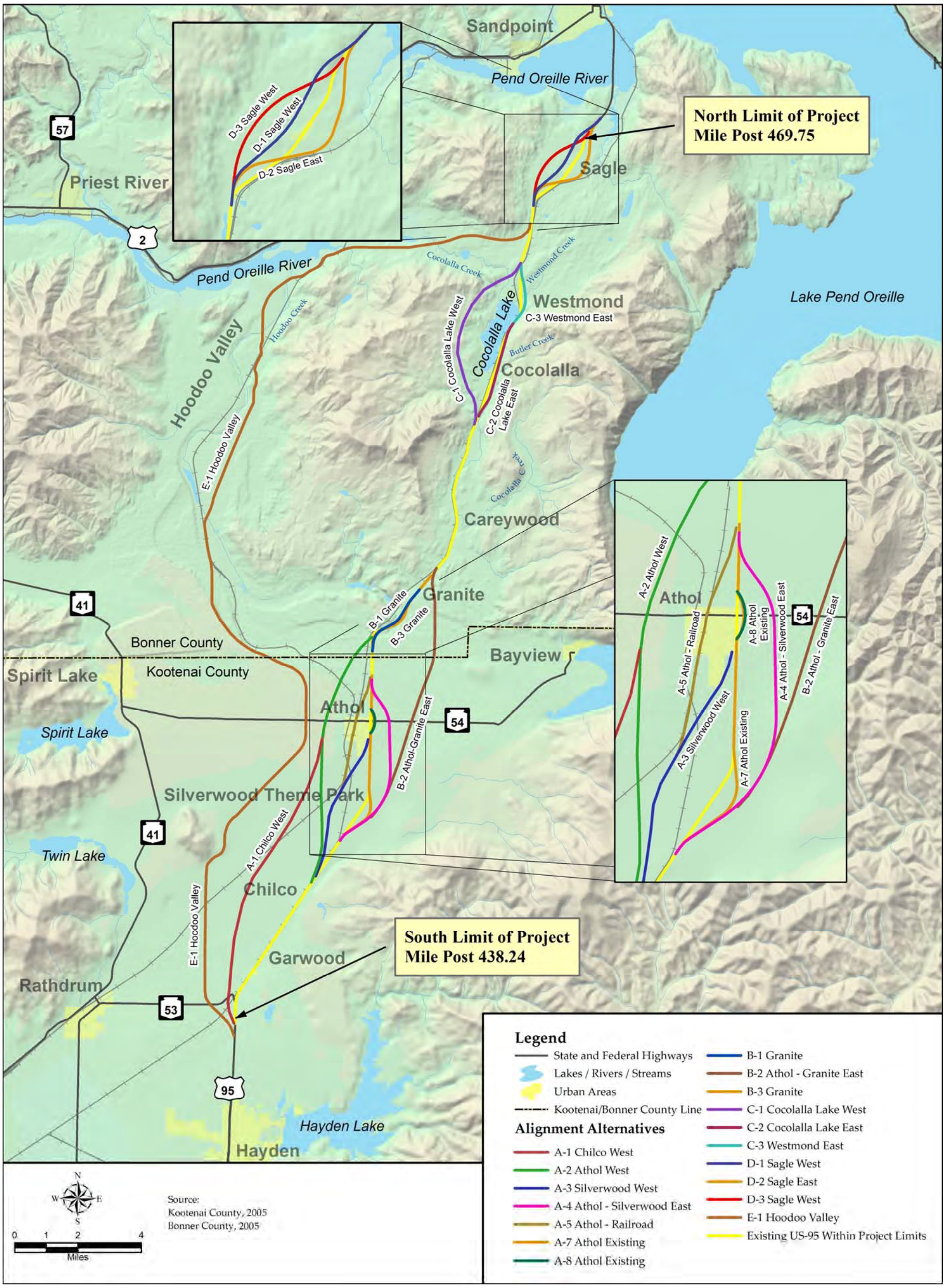


Figure 2-2. Initial Alignment Alternatives

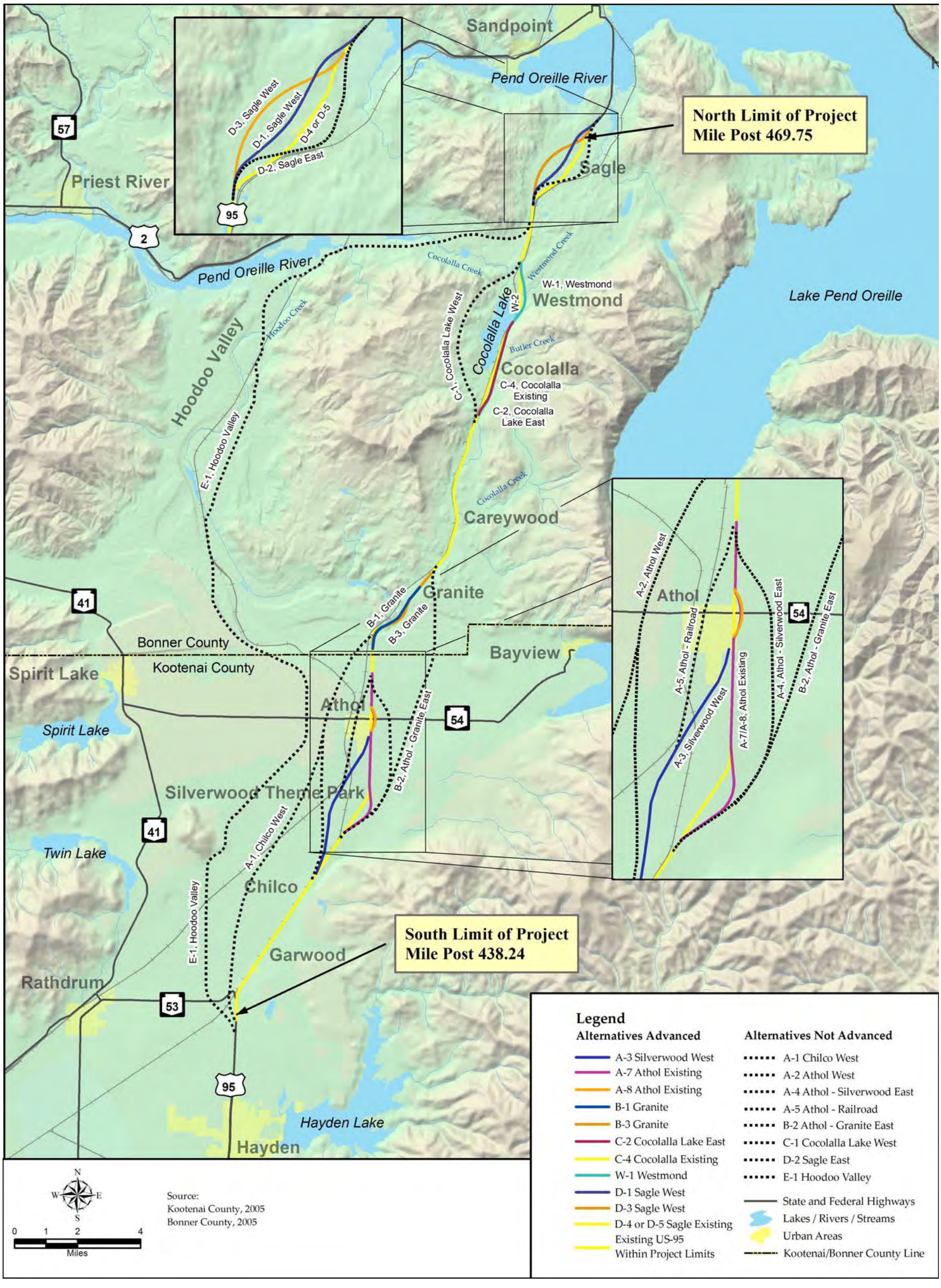


Figure 2-3. Results of Initial Screening of Alignment Alternatives

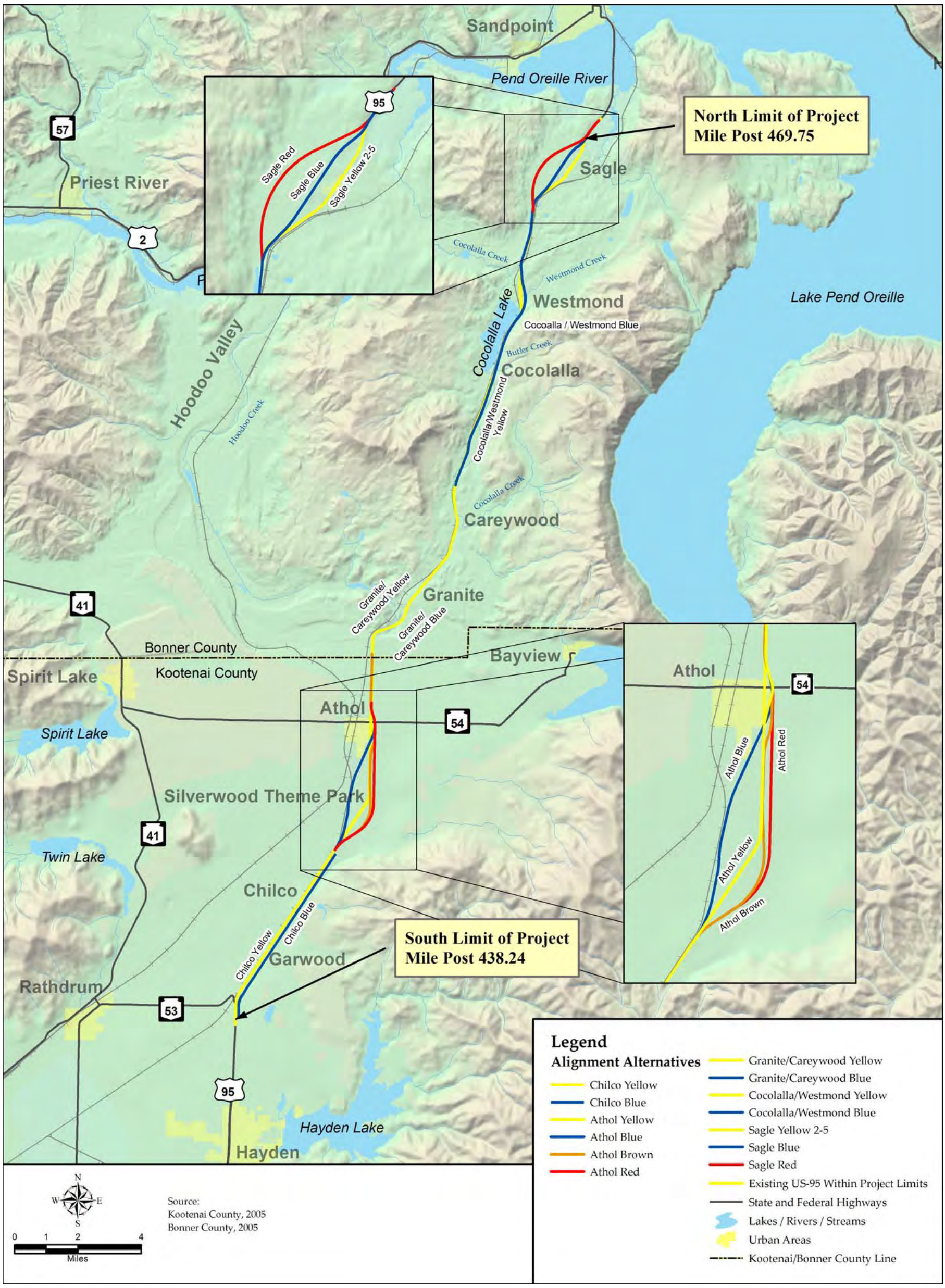


Figure 2-4. Refined Alignment Alternatives in the Second Screening

Screening of Alternatives

The purpose of the screening process was to evaluate the range of alternatives against specific criteria that was used to screen them down to a reasonable range of alternatives for detailed analysis in the EIS. The CEQ has defined reasonable alternatives as those that are practical or feasible from an environmental, technical and economic standpoint and achieve the purpose and need for the project. The screening criteria were based on the purpose and need for the project and the project goals. The alternatives were first screened to determine if they met the project purpose and need and then how well they met the project goals.

Screening Criteria. Section 2, *Screening Criteria* in the *Screening of Alternatives Technical Report* provides a detailed description of the various criteria used to screen the alternatives. A list of the criteria (the letters and numbering system is the same as used in the technical report) is presented here.

Purpose and Need

P1 Increase capacity
P2 Improve safety

Project Goals

A. Improve overall safety

B. Balance mobility and access

B1 Distance between logical termini points
B2 Miles of new highway outside existing corridor
B3 Miles of existing US-95 converted to local use
B4 Number of businesses with access to US-95 that would be modified
B5 Number of businesses losing visibility from highway
B6 Number of new railroad crossings

C. Integrate highway and local roads in a coordinated transportation network

C1 Currently identified in adopted local land use or transportation plans
C2 Number of local road realignments required

D. Accommodate Alternative Transportation Modes

D1 Bicycles, pedestrians and transit could be effectively accommodated

E. Enhance Aesthetics and Community Livability

E1 Increased pressure for development of rural lands
E2 Potential for changes to development patterns around interchanges
E3 Type of community fragmentation
E4 Likelihood that the view of the highway would negatively affect existing views

F. Minimize Environmental Effects

Water Quality/Runoff Effects

F1 Area of new impervious surface
F2 New floodplain encroachment

F3 Numbers of streams crossed
F4 New right-of-way over a known aquifer

Biological Resources

F5 Effects to National Wetland Inventory wetlands
F6 Effects to threatened and endangered species
F7 Effects to big game

Land Use

F8 Area of new highway right-of-way
F9 Public recreation lands required for right-of-way
F10 Length of new highway constructed through developed and undeveloped areas
F11 Proximity to railroad and non-conforming parcels
F12 Number of structures directly affected

Other Environmental Considerations

F13 Potential for difficult soils or geotechnical considerations
F14 Potential for difficult terrain
F15 Area of prime farmland
F16 Type and number of archaeological or historical resources affected
F17 Number of structures within 500 feet
F18 Recorded un-remediated hazardous materials sites that may be affected

The *Screening of Alternatives Technical Report* was prepared prior to preparation of the DEIS. At that time the purpose and need for the project had not been finalized. During the screening, "Preserving the State's investment in existing US-95" was listed as a purpose of the project. However, prior to completing the DEIS, that statement was deleted from the purpose and added to the need statement. None of the alternatives that were evaluated in the *Screening of Alternatives Technical Report* were eliminated from further consideration in order to preserve the state's investment in existing US-95.

2.2.2 Step 2 ~ Corridor Alternatives Eliminated

Transportation System Management (TSM), Traffic Demand Management (TDM) and Mass Transit. TSM, TDM, and Mass Transit are required to be evaluated under FHWA Guidelines in urbanized areas over 200,000 in population (FHWA, 1987b). Presently the project corridor is rural and the communities in proximity to the highway do not have a combined population of 200,000. By 2030, the combined population of Kootenai and Bonner counties would be nearly 300,000, and some segments (Sagle and Athol) would likely be urbanized. However, the entire populations in Sagle and Athol areas are not projected to reach 200,000. The 2030 population in the immediate highway corridor would be less than 200,000.

TSM includes physical measures to increase highway capacity, such as adding an outside turn lane or passing lanes. Since all of the action alternatives were designed to include TSM, this was not discussed or evaluated as a separate alternative.

TDM consists of strategies to reduce peak hour commuting traffic, such as encouraging businesses to utilize non-standard work hours. TDM measures do not substantially reduce overall daily traffic

volumes but can be effective in reducing congestion during peak commute times. Mass transit would provide bus, light rail or other transit opportunities.

TDM and mass transit were examined qualitatively and it was concluded that while total traffic would be slightly reduced using TDM and mass transit, the two applied independently or combined would not solve the capacity and safety issues without other measures. There are no transit services in Sandpoint and Coeur d'Alene to further transport transit users that might utilize a transit system on US-95. None of the alternatives carried forward would preclude the development of TDM or transit in the future. Since these measures would not, by themselves, sufficiently address the need to increase capacity or improve safety on the existing highway, they were eliminated.

West Alternative (Hoodoo Valley). A detailed screening of this alternative is contained in the *Screening of Alternatives Technical Report*, Table A-2 and Section 4, *Summary of Corridor Alternatives*. The following provides a summary of the alternative and why it was eliminated from detailed analysis.

The West Alternative would construct a highway on an entirely new alignment with no improvements to the existing US-95. The disadvantages are that a new highway in Hoodoo Valley would encourage and facilitate indirect effects due to increased pressure for development through this existing rural area. Overall effects to natural resources such as wetlands and wildlife habitat would be high due to construction along an entirely new alignment. Another consideration is that the new highway would not function as a through route until its full length is entirely constructed. Since funding would not be available to construct the entire highway at one time, it would be many years, perhaps decades, before it would be functional. The traffic and safety problems associated with the existing highway would continue during this time until the entire new route was constructed and could begin to attract through traffic. Also, if a new west route is constructed, the existing highway would have to be maintained by either ITD or a local agency (the county or Lakes Highway District), which means that both facilities would require public funds for maintenance.

2.2.3 Step 3 ~ Initial Alignment Alternatives Eliminated

A detailed screening of these initial alignment alternatives that were eliminated occurred in Step 3 is contained in the *Screening of Alternatives Technical Report*, Section 5, *Summary of Alignment Alternatives* and Tables A-3 through A-7. This section provides a summary of the alternatives and why they were eliminated from detailed analysis. These alternatives are shown on Figure 2-3, *Results of Initial Screening of Alignment Alternatives.*

A-1 Chilco West Alternative. This alternative alignment would construct 13 miles of new highway to bypass the Chilco/Silverwood/Athol areas to the west from south of SH-53 to the county line. It would pass through developing areas of farms and low density residential. The existing highway would become a business route or turned over to the Lakes Highway District for local access.

The primary advantage of this alternative is that it would eliminate the need to acquire right-of-way from property adjacent to the highway within Chilco and Athol. It would also go around the Silverwood Theme Park. However, the new highway would likely induce right-of-way acquisition and indirect effects that could change the rural character of the area. Current land use and transportation plans do not

include a highway through this area. Access to existing businesses along US-95 would still be available on the existing highway, as the existing road would be converted from the primary arterial to a local road or business route. However, businesses that depend upon through traffic could be adversely affected by loss of visibility, loss of easy access to the new highway, and length of connecting route. This alternative received very little public support. The Kootenai County Commissioners and the Lakes Highway District Commissioners recommended that this alternative not be advanced.

A-2 Athol West Alternative. This alternative alignment would be similar to the Chilco West A-1 Alternative except that it would divert from the existing alignment just south of the Silverwood Theme Park. Eight miles of new highway would be constructed to bypass the Silverwood/Athol Area to the west from south of Silverwood to the County line. It would pass through agricultural areas that are increasingly being developed with higher density land uses. The existing highway would become a business route or turned over to the Lakes Highway District for local access.

The new highway would likely induce right-of-way acquisition and indirect effects that could change the rural character of the area. Current land use and transportation plans do not include a highway through this area. Access to existing businesses along US-95 would still be available on the existing highway, as the existing road would be converted from the primary arterial to a local road or business route. However, businesses that depend upon through traffic could be adversely affected by loss of visibility, loss of easy access to the new highway, and the length of connecting route. This alternative received very little public support. The Kootenai County Commissioners and the Lakes Highway District Commissioners recommended that this alternative not be advanced.

A-4 Athol-Silverwood East Alternative. This alternative would improve the existing highway from SH-53 to just south of the Silverwood Theme Park. From that point it would construct six miles of new highway around the east side of the Silverwood Theme Park and Athol connecting back with the existing highway north of Athol.

Access to existing businesses along US-95 would still be available on the existing highway, as the existing road would be converted from the primary arterial to a local road or business route. However, businesses that depend upon through traffic could be adversely affected by loss of visibility, loss of easy access to the new highway and increased length of access road to the new highway. There was little public support for this alternative. The Kootenai County Commissioners and the Lakes Highway District Commissioners recommended that this alternative not be advanced for detailed study in the DEIS.

A-5 Athol-Railroad Alternative. This alternative would improve the existing highway from SH-53 to just south of the Silverwood Theme Park. From that point it would construct five miles of new highway around the west side of the Silverwood Theme Park and through Athol adjacent to the railroad connecting back with the existing highway north of Athol. This alternative would utilize the right-of-way of the old highway through Athol.

This alternative would divide the community of Athol, and would displace many low-income residents. If an interchange was constructed at SH-54, many homes and businesses, the City Park, and the Athol

Community Center would need to be acquired. This alternative would have major effects on the community of Athol. Access to existing businesses along US-95 would still be available on the existing highway, as the existing road would be converted from the primary arterial to a local road or business route. However, businesses that depend upon through traffic could be adversely affected by loss of visibility and loss of easy access to the new highway. There was no public support for this alternative. The Kootenai County Commissioners and the Lakes Highway District Commissioners recommended that this alternative not be advanced for detailed study in the DEIS.

B-2 Athol-Granite East Alternative. This alternative alignment would construct nine miles of new highway to bypass the Silverwood/Athol/Granite area to the east from south of Silverwood Theme Park to near Careywood. It would pass through developing areas of farms and low density residential. The existing highway would become a business route or turned over to the Lakes Highway District for local access.

The new highway could likely induce right-of-way and indirect effects that could change the rural character of the area. The alternative would adversely affect the community and divide rural neighborhoods as it would pass through a growing residential area east of Athol. Current land use and transportation plans do not include a highway through this area. Access to existing businesses along US-95 would still be available on the existing highway, as the existing road would be converted from the primary arterial to a local road or business route. However, businesses that depend upon through traffic could be adversely affected by loss of visibility, loss of easy access to the new highway and length of connecting route. This alternative received very little public support. The Kootenai County Commissioners and the Lakes Highway District Commissioners recommended that this alternative not be advanced.

C-1 Cocolalla Lake West Alternative. This alternative would construct six miles of new highway around the west side of the Lake. It would connect with the existing highway approximately two miles south of the Lake and connect back with the highway north of Westmond near Dufort Road. It would pass through a rural residential area that has few commercial establishments and is served only by minor local roads. Terrain is rugged and construction would require large excavations and embankments. The existing highway would be converted to a business route or turned over to Bonner County to serve as local access.

Although this alternative would have lower wetland effects it would pass through an area where there are many homes that currently are secluded from the highway. Current local transportation plans do not include a highway on the west side of the lake. A new highway through this area may induce right-of-way acquisition and indirect effects in a rural area that could change its rural character, which would not be consistent with the County's Comprehensive Plan. The alternative would bypass the community of Westmond to the west. Access to existing businesses along US-95 would still be available on the existing highway, as the existing road would be converted from the primary arterial to a local road or business route. However, businesses that depend upon through traffic could be adversely affected by loss of visibility, loss of easy access to the new highway and length of connecting route. There was little support for this alternative from the public and the Community Working Group (described in the FEIS

Chapter 9, Section 9.8, *Community Working Group)*, and the Bonner County Commissioners recommended that this alternative not be advanced.

D-2 Sagle East Alternative. This alternative would construct approximately 3.9 miles of new highway approximately 1/4-mile east of the existing highway through the Sagle Area. The existing highway could be converted to a business route or turned over to the County.

This alignment would be adjacent to the Sagle Elementary School and could result in noise effects at the school. It would also affect wetlands, a floodplain, prime farmland soils and public recreation lands. It would require acquisition of a number of homes and businesses and would be near existing bald eagle nests which would require special construction phasing measures. Bonner County Commissioners recommended that this alternative not be advanced.

2.2.4 Step 4 ~ Refined Alignment Alternatives Eliminated

Step 4 was the second screening process. Three alternatives (Athol Red, Sagle Yellow Option 2 and Sagle Red) were eliminated from further consideration during this step. Figure 2-4, *Refined Alignment Alternatives in the Second Screening,* shows the location of the alignment alternatives for the entire 31.5-mile corridor that were evaluated during the second screening process that was part of Step 4. The alternatives that were not advanced were eliminated because of greater effects to resources and other considerations, as described below.

Athol Red Alternative. This alternative would align the freeway to the east of existing US-95 from Bunco Road to the interchange at SH-54, bisecting some long large parcels that currently front the highway. When the alternative was originally considered, it was assumed that this arrangement would have less effect on these properties because they would have a freeway frontage on the east and west sides and would be able to develop their property accordingly. However, as the alternative was studied and analyzed, it was determined that its effects to the built and natural environment would be greater than the effects associated with other alternatives.

The Athol Red Alternative would require more area (231 acres) for new right-of-way when compared to other alternatives that were advanced for detailed analysis (between 168 and 194 acres). Additionally, this alternative would align about 4.7 miles of new freeway outside of the existing corridor whereas the alternatives that were advanced would align between one and 4.1 miles outside the existing corridor.

Effects to floodplains, number of streams crossed, hazardous materials, wetlands, threatened and endangered species, and archaeological and historic resources would be similar between this alternative and the alternatives that were advanced. Noise effects associated with this alternative and the ones that were advanced would also be similar. However, the displacement effects to businesses and residences would be higher (14 displacements) when compared to the advanced alternatives (11 to 13 displacements). The area of impervious surface associated with this alternative would be about 93 acres, whereas the alternatives that were advanced would require between 65 and 81 acres. The area of new right-of-way over the Spokane Valley Rathdrum Prairie Sole Source Aquifer with the Athol Red Alternative would be about 89 acres, whereas the alternatives that were advanced would be between 56 and 77 acres. This alternative would also result in more adverse indirect effects when compared to the

advanced alternatives since it would be aligned through undeveloped areas to the east of the existing highway.

Sagle Yellow Option 2 Alternative. This alternative was eliminated primarily because it would construct backage roads rather than frontage roads. Backage roads are those that parallel the freeway behind adjacent development parcels, instead of in front of them. Backage roads would have more adverse effects to adjacent properties than the alternatives with frontage roads next to the freeway.

Effects related to hazardous materials, threatened and endangered species, historic and archaeological resources, area of impervious surface, floodplains, number of streams crossed, and noise are similar between this alternative and the other Yellow options that were advanced. The displacements associated with Sagle Yellow Option 2 (50 residences) are slightly more than with the advanced Yellow options (44 to 47 residences). However, the area of new right-of-way over the Southside Aquifer with this alternative is about 100 acres, whereas the Yellow options that were advanced would have slightly more at 110 to 138 acres. Additionally, this alignment would have slightly less adverse affects to wetlands (about 2.7 acres) when compared to the advanced alternatives (2.9 to 8.8 acres). The Sagle Yellow Alternative Option 2 was eliminated from further consideration because it would require the construction of backage roads instead of frontage roads, would result in many displacements, and received almost no public and local official support.

Sagle Red Alternative. This alternative was not advanced because it is similar to the Sagle Blue Alternative which was advanced, had little local agency or public support, and would not reduce adverse environmental effects. Effects related to hazardous materials, threatened and endangered species, historic and archaeological resources, area of impervious surface, floodplains, and number of streams crossed is similar between this alternative and the other Sagle alternatives that were advanced. The displacements associated with Sagle Red (31 residences) are slightly less than the Sagle Blue (33 residences). However, the area of new right-of-way over the Southside Aquifer with this alternative is about 146 acres, whereas the alternatives that were advanced would have slightly less, between 110 and 142 acres. Additionally, this alignment would have slightly more adverse noise effects (13 residences) when compared to the Blue Alternative (nine residences). The 11.1 acres of wetland effects with the Sagle Red Alternative when compared to the 2.7 to 8.8 acre effects associated with the advanced alternatives is the most noticeable adverse effect. Because a number of alternatives were advanced that had similar environmental effects to the built and natural environment, and because there was very little public or local agency support for this alternative, it was eliminated from further consideration.

2.2.5 Alternatives Selected for Detailed Analysis in the EIS

As stated in FEIS Chapter 2, Section 2.2.1, *Step 1 ~ Development and Evaluation of Design Standards* above, the No Action Alternative is required to be analyzed in detail in the EIS. The alternatives which remained after the screening process in Step 4 and that were selected for detailed analysis in the EIS are shown in Table 2-1, *Alternatives Selected for Detailed Analysis.*

Table 2-1. Alternatives Selected for Detailed Analysis

Chilco Area	Granite/Careywood Area	Westmond Area
No Action	No Action	No Action
Chilco Yellow	Granite/Careywood Yellow	Westmond Yellow
Chilco Blue	Granite/Careywood Blue	Westmond Blue
Athol Area	**Cocolalla Area**	**Sagle Area**
No Action	No Action	No Action
Athol Yellow	Cocolalla Yellow	Sagle Blue
Athol Blue	Cocolalla Blue	Sagle Yellow Option 3
Athol Brown		Sagle Yellow Option 4
		Sagle Yellow Option 5

2.2.6 Development of the Brown Alternative

Following the screening, many stakeholders including local officials, ITD staff, and private individuals suggested that some of the features of an alternative in a geographic area could be combined with features from another alternative to produce a better overall solution. In this way the best features of the different alternatives could be combined. After consulting with local officials and planners regarding consistency with land use and transportation planning, and after reviewing the environmental effects that are discussed in DEIS Chapter 4, *Environmental Consequences*, ITD developed the Brown Alternative. The Brown Alternative for each geographic area is evaluated along with the Yellow and Blue alternatives in this EIS. (Note that an Athol Brown alternative had previously been identified for the Athol Area but not for other geographic areas.) A complete list of alternatives analyzed in detail in the DEIS are listed below Section 2.3, *Alternatives Analyzed in Detail in the DEIS*.

2.2.7 Development of the Modified Brown Alternative

Following review of comments on the DEIS and additional evaluation of alternatives, ITD developed the Modified Brown Alternative as a combination of previously evaluated alternatives and further refinements. The description of this alternative and the reasons for the modification are discussed in the FEIS Chapter 2, Section 2.6, *Description of Alternatives by Geographic Area*.

2.2.8 Summary of Screening and Selection of Alternatives for Evaluation in the DEIS and FEIS

A number of different steps were included in the development and screening of alternatives to develop the alternatives selected for detailed analysis in the DEIS and FEIS. Step 1 was to develop and evaluate design standards. Step 2 was the development and evaluation of corridor alternatives. Step 3 was the development of alignment alternatives and their initial screening. Step 4 involved the refinement of the alignment alternatives which made it through the initial screening process and secondary screening to determine which ones would be evaluated in detail in the DEIS. Following Step 4, the Brown Alternative was developed for each geographic area and analyzed in the DEIS. Table 2-2, *Summary of Alternatives Screening* provides a summary of the progression of the various alternatives through the process and identifies those which were eliminated from detailed analysis.

Table 2-2. Summary of Alternatives Screening

CORRIDOR ALTERNATIVES	DETERMINATION
Step 2 - Corridor Alternatives	
Transportation System Management (TSM)	*Eliminated*
Traffic Demand Management (TDM)	*Eliminated*
Mass Transit	*Eliminated*
West Alternative (construct new high on entirely new alignment west of the existing highway through Hoodoo Valley)	*Eliminated*
Construct highway along existing alignment	*Carried Forward For Analysis*
Construct highway along existing alignment with short segments of new highway around developed areas (i.e., alignment alternatives)	*Carried Forward For Analysis*
Step 3 - Initial Alignment Alternatives	
Improve US-95 on the current alignment within project limits	*Carried Forward For Analysis*
A-1 Chilco West Alternative. This alternative alignment would construct 13 miles of new highway to bypass the Chilco/Silverwood/Athol area to the west from south of SH-53 to the county line.	*Eliminated*
A-2 Athol West Alternative. This alternative alignment would be similar to A-1 except that it would divert from the existing alignment just south of Silverwood Theme Park. It would construct eight miles of new freeway to bypass the Silverwood/Athol Area to the west from south of Silverwood Theme Park to the county line	*Eliminated*
A-3 Silverwood West Alternative. This alternative would improve the existing highway from SH-53 to just south of Silverwood Theme Park. From that point it would construct three miles of new highway around the west side of Silverwood Theme Park connecting back with the existing highway just south of Athol.	*Carried Forward For Analysis*
A-4 Athol-Silverwood East Alternative. This alternative would improve the existing highway from SH-53 to just south of Silverwood Theme Park. From that point it would construct six miles of new highway around the east side of Silverwood Theme Park and Athol connecting back with the existing highway north of Athol.	*Eliminated*
A-5 Athol Railroad Alternative. This alternative would improve the existing highway from SH-53 to just south of Silverwood Theme Park. From that point it would construct five miles of new highway around the west side of Silverwood Theme Park and through Athol adjacent to the railroad connecting back with the existing highway north of Athol. This alternative would utilize the right-of-way of the old highway through Athol.	*Eliminated*
A-7 Athol Existing Alternative. This alternative would improve the existing highway from SH-53 to just south of Silverwood Theme Park. From that point it would construct two miles of new highway around the east side of Silverwood Theme Park then connecting back with the existing highway.	*Carried Forward For Analysis*
A-8 Athol Existing Alternative. This alternative would improve the existing highway from SH-53 to approximately 1/2-mile south of Athol. From that point it would construct one mile of new highway around the east side of Athol at SH-54.	*Carried Forward For Analysis*
B-1 Granite Alternative. This alternative would realign the existing curves and reconstruct the roadway to have flatter grades. The alignment would be close to the existing, but it would be shifted west or east of the existing alignment up to several hundred feet to more closely fit the terrain.	*Carried Forward For Analysis*
B-2 Athol Granite East Alternative. This alternative alignment would construct nine miles of new highway to bypass the Silverwood/Athol/Granite area to the east from south of Silverwood Theme Park near Careywood.	*Eliminated*
B-3 Granite Alternative. This alternative would reconstruct the highway along its existing alignment to provide flatter grades. The curve near the County Line (at the Homestead Road intersection) would be increased in radius.	*Carried Forward For Analysis*

Table 2-2. Summary of Alternatives Screening

CORRIDOR ALTERNATIVES	DETERMINATION
C-1 Cocolalla Lake West Alternative. This alternative would construct six miles of new highway around the west side of the Lake. It would connect with the existing highway approximately two miles south of the Lake and connect back with the highway north of Westmond near Dufort Road.	*Eliminated*
C-2 Cocolalla Lake East Alternative. This alternative would construct a new highway close to but east of the existing highway.	*Carried Forward For Analysis*
C-4 Cocolalla Lake Existing Alternative. This alternative would improve the highway primarily along its existing alignment. The highway would shift slightly to the east for a short segment to provide room for an interchange.	*Carried Forward For Analysis*
C-3 Westmond East Alternative. The alternative would construct a new one-mile segment of highway to the east of the community of Westmond. It would connect with the new Westmond Bridge.	*Carried Forward For Analysis*
D-1 Sagle West Alternative. This alternative would construct approximately 3.6 miles of new highway approximately 1/4-mile west of the existing highway through the Sagle Area.	*Carried Forward For Analysis*
D-2 Sagle East Alternative. This alternative would construct approximately 3.9 miles of new highway approximately 1/4-mile east of the existing highway through the Sagle Area.	*Eliminated*
D-3 Sagle West Alternative. This alternative would construct approximately 3.1 miles of new highway approximately 1/2-mile east of the existing highway through the Sagle Area.	*Carried Forward For Analysis*
D-4 or D-5 Sagle Existing. This alternative would improve the highway on its current alignment.	*Carried Forward For Analysis*
Step 4 - Refined Alignment Alternatives and Results of Second Screening As described in FEIS Chapter 2, Section 2.2.4, the alignment alternatives remaining after screening were further refined and renamed. The old alignment alternative name is shown in parentheses (see Figure 2-5)	
Chilco Yellow Alternative. (This would improve the highway on the current alignment)	*Carried Forward For Analysis*
Chilco Blue Alternative. (This follows the same alignment as the Yellow Alternative except for the location of interchanges)	*Carried Forward For Analysis*
Athol Yellow Alternative. (A-8 Athol Existing)	*Carried Forward For Analysis*
Athol Blue Alternative. (A-3 Silverwood West)	*Carried Forward For Analysis*
Athol Brown Alternative. (A-7 Athol Existing)	*Carried Forward For Analysis*
Athol Red Alternative. (A modification of the eliminated A-4 Silverwood East)	*Eliminated*
Granite/Careywood Yellow Alternative. (B-1 Granite)	*Carried Forward For Analysis*
Granite/Careywood Blue Alternative. (B-3 Granite)	*Carried Forward For Analysis*
Cocolalla Yellow Alternative. (Included C-2 Cocolalla Lake East as well as C-4 Cocolalla Existing)	*Carried Forward For Analysis*
Cocolalla Blue Alternative. (C-4 Cocolalla Existing)	*Carried Forward For Analysis*
Westmond Yellow Alternative. (W-2 Westmond Existing)	*Carried Forward For Analysis*
Westmond Blue Alternative. (W-1 Westmond East)	*Carried Forward For Analysis*
Sagle Yellow Option 2. (D-4, D-5 Sagle Existing)	*Eliminated*
Sagle Yellow Option 3. (Sagle existing except for different interchange locations)	*Carried Forward For Analysis*
Sagle Yellow Option 4. (Sagle existing except for different interchange locations)	*Carried Forward For Analysis*
Sagle Yellow Option 5. (Sagle existing except for different interchange locations)	*Carried Forward For Analysis*
Sagle Blue Alternative. (D-1 Sagle West)	*Carried Forward For Analysis*
Sagle Red Alternative. (Incorporated D-3 Sagle West)	*Eliminated*

2.3 ALTERNATIVES ANALYZED IN DETAIL IN THE DEIS

Specific alternatives analyzed in detail in the DEIS are listed in Table 2-3, *Alternatives Evaluated in the DEIS* and described in more detail below in Section 2.4, *No Action Alternative*, and Section 2.6, *Description of Alternatives by Geographic Area.* FEIS Chapter 2, Section 2.5.1, *Elements Common to All Action Alternatives*, describes elements that are common to all alternatives. Alternatives that are described in Section 2.6 have been developed to a conceptual level of engineering detail in order to compare the environmental effects of each alternative.

The Yellow Alternative would generally improve the highway on its existing alignment. The Blue Alternative would also improve the highway primarily along the existing alignment but several short segments of new highway would be constructed on new alignment. The Brown Alternative is a combination of features from both the Yellow and Blue alternatives. As a result of public and agency comment on the DEIS, modifications were made to the Brown Alternative which resulted in the Modified Brown Alternative evaluated in this FEIS.

Table 2-3. Alternatives Evaluated in the DEIS

Chilco Area	Granite/Careywood Area	Westmond Area
No Action	No Action	No Action
Chilco Yellow	Granite/Careywood Yellow	Westmond Yellow
Chilco Blue	Granite/Careywood Blue	Westmond Blue
Chilco Brown	Granite/Careywood Brown	Westmond Brown
Athol Area	**Cocolalla Area**	**Sagle Area**
No Action	No Action	No Action
Athol Yellow	Cocolalla Yellow	Sagle Yellow Option 3
Athol Blue	Cocolalla Blue	Sagle Yellow Option 4
Athol Brown	Cocolalla Brown	Sagle Yellow Option 5
		Sagle Blue
		Sagle Brown

It is possible to develop other alternatives by combining an alternative in one geographic area with different alternatives in other geographic areas. The selected alternative could combine some features of one alternative with those of another in each geographic area. The DEIS and FEIS Chapter 4, *Environmental Consequences* discusses alternatives in each geographic area separately so that reviewers can evaluate and comment on them individually.

2.4 NO ACTION ALTERNATIVE

NEPA requires that the No Build Alternative be considered to serve as a benchmark against which decision-makers can compare the environmental effects of the action alternatives. The No Action Alternative would not construct any major improvements to US-95. With the projected traffic growth rates for the area, congestion would increase and could reach a LOS E or F by 2030 in some areas. In addition safety issues that currently exist would worsen. Some minor highway improvements may be made at selected locations and maintenance activities similar to what occur presently would continue. The No Action Alternative would not meet the project's purpose and need and would not improve safety or capacity.

2.5 ACTION ALTERNATIVES

This section describes the action alternatives that were carried forward for detailed analysis in the FEIS and describes elements common to all alternatives.

Construct Freeway along Existing Alignment. The alternatives that would construct a freeway along the existing alignment of US-95 consist primarily of the Yellow alternatives described under each of the geographic areas. These are illustrated on Figure 2-5, *Alignment Alternatives Evaluated in the DEIS*. They include alignments with interchanges at key locations and the construction of frontage roads and/or improvements to local roads in order to provide access to freeway interchanges.

These alternatives would meet the purpose and need of the project, because they would improve safety and increase capacity resulting in a LOS acceptable by ITD and American Association of State Highway and Transportation Officials (AASHTO) guidelines. Widening US-95 along its existing alignment would minimize the acquisition of new right-of-way. Existing land use and local transportation plans include the highway in its current alignment.

Construct Freeway along Existing Alignment with Short Segments of New Alignment. Within each geographic area, one or more alternatives were developed that would realign all or a portion of existing US-95. They differ from the *Construct Freeway Along Existing Alignment* alternatives in terms of the alignment, the location of interchanges and overpasses or underpasses, the location of frontage roads, and local access road connections. These alternatives are displayed on Figure 2-5 and are represented by the Blue Alternative. Each of these would meet the purpose and need for the project equally as well as the Yellow alternatives, but they would require more right-of-way and would have different environmental effects. However, each would also have compensating advantages in terms of less effect to one or more resources and less right-of-way would be acquired from properties adjacent to US-95.

The Brown Alternative was prepared by further refining components of the Yellow and Blue alternatives that were developed during the Step 4 second screening process to improve local access, modify locations of interchanges or overpasses, better serve the public's transportation needs, and to consider the recommendations of the local agencies (see DEIS Appendix E, *Correspondence with Tribes and Agencies*).

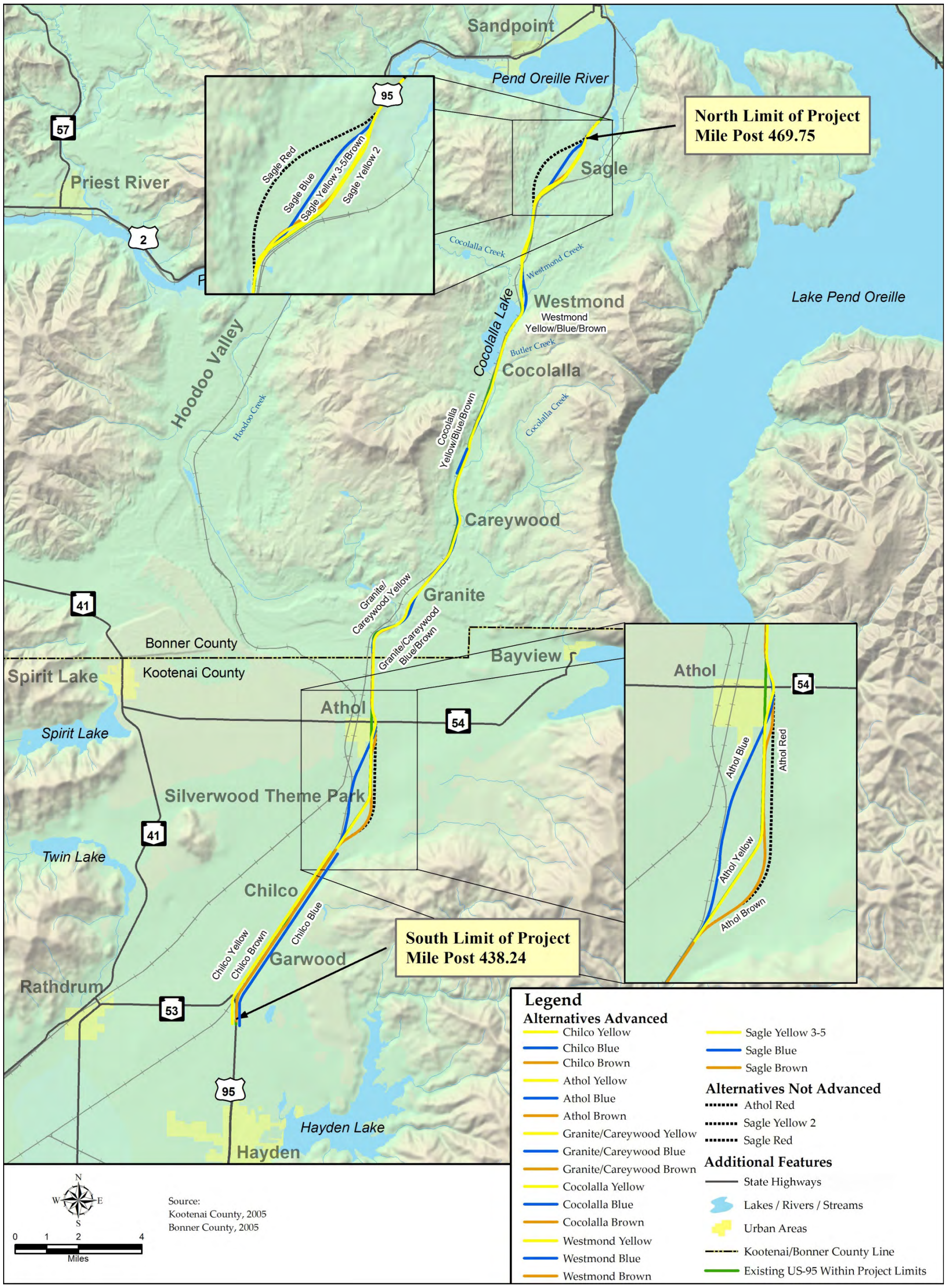


Figure 2-5.
Alignment Alternatives Evaluated in the DEIS

2.5.1 Elements Common to all Action Alternatives

All of the action alternatives evaluated in the DEIS and FEIS share elements that may differ slightly. This section describes these common elements.

Typical Sections. Typical sections are described for US-95, frontage roads, and local roads. For US-95, the typical section is a four-lane divided freeway within a 240-foot wide right-of-way. This width would allow adequate room for clear zones, drainage, utilities and bicycle/pedestrian facilities (see Figure 2-6, *Typical Section, US-95*).

Two 12-foot wide travel lanes would be constructed in each direction, with a 50-foot center median in most areas. Ten-foot wide shoulders would be constructed adjacent to the outside travel lanes and four-foot wide shoulders adjacent to the inside travel lanes. Beyond the outside lane edge a 34-foot wide clear zone/snow storage and stormwater treatment area would be constructed along with a 15-foot wide utility corridor. A bicycle/pedestrian path could be constructed within the utility corridor in some areas.

Median. There would be a 50-foot-wide open median throughout most of the project for the Yellow, Brown and Modified Brown alternatives. The Blue Alternative would have this median for the entire 31.5 miles. The Yellow, Brown, and Modified Brown alternatives would have a narrower 22-foot median at locations where extensive wetlands are adjacent to the freeway right-of-way (such as a 2-1/2-mile segment south of Cocolalla Lake and a two-mile segment adjacent to Algoma Lake in the Sagle Area).

Recent studies show that both a wide (50-foot) median and a narrower (22-foot) median with a barrier would improve safety over existing conditions. While a 50-foot or wider median would be safest, a narrower 22-foot median with a barrier is also an acceptable design that would improve safety. A narrow median could include a concrete barrier which would reduce the severity of crashes by eliminating head-on collisions compared to the existing configuration with no median. However, it could result in greater numbers of less severe, one vehicle crashes compared to the existing configuration with no median.

Right-of-way. In certain locations with difficult terrain features, the right-of-way would be wider than the typical section to accommodate cut and fill slopes and would vary between 240 and 500 feet for short segments. Additionally, where interchanges are proposed, the right-of-way could be as wide as 870 feet. At the Bunco interchange for the Yellow and Modified Brown alternatives, the right-of-way would be even wider at 2,620 feet. Right-of-way calculations for the alternatives do not include land required for future wetland mitigation sites which may or may not be located within the proposed highway right-of-way. ITD will continue to work closely with the USACE through the Federal Water Pollution Control Act [33 USC 1344] permit process to identify and enter into binding commitments regarding the location, size, and characteristics of potential wetland mitigation sites. In the meantime, ITD has identified and examined a number of potential wetland mitigation sites that might prove suitable. A more detailed discussion of the wetland permitting process is included in FEIS Chapter 3, Section 3.10, *Wetlands*. A more detailed discussion of potential wetland mitigation opportunities is included in FEIS Chapter 4, Section 4.10.4, *Mitigation Measures* and in the DEIS *Conceptual Mitigation Plan Technical Report.*

Bridges. Freeway bridges would be constructed to cross the local roads at interchanges. Bridges or culverts would be used to cross major streams or drainage facilities and where identified to provide wildlife crossings (see DEIS or FEIS Chapter 4, Section 4.11, *Wildlife and Vegetation Effects*). Typically, the structure would be the same width as the travel lanes and shoulders, with room for guardrails and sidewalks, and would meet ITD design standards. Bicycle/pedestrian facilities would be provided, consistent with facilities on adjacent roadways.

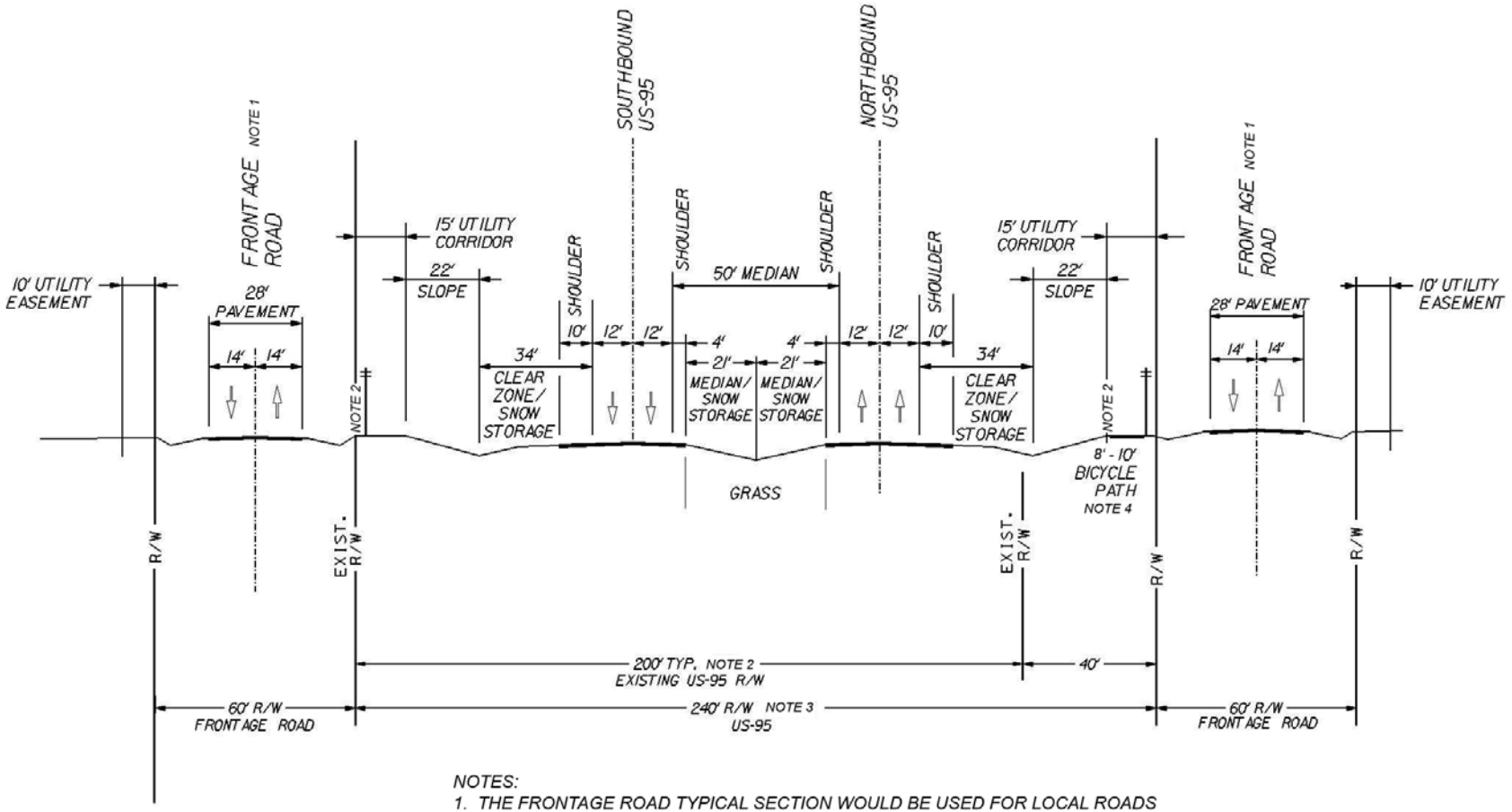
Frontage Roads. Frontage roads and local roads would be constructed as part of the project although the locations vary for each alternative. These are shown on Figure 2-6, *Typical Section, US-95* and Figure 2-7, *Typical Section for Constrained Areas*.

Where the BNSF or Union Pacific Railroad (UPRR) tracks are immediately adjacent to the freeway, frontage roads would be separated from the freeway by the railroad tracks. Figure 2-8, *Typical Section with Adjacent Railroad*, presents the typical section for these situations. In these cases, frontage roads would be constructed on the opposite side of the railroad allowing access to the frontage road without an at-grade railroad crossing for each driveway or side road. Where there are wetlands, floodplains, historical resources, farmland, effects to residences or environmental resources, the frontage roads have been located to minimize effects, where practicable.

Frontage roads would require 60-feet of right-of-way width and would be constructed adjacent to the freeway. More area may be needed to accommodate cut and fill on slopes dependent on terrain. They would have two 12-foot-wide travel lanes with two-foot shoulders in most areas, but four-foot shoulders in some areas to accommodate bicycle lanes or stormwater treatment. A 10-foot-wide utility easement would be provided outside of the frontage road right-of-way consistent with the Lakes Highway District's design standards.

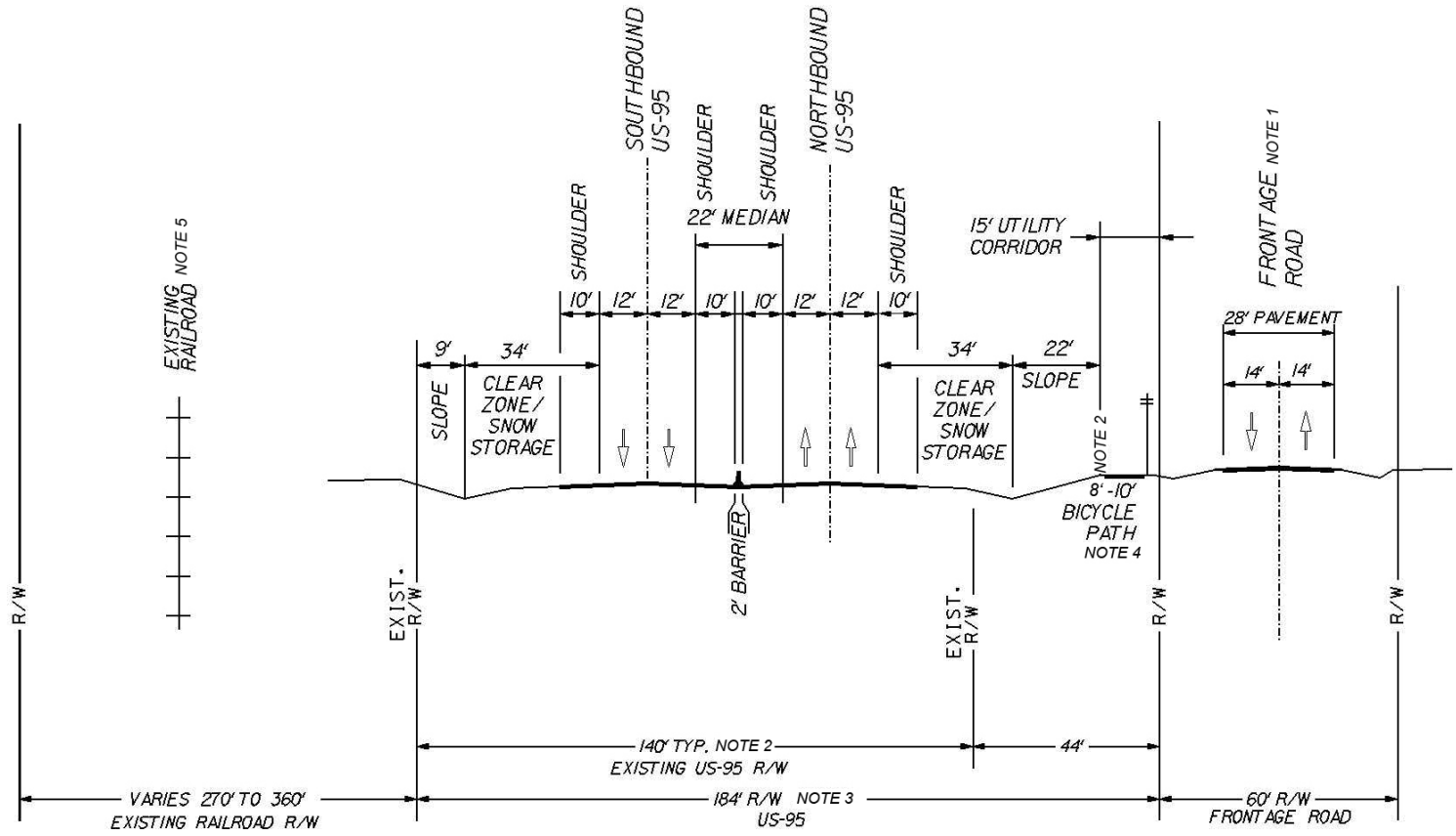
Near interchanges, the frontage roads would shift away from the freeway to provide adequate spacing between the on and off ramps and the frontage road intersections. In some locations two-lane bridges would be constructed over the railroad tracks at crossroads. The frontage roads and local roads typically widen for several hundred feet in advance of intersections to provide turn lanes. Where this occurs, additional right-of-way would be acquired.

Fencing. Under all action alternatives, the freeway right-of-way would be fenced throughout the length of the project. The type of fence would vary by location. In developed areas chain link fence would be used and in rural areas a stock fence would be installed. Adjacent to wildlife crossings a fence appropriate for wildlife would be used. The specific limits of each fence type would be determined during project design.



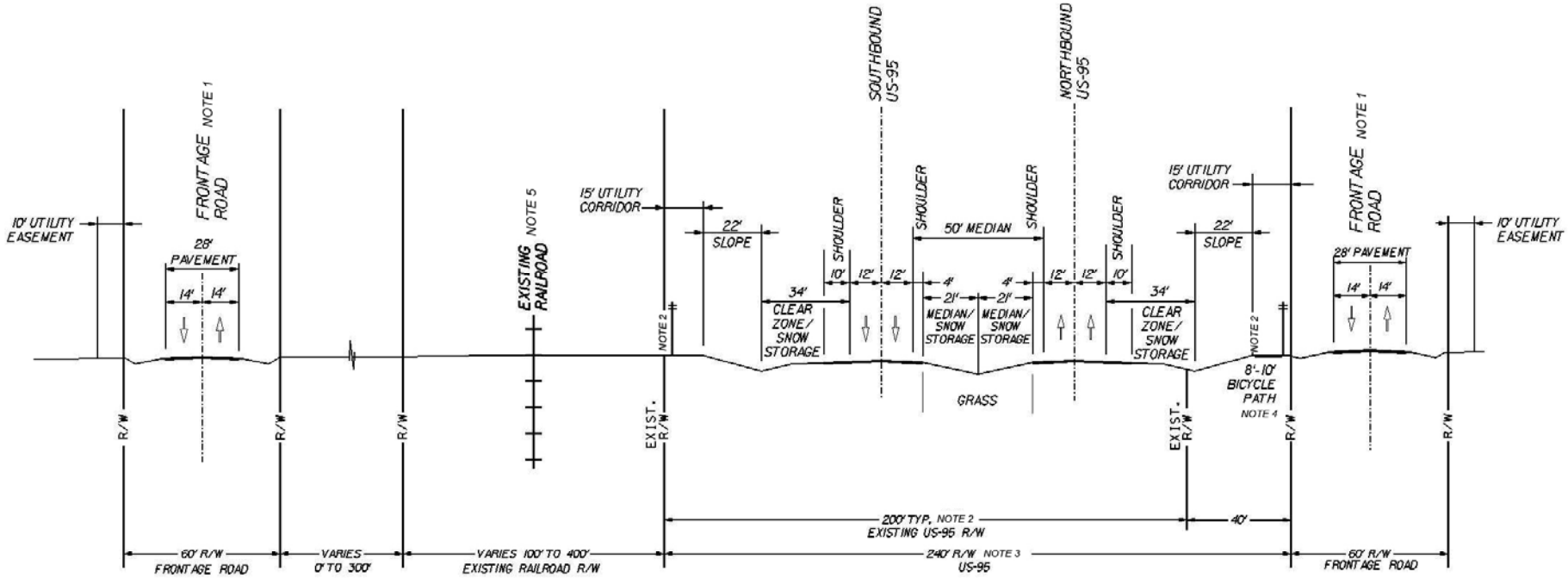
NOTES:
1. THE FRONTAGE ROAD TYPICAL SECTION WOULD BE USED FOR LOCAL ROADS
2. EXISTING RIGHT OF WAY VARIES FROM 120' TO 200' (200' IS MOST COMMON)
3. ADDITIONAL RIGHT OF WAY WOULD BE REQUIRED FOR INTERCHANGES AND FOR CUT AND FILL SLOPES IN SOME AREAS
4. AS AN ALTERNATIVE, THE BIKE PATH MAY BE CONSTRUCTED IN THE EAST SIDE FRONTAGE ROAD RIGHT OF WAY EITHER AS A SEPARATED 8' - 10' BICYCLE PATH OR AS BICYCLE LANES WITHIN WIDENED SHOULDERS OF THE FRONTAGE ROAD

Figure 2-6. Typical Section, US-95



NOTES:
1. THE FRONTAGE ROAD TYPICAL SECTION WOULD BE USED FOR LOCAL ROADS
2. EXISTING RIGHT OF WAY VARIES FROM 110' TO 140'
3. ADDITIONAL RIGHT OF WAY WOULD BE REQUIRED FOR INTERCHANGES AND FOR CUT AND FILL SLOPES IN SOME AREAS
4. AS AN ALTERNATIVE, THE BIKE PATH MAY BE CONSTRUCTED IN THE EAST SIDE FRONTAGE ROAD RIGHT OF WAY EITHER AS A SEPARATED 8' - 10' BICYCLE PATH OR AS BICYCLE LANES WITHIN WIDENED SHOULDERS OF THE FRONTAGE ROAD
5. NORTH OF WESTMOND, THE RAILROAD IS ON THE EAST SIDE OF US-95

Figure 2-7. Typical Section for Constrained Areas



NOTES:

1. *THE FRONTAGE ROAD TYPICAL SECTION WOULD BE USED FOR LOCAL ROADS*
2. *EXISTING RIGHT OF WAY VARIES FROM 120' TO 200' (200' IS MOST COMMON)*
3. *ADDITIONAL RIGHT OF WAY WOULD BE REQUIRED FOR INTERCHANGES AND FOR CUT AND FILL SLOPES IN SOME AREAS*
4. *AS AN ALTERNATIVE, THE BIKE PATH MAY BE CONSTRUCTED IN THE EAST SIDE FRONTAGE ROAD RIGHT OF WAY EITHER AS A SEPARATED 8' - 10' BICYCLE PATH OR AS BICYCLE LANES WITHIN WIDENED SHOULDERS OF THE FRONTAGE ROAD*
5. *NORTH OF WESTMOND, THE RAILROAD IS ON THE EAST SIDE OF US-95*

Figure 2-8. Typical Section with Adjacent Railroad

Freeway fencing is typically placed on the right-of-way line which is also the control of access line. However, where there is an adjacent bicycle/pedestrian path, the fencing would be placed between the path and the freeway.

Bicycle/Pedestrian Facilities. An 8-foot to 10-foot wide bicycle/pedestrian path would be constructed within the freeway right-of-way as a separated path or in frontage road right-of-way as a shared use lane where maintenance agreements can be obtained. Bicycle/pedestrian facilities would be constructed to meet ITD and Americans with Disabilities Act requirements. The specific location of the bicycle/pedestrian facilities would be determined during final design. Bicycle/pedestrian facilities would also be included on all local roads going over or under the freeway and railroads. Sidewalks would be constructed only in urbanized areas according to ITD design standards.

Drainage Facilities. Drainage facilities would be designed to prevent erosion and minimize water quality effects to surface and ground waters. This would be accomplished with roadside ditches that capture runoff from the freeway and to treat it before entering wetlands, streams, or lakes. Treatment may include construction of bio-swales to ensure no water quality degradation before discharge in accordance with ITD and Idaho Department of Environmental Quality (IDEQ) requirements. In floodplain areas where existing streams, such as Cocolalla Creek, cross the highway, culverts or bridges would be constructed to pass the 100-year storm event to ensure no greater than one-foot rise in flood elevations and to provide adequate passage for fish. All Cocolalla and Westmond creek roadway crossings would be bridged. Areas without a designated floodplain would have culverts that pass the 50-year storm event.

In areas identified in the FEIS Chapter 4, Section 4.11.3, *Mitigation Measures*, for wildlife crossings, drainage facilities will be designed to accommodate wildlife movement for identified target species.

Retaining Walls. Retaining walls would be constructed where possible to minimize effects to adjacent features such as wetlands, floodplains, lakes, the railroad, historic, archaeological and Section 4(f) resources, residential and business properties, and other resources. The specific location of retaining walls will be determined during final design.

Lighting. Lighting would be provided at interchange ramps and at ramp/local road intersections. Lighting would be designed to meet ITD standards.

Landscaping. Revegetation would restore areas disturbed by construction and would minimize erosion during both construction and long-term operation. Landscaping would typically consist of native grass. Other select plantings suitable for the existing site conditions would be planned during the final design.

Best Management Practices. Best Management Practices (BMPs) will be implemented during construction, operation and maintenance of any of the project's action alternatives. These include implementing erosion and sediment control measures, implementing spill prevention and control measures, and other standard measures that could minimize harm to human and natural resources. The evaluation of the effects of alternatives presented in this FEIS assumes the implementation of these

BMPs. In addition the contractor would be required to follow ITD Standard Specifications for erosion and sediment control, spill prevention and other water quality protection measures.

Maintenance Facilities. Existing ITD maintenance facilities would be used. No new maintenance facilities would be constructed as part of the project.

Temporary Construction Facilities. All of the action alternatives would involve the use of staging areas, borrow sites, geotechnical investigation and waste sites. Staging areas are locations where construction equipment and materials can be stored as construction of the freeway segment is occurring. The construction contractor would also use these areas for temporary office space, employee parking, etc. Borrow sites are locations where material would be excavated or removed for use as fill material or gravel for freeway construction. Geotechnical investigation would be performed during design to investigate subsurface conditions for roadway and facility design. Material sources would be anticipated to be from local commercial sources. Waste sites are locations where excavated material resulting from freeway grading can be disposed.

Actual staging areas, borrow sites and waste sites would be developed by the contractor based on the construction plans for each construction package. Because some areas would not be suitable for use as staging, borrow, and waste sites, the project contractor would be required to obtain all permits and approvals for these sites prior to commencing construction according to ITD requirements. The contractor would be allowed to establish staging areas in ITD right-of-way within the project area. Effects resulting from construction operations in these areas are included in this document.

2.6 DESCRIPTION OF ALTERNATIVES BY GEOGRAPHIC AREA

As a result of early coordination, alternative screening, and environmental studies conducted for the project, the Brown Alternative was identified in each of the geographic areas as the Preferred Alternative in the DEIS. The Brown Alternative combined portions of the Yellow and Blue alternatives to develop one alternative that contains desirable attributes from both alternatives including convenient access to established major arterials such as SH-53, Chilco Road, Ohio Match Road, and the Sagle Area. In response to public and agency comment on the DEIS, the Brown Alternative was further refined as reflected in the Modified Brown Alternative, which is discussed in this FEIS. ITD and FHWA have identified the Modified Brown Alternative as the Preferred Alternative.

Components common for all of the action alternatives are described in the FEIS Chapter 2, Section 2.5.1, *Elements Common to All Action Alternatives.* The following describes the Yellow, Blue, Brown, and Modified Brown alternatives by geographic area.

Chilco Area Alternatives

The Chilco Area alternatives begin at MP 438.24, south of State Highway (SH) 53, and extend 6.76 miles north to MP 445.0, just north of the Corbin Hill Road/US-95 intersection (see Figure 2-9, *Chilco Area – Yellow and Blue Alternatives* and Figure 2-10, *Chilco Area - Brown and Modified Brown Alternatives).* The Chilco Area consists of nearly seven miles of straight and flat alignment except for the curve at the intersection of SH-53. Land use in the area is primarily low-density with scattered rural/agricultural residential, commercial and industrial. The alignment of US-95 would be the same for all alternatives, but interchange locations and the alignment of frontage roads would be different among

the alternatives. Interchanges would include bridges over US-95 and over the adjacent railroad. All alternatives would include an overpass to carry Garwood Road over US-95 and the adjacent railroad. All existing driveways and highway access points would be modified to connect to either frontage or local roads. All alternatives would have a 50-foot-wide median through this area.

The **Chilco Yellow** Alternative would follow the existing US-95 alignment (see Figure 2-9, *Chilco Area – Yellow and Blue Alternatives).*

- **Interchanges:** Interchanges would be constructed at SH-53 and just south of Chilco Road.
- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway except where a short segment of the existing Ohio Match Road would be used.
- **West Frontage Road:** The west frontage road would use the Old Highway 95 alignment on the west side of the railroad, which would be improved as a continuous frontage road except at Chilco Mill where a new segment of road would be constructed around the west side of the mill.
- **Median:** This alternative would have a 50-foot-wide median through this entire area.

The **Chilco Blue** Alternative would follow the existing US-95 alignment (see Figure 2-9, *Chilco Area – Yellow and Blue Alternatives).*

- **Interchanges:** Interchanges would be constructed approximately 1/4-mile north of SH-53 and at Ohio Match Road.
- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway except between SH-53 and Garwood Road.
- **West Frontage Road:** The west frontage road would use the Old Highway 95 alignment on the west side of the railroad, which would be improved as a continuous frontage road throughout the entire area.
- **Median:** This alternative would have a 50-foot-wide median through this entire area.

The **Chilco Brown** Alternative would follow the existing US-95 alignment (see Figure 2-10, *Chilco Area - Brown and Modified Brown Alternatives).*

- **Interchanges:** Interchanges would be constructed at SH-53 and just south of Chilco Road. An overpass would be constructed at Ohio Match Road similar to the overpass at Garwood Road.
- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway throughout the entire area.
- **West Frontage Road:** The west frontage road would use the Old Highway alignment west of the railroad, which would be improved as a continuous frontage road throughout the entire area.
- **Median:** This alternative would have a 50-foot-wide median through this entire area.

The **Chilco Modified Brown (Preferred)** Alternative is a refinement of the Chilco Brown Alternative (see Figure 2-10, *Chilco Area - Brown and Modified Brown Alternatives).*

- **Interchanges:** The interchange and overpass locations would be similar to the Brown Alternative except that the SH-53 interchange would be 600 feet farther north and the Chilco Road interchange would extend slightly further east.
- **East Frontage Road:** The frontage road alignment would be similar to the Brown Alternative.
- **West Frontage Road:** The frontage road alignment would be similar to the Brown Alternative except at the Chilco Mill where a new segment of road would be constructed around the west side of the mill and the connections from the east and west frontage roads to Garwood and Ohio Match roads would be reconfigured.
- **Median:** The Modified Brown Alternative would have a 50-foot median through this entire area.

Athol Area Alternatives

The Athol Area alternatives begin at MP 445.0 and extend 6.3 miles north to MP 451.3 at the Kootenai/Bonner County line. Existing US-95 runs north through primarily flat terrain and passes by the east edge of the City of Athol. The existing alignment bisects the Silverwood Theme Park, with the parking lot on the opposite side of the highway from the main park facilities (see Figure 2-11, *Athol Area – Yellow and Blue Alternatives* and Figure 2-12, *Athol Area – Brown and Modified Brown Alternatives).* Land surrounding the City of Athol is primarily rural/agricultural residential. All existing driveways and highway access points would be modified to connect to either frontage or local roads. All alternatives would have a 50-foot-wide median through this area.

The **Athol Yellow** Alternative would follow the existing US-95 alignment except through the City of Athol where an approximately one mile segment would shift 1/8-mile to the east (see Figure 2-11, *Athol Area – Yellow and Blue Alternatives).*

- **Interchanges:** Interchanges would be constructed at Bunco Road and SH-54.
- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway. It would be adjacent to the freeway in some areas and up to 1/8-mile to the east in other areas. From Parks Road to the north end of this area, Sylvan and Roberts roads would be improved to serve as the east frontage road.
- **West Frontage Road:** There would not be a continuous frontage road on the west side of US-95. Old Highway 95 would function as a frontage road from the south end of this area to Brunner Road. Short segments of new frontage road would be constructed from just north of the Silverwood Theme Park to Remington Road. Existing US-95 would be used as part of the west frontage road through Athol. A new frontage road would be constructed on the west side from just north of Athol to the north end of this area.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

The **Athol Blue** Alternative would be aligned west of the existing US-95 (west of the Silverwood Theme Park) from the south end of this area to south of Athol where it would then be aligned east of existing US-95 (see Figure 2-11, *Athol Area – Yellow and Blue Alternatives).*

- **Interchanges:** Interchanges would be constructed at Brunner Road and SH-54. Existing US-95 would serve as the frontage road on the east side from the south end of this area to Remington Road.

- **East Frontage Road:** From Remington Road to the north end of this area, Sylvan and Roberts roads would be improved to serve as the east frontage road.
- **West Frontage Road:** Old Highway 95 would function as a frontage road from the south end of this area to Brunner Road. A new frontage road would be constructed approximately 1/4-mile to the west from Parks Road to Remington Road. North of Athol, new segments of frontage road would be constructed to connect with a segment of Old Highway 95, which would be improved, to form a continuous frontage road extending to the county line.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

The **Athol Brown** Alternative would be aligned east of the Silverwood Theme Park and about 1/8-mile east of the City of Athol (see Figure 2-12, *Athol Area – Brown and Modified Brown Alternatives)*.

- **Interchanges:** Interchanges would be constructed at Bunco Road, Parks Road and SH-54.
- **East Frontage Road:** A continuous frontage road would be constructed on the east side of the freeway. It would be adjacent to the freeway from the south end of this area to Parks Road. From Parks Road to the north end of this area, Sylvan Road would be improved to serve as the east frontage road. North of SH-54, the east frontage road would be adjacent to the freeway.
- **West Frontage Road:** The west side frontage road would be continuous, using existing US-95 for the majority of its alignment. A short segment of new frontage road would be constructed at Parks Road, and a new frontage road would be constructed adjacent to the freeway from just north of Athol to the county line.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

The **Athol Modified Brown (Preferred)** Alternative would follow the existing US-95 alignment from the south end of this area to Remington Road. North of Remington Road it would be on the same alignment as the Brown Alternative (see Figure 2-12, *Athol Area – Brown and Modified Brown Alternatives)*.

- **Interchanges:** An interchange would be constructed at Bunco Road with the same configuration as the Yellow Alternative. Interchanges also would be constructed at Parks Road and SH-54 at the same locations as the Brown Alternative.
- **East Frontage Road:** An east frontage road would be constructed adjacent to the freeway from the south end of the area to Remington Road, except for a 1/2-mile segment north of Bunco Road where it would be east of the Silverwood Theme Park parking lot. North of Remington Road, the east frontage road would be identical to the Brown Alternative.
- **West Frontage Road:** There would not be a continuous frontage road on the west side of US-95. Old Highway 95 would function as a frontage road from the south end of this area to Brunner Road. Short segments of new frontage road would be constructed from just north of the Silverwood Theme Park to Remington Road adjacent to the freeway. Existing US-95 would be used as part of the west frontage road through Athol. A new frontage road would be constructed on the west side from just north of Athol to the north end of this area.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

Granite/Careywood Area Alternatives

The Granite/Careywood Area alternatives begin at the Kootenai/Bonner county line at MP 451.3 and extend 6.4 miles to MP 457.7, approximately one mile north of Blacktail Road. This segment of US-95 curves through terrain that is more rolling than any other portion of the 31.5-mile corridor, passing granite outcroppings and forested hills. There are wet meadows on both sides of the alignment along the northern two miles of this area (see Figure 2-13, *Granite/Careywood Area – Yellow and Blue Alternatives* and Figure 2-14, *Granite/Careywood Area – Brown and Modified Brown Alternatives).* The surrounding land use is agriculture and low-density rural residential, and most properties have direct access to US-95. The Burlington Northern Santa Fe (BNSF) railroad is west of and roughly parallel to the highway from the county line to MP 454.7 and is adjacent to the west side of the highway from MP 454.7 north.

All of the alternatives basically follow the existing alignment of US-95 except for a short segment at the south end of this area and at interchanges. Just north of the Kootenai/Bonner County line, the freeway would be realigned for approximately 1/2-mile to provide a gentler curve and flatter grades. All existing driveways and highway access points would be modified to connect to either frontage or local roads. All action alternatives would have a 50-foot-wide median through this area.

The **Granite/Careywood Yellow** Alternative would follow the existing US-95 alignment for most of the area (see Figure 2-13, *Granite/Careywood Area – Yellow and Blue Alternatives).*

- **Interchanges:** Interchanges would be constructed at Trails End Road and just north of Bayview Road.
- **East Frontage Road:** The east frontage road would be continuous except for a one-mile segment from Old House Road to Trails End Road.
- **West Frontage Road:** The west frontage road would begin at Old House Road and would be continuous to the north end of this area. From Trails End Road north, the west frontage road would be west of the railroad. North of Blacktail Road, the west frontage road would be shifted slightly west from the alignment presented in the DEIS. An overpass would be constructed just north of Old House Road to connect the east and west frontage roads.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

The **Granite/Careywood Blue** Alternative would be aligned along the existing US-95 alignment for most of the area. The freeway would be realigned between Homestead Road and Trails End Road to provide gentler curves and flatter grades (see Figure 2-13, *Granite/Careywood Area – Yellow and Blue Alternatives).*

- **Interchanges:** Interchanges would be constructed just south of Trails End Road and just north of Bayview Road.
- **East Frontage Road:** The east frontage road would be continuous except for a one-mile segment from Old House Road to Trails End Road.
- **West Frontage Road:** The west frontage road would begin at Old House Road and be continuous to the north end of this area. From Old House Road to Trails End Road, existing US-95 would be converted to be part of the west frontage road. From Trails End Road north, the

west frontage road would be west of the railroad. The west frontage road north of Barnhardt Road would be adjacent to Cocolalla Creek. Underpasses would be constructed near Homestead Road and just south of Old House Road to connect the east and west frontage roads.

- **Median**: This alternative would have a 50-foot-wide median through the entire area.

The **Granite/Careywood Brown** Alternative would follow the existing US-95 alignment for most of this area. The freeway would be realigned between Homestead Road and Trails End Road to provide gentler curves and flatter grades, similar to the Blue Alternative (see Figure 2-14, *Granite/Careywood Area – Brown and Modified Brown Alternatives).*

- **Interchanges:** Interchanges would be constructed just north of Trails End Road and near Blacktail Road.
- **East Frontage Road:** The east frontage road would be continuous except for a one-mile segment from Old House Road to Trails End Road.
- **West Frontage Road:** The west frontage road would begin at Old House Road and be continuous to the north end of this area. From Old House Road to Trails End Road, existing US-95 would be converted to be part of the west frontage road. From Trails End Road north, the west frontage road would be west of the railroad. North of Barnhart Road, the west frontage road would be on the western edge of a wetland, up to 1/4-mile west of the freeway. An overpass would be constructed over the railroad on Trails End Road just west of the interchange. Underpasses would be constructed near Homestead Road and just south of Old House Road to connect the east and west frontage roads.
- **Median:** This alternative would have a 50-foot-wide median through the entire area

The **Granite/Careywood Modified Brown (Preferred)** Alternative would be identical to the Brown Alternative from the county line to Trails End Road (see Figure 2-14, *Granite/Careywood Area – Brown and Modified Brown Alternatives).*

- **Interchanges:** Interchanges would be constructed just north of Trails End Road (identical to the Brown Alternative) and near Bayview Road instead of at Blacktail Road.
- **East Frontage Road:** The east frontage road would be identical to the Brown Alternative.
- **West Frontage Road:** The west frontage road would be similar to the Brown Alternative, except north of Barnhart Road where it would be further east adjacent to Cocolalla Creek and the railroad right-of-way.
- **Median:** This alternative would have a 50-foot-wide median through the entire area. The utility corridor on the west side of the freeway was eliminated from MP 456 to the north end of this area to minimize effects to wetlands and floodplains. Utilities on the west side of US-95 would be located along the west frontage road.

Cocolalla Area Alternatives

The Cocolalla Area alternatives begin at MP 457.7 and extend 5.3 miles north to MP 463.0, one mile south of Westmond Road and just south of the community of Westmond (see Figure 2-15, *Cocolalla/Westmond Area – Yellow and Blue Alternatives* and Figure 2-16, *Cocolalla/Westmond Area –*

Brown and Modified Brown Alternatives). US-95 in this area is relatively straight and flat except for the northernmost mile. There are wet meadows adjacent to the alignment through much of this area. The surrounding land use is primarily agriculture and most properties have direct access to US-95. The Burlington Northern Santa Fe (BNSF) railroad is adjacent to the west side of the highway through the entire area. All alternatives would follow the existing US-95 alignment. Each alternative would have one interchange that would include a bridge over US-95 and a bridge over the adjacent railroad. All existing driveways and highway access points would be modified to connect to either frontage or local roads.

The **Cocolalla Yellow** Alternative would follow the existing US-95 alignment (see Figure 2-15, *Cocolalla/Westmond Area – Yellow and Blue Alternatives).*

- **Interchange:** An interchange would be constructed at South Cocolalla Loop Road.
- **East Frontage Road:** A continuous east frontage road would be constructed through the entire area.
- **West Frontage Road:** The west frontage road would be constructed west of the BNSF railroad and end at the south end of Cocolalla Lake. There would not be a frontage road on the west side adjacent to the lake.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 459 to 461.5 to minimize effects to wetlands, floodplains, and a historic farmstead. Utilities on the west side of US-95 would be located along the frontage road on the west side of the existing railroad tracks from MP 459 to MP 461.

The **Cocolalla Blue** Alternative would follow the existing US-95 alignment (see Figure 2-15, *Cocolalla/Westmond Area – Yellow and Blue Alternatives).*

- **Interchange:** An interchange would be constructed 3/4-mile south of South Cocolalla Loop Road, just north of Brookside Road.
- **East Frontage Road:** A continuous east frontage road would be constructed through the entire area.
- **West Frontage Road:** The west frontage road would be constructed west of the BNSF railroad and end at South Cocolalla Loop Road. There would not be a frontage road on the west side adjacent to Cocolalla Lake.
- **Median:** This alternative would have a 50-foot-wide median through the entire area.

The **Cocolalla Brown** Alternative would follow the existing US-95 alignment (see Figure 2-16, *Cocolalla/Westmond Area – Brown and Modified Brown Alternatives).*

- **Interchange:** An interchange would be constructed at South Cocolalla Loop Road at the same location as for the Yellow Alternative.
- **East Frontage Road:** A continuous east side frontage road would be constructed through the entire area.

- **West Frontage Road:** The west frontage road would be constructed west of the BNSF railroad and end at South Cocolalla Loop Road. There would not be a frontage road on the west side adjacent to Cocolalla Lake.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 459 to 461.5 to minimize effects to wetlands, floodplains, and a historic farmstead. Utilities on the west side of US-95 would be located along the frontage road on the west side of the existing railroad tracks from MP 459 to MP 461 to further reduce effects to wetlands.

The **Cocolalla Modified Brown (Preferred)** Alternative would be similar to the Brown Alternative with changes to short segments of frontage road (see Figure 2-16, *Cocolalla/Westmond Area – Brown and Modified Brown Alternatives).*

- **East Frontage Road:** From South Cocolalla Loop Road to approximately 1/4-mile to the north, the east frontage road would be shifted to the east of Cocolalla Creek to avoid a wetland.
- **West Frontage Road:** The west frontage road would be shifted slightly east between MP 457.7 and MP 460. There would not be a frontage road on the west side adjacent to Cocolalla Lake.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 459 to MP 461.5. There would be no west side utility corridor from MP 456 to MP 461. Utilities on the west side of US-95 would be located along the frontage road on the west side of the existing railroad tracks.

Westmond Area Alternatives

The Westmond Area alternatives begin at MP 463.0, one mile south of Westmond Road, just south of the community of Westmond, and extend 2.3 miles north to MP 465.3, south of Dufort Road. (see Figure S-13, *Westmond Area).* At the south end of this area, existing US-95 is aligned along a narrow corridor between Cocolalla Lake and the BNSF railroad to the west and a steeply rising forested hill to the east. As it continues north away from the lake it passes through the small unincorporated community of Westmond. Land use is primarily commercial with some industrial adjacent to the highway surrounded by low density residential. All existing driveways and highway access points would be modified to connect to either frontage or local roads. All alternatives would have a 50-foot-wide median in this area except at the Westmond Bridge where lanes are striped with no median.

The **Westmond Yellow** Alternative generally follows the existing US-95 alignment, shifting slightly to the west to avoid the Westmond cemetery, and shifting back to the existing alignment to cross the railroad on the Westmond Bridge (see Figure 2-15, *Cocolalla/Westmond Area – Yellow and Blue Alternatives,* see Figure 2-17, *Sagle Area – Yellow Options 3 and 4*, Figure 2-18, *Sagle Area – Yellow Option 5 and Blue Alternative* and Figure 2-19, *Sagle Area – Brown and Modified Brown Alternatives).*

- **Interchange:** An interchange would be constructed at North Cocolalla Loop Road and would include a bridge over the railroad.
- **East Frontage Road:** A continuous east frontage road would be constructed from the south end of this area north to MP 464.9.

- **West Frontage Road:** A west frontage road would be constructed starting at North Cocolalla Loop Road, west of the railroad, and would continue north into the Sagle Area connecting with Dufort Road. This alternative would include a new bridge over the railroad to connect the west frontage road to properties between US-95 and the railroad.
- **Median:** This alternative would have a 50-foot-wide median through the entire area, except at the Westmond Bridge

The **Westmond Blue, Brown and Modified Brown** alternatives are identical. Beginning near the north end of Cocolalla Lake (approximately MP 463.4), the alignment would shift east to miss the community of Westmond. North of Westmond, at Beers-Humbird Road, the alignments would shift back to the existing US-95 alignment, then cross the railroad on the Westmond Bridge (see Figure 2-15, *Cocolalla/Westmond Area – Yellow and Blue Alternatives*, Figure 2-16, *Cocolalla/Westmond Area – Brown and Modified Brown Alternatives*, Figure 2-17, *Sagle Area – Yellow Options 3 and 4*, Figure 2-18, *Sagle Area – Yellow Option 5 and Blue Alternative*, and Figure 2-19, *Sagle Area – Brown and Modified Brown Alternatives).*

- **Interchange:** An interchange would be constructed at Westmond Road for all three of these alternatives.
- **East Frontage Road:** An east frontage road would be constructed from the south end of this area to Westmond Road and from Beers-Humbird Road to Dufort Road in the Sagle Area. Existing US-95 through Westmond would be converted to a local road. An underpass would be constructed to connect Beers-Humbird Road to existing US-95. There would not be an east frontage road from Westmond Road to Beers-Humbird Road.
- **West Frontage Road:** A west frontage road would be constructed starting at North Cocolalla Loop Road, west of the railroad, and continue north into the Sagle Area, connecting with Dufort Road.
- **Median:** This alternative would have a 50-foot-wide median through the entire area, except at the Westmond Bridge.

Sagle Area Alternatives

The Sagle Area alternatives begin at MP 465.3 and extend 4.45 miles north to MP 469.75, north of the community of Sagle (see Figure 2-17, *Sagle Area – Yellow Options 3 and 4*, Figure 2-18, *Sagle Area – Yellow Option 5 and Blue Alternative).* The alignment through this area curves, but the terrain is flat. Land use is primarily commercial adjacent to the highway surrounded by residential. All existing driveways and highway access points would be modified to connect to either frontage or local roads. Each of the alternatives would transition from four lanes to the existing two-lane highway at North Gun Club/Monarch Road.

The **Sagle Area Yellow Alternative** has three options. Each follows the existing US-95 alignment, but the location of interchanges and the alignment of frontage and local roads are different. All options would transition from a 50-foot-wide median to a 22-foot-wide median at MP 466 and back to a 50-foot median at MP 467.8 to minimize adverse effects to Algoma Lake and wetlands. The following describes the specific elements of each option.

- **Sagle Yellow Option 3** (see Figure 2-17, *Sagle Area – Yellow Options 3 and 4)*

- **Interchanges:** Interchanges would be constructed at Dufort Road and North Gun Club/Monarch roads. The Dufort Road interchange would include a new underpass under the adjacent railroad. An underpass would be constructed at Ivy Drive.
- **East Frontage Road:** An east frontage road would be constructed from Dufort Road to Heath Lake Road on the east side of the railroad and from South Gun Club Road to Monarch Road adjacent to the freeway.
- **West Frontage Road:** A frontage road would be constructed on the west side from the south end of this area to Algoma Lake and from Key Ranch Road to north of North Gun Club Road.
- **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median at MP 466 and back to a 50-foot-wide median at MP 467.8

- **Sagle Yellow Option 4 (**see Figure 2-17, *Sagle Area – Yellow Options 3 and 4)*
  - **Interchanges:** Interchanges would be constructed at Dufort Road, near South Gun Club Road, and at North Gun Club/Monarch roads. The Dufort Road interchange would include new underpass under the adjacent railroad. An underpass would be constructed at Ivy Drive.
  - **East Frontage Road:** An east frontage road would be constructed from Dufort Road to Heath Lake Road on the east side of the railroad and from the South Gun Club Road interchange to Monarch Road adjacent to the freeway.
  - **West Frontage Road:** A frontage road would be constructed on the west side from the south end of this area to Algoma Lake, but there would not be a continuous frontage road north of Algoma Lake. Short segments of frontage road, combined with improvements to short segments of local roads, would provide access to properties on the west side of the freeway.
  - **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median at MP 466 and back to a 50-foot-wide median at MP 467.8.

- **Sagle Yellow Option 5** (see Figure 2-18, *Sagle Area – Yellow Option 5 and Blue Alternative)*
  - **Interchanges:** Interchanges would be constructed at Dufort Road and just south of Sagle Road (MP 468.6). The Dufort Road interchange would be several hundred feet further west of existing US-95, and there would not be an underpass at the railroad. There would be an underpass at North Gun Club/Monarch roads.
  - **East Frontage Road:** An east frontage road would be constructed from Dufort Road to Heath Lake Road on the east side of the railroad and from South Gun Club Road to Monarch Road. It would be up to 1/4-mile from the freeway.
  - **West Frontage Road:** A frontage road would be constructed on the west side from the south end of this area to Algoma Lake, but there would not be a continuous frontage road north of Algoma Lake. Short segments of frontage road, combined with improvements to short segments of local roads, would provide access to properties on the west side of the freeway. Sagle Road would be realigned to connect with the interchange.
  - **Median:** This alternative would transition from a 50-foot-wide median to a 22-foot-wide median at MP 466 and back to a 50-foot-wide median at MP 467.8.

The **Sagle Blue** Alternative would follow the alignment of existing US-95 until just south of South Gun Club Road where it would shift approximately a 1 /2-mile west of existing US-95 (MP 467.4 to 469.7)

through the community of Sagle. Existing US-95 would be converted to a local road for approximately two miles (see Figure 2-18, *Sagle Area – Yellow Option 5 and Blue Alternative).*

- **Interchanges:** Interchanges would be constructed at Dufort Road and south of North Gun Club Road. Partial Interchanges (interchanges without on or off ramps for all movements) would be constructed at the two points where the new alignment would diverge from the existing alignment of US-95. South of South Gun Club Road, ramps would be constructed to connect existing US-95, which would be converted to a local road, to the freeway going to and from the south. North of North Gun Club/Monarch roads, ramps would be constructed to connect existing US-95 to the freeway going to and from the north. The Dufort Road interchange would include an underpass under the adjacent railroad. There would be an overpass at South Gun Club Road.
- **East Frontage Roads:** A new local road would be constructed that connects North Gun Club Road on the west to Sagle Road on the east side of the freeway. On the east side, existing US-95 would be converted to a local road and would function as a frontage road.
- **West Frontage Roads:** On the west side, a frontage road would be constructed from the North Gun Club Road interchange to approximately one mile to the north end of this area.
- **Median:** This alternative would have a 50-foot-wide median through the entire area

The **Sagle Brown** Alternative would follow the existing US-95 alignment (Figure 2-19, *Sagle Area – Brown and Modified Brown Alternatives).*

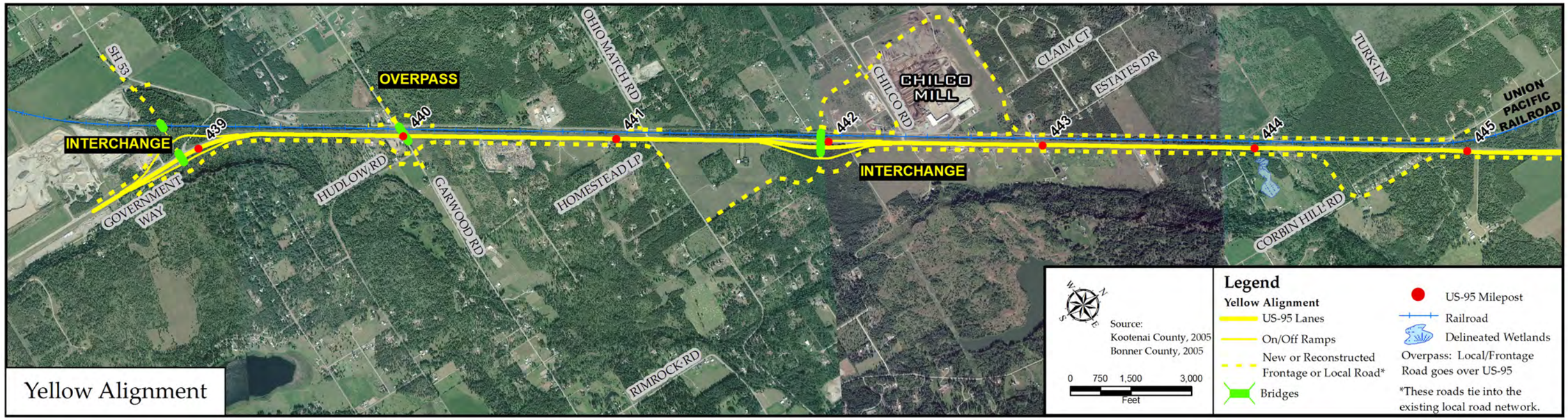
- **Interchanges:** Interchanges would be constructed at Dufort Road, near South Gun Club Road, and at North Gun Club/Monarch roads. An underpass would be constructed under the adjacent railroad at the Dufort Road interchange. The South Gun Club Road interchange would include an overpass over the railroad to connect with Davis Road.
- **East Frontage Road:** An east frontage road would be constructed from Dufort Road to Davis Road on the east side of the railroad and from the South Gun Club Road interchange to Sagle Road adjacent to the freeway. From Sagle Road to Monarch Road, the frontage road would be approximately 1/4-mile east of the freeway.
- **West Frontage Road:** On the west side, a frontage road would be constructed from Key Ranch Road to South Gun Club Road and from Ivy Drive to the north end of this area. Short segments of nearby local roads would be improved.
- **Median:** The Brown Alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 466 and MP 467.8, identical to the Yellow Alternatives.

The **Sagle Modified Brown (Preferred)** Alternative is a refinement of the Sagle Brown Alternative. The US-95 alignment would be shifted closer to the railroad and the frontage roads would be closer to US-95 south of the community of Sagle (Figure 2-19, *Sagle Area – Brown and Modified Brown Alternatives).*

- **Interchanges:** Similar to the Brown Alternative, interchanges would be constructed at Dufort Road and at North Gun Club/Monarch roads. The interchange north of South Gun Club Road would be shifted to the north for the Modified Brown Alternative; however, there would not be

an overpass over the railroad to connect to Davis Road. Since the South Gun Club Road interchange would be shifted north, there would not be an underpass at Ivy Drive.

- **East Frontage Road:** The east frontage road would be similar to the Brown Alternative except that it would be adjacent to the freeway from Sagle and Monarch roads. These modifications are depicted in Figure S-15, *Sagle Area Modifications to the Brown Alternative and* Figure S-16, *Sagle Area Modifications to the South Gun Club Road Interchange.*
- **West Frontage Road:** The frontage road would be identical to the Brown Alternative.
- **Median:** The Modified Brown Alternative would transition from a 50-foot-wide median to a 22-foot-wide median between MP 466 and MP 467.8, identical to the Yellow Alternatives.



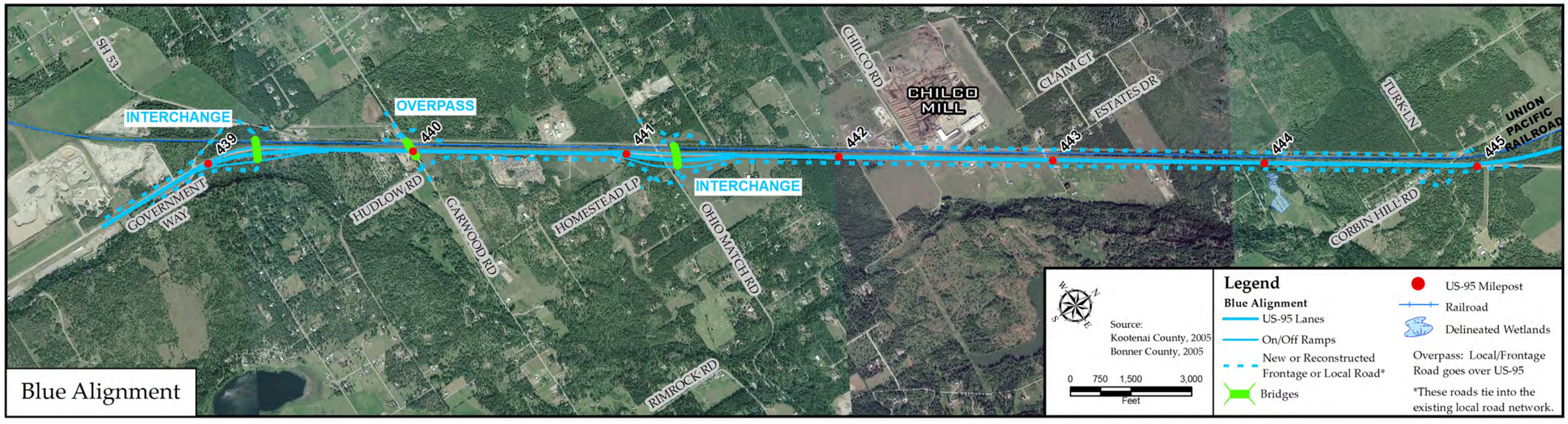
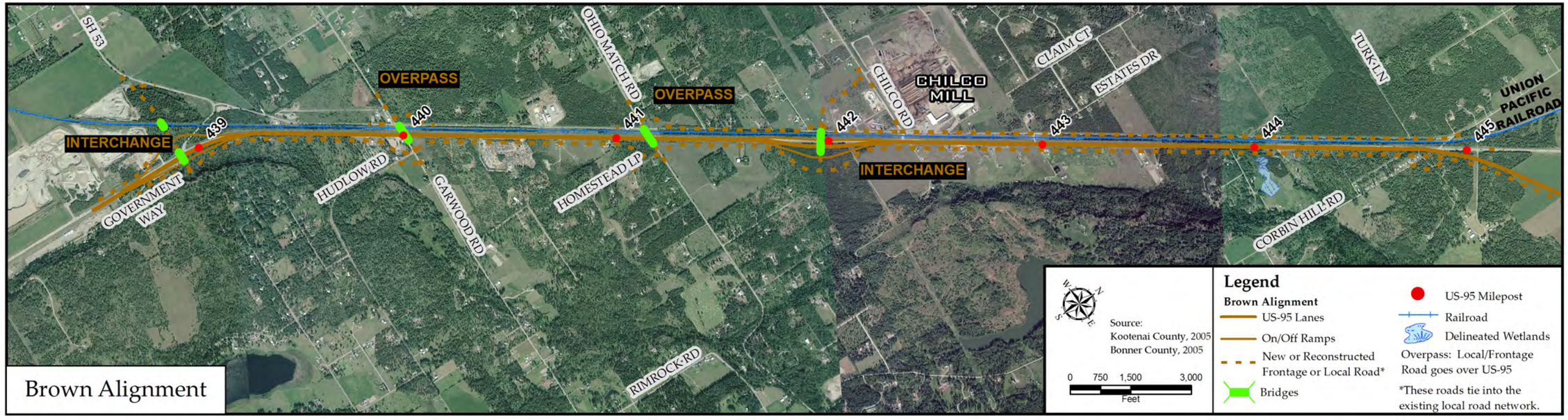


Figure 2-9. Chilco Area - Yellow and Blue Alternatives



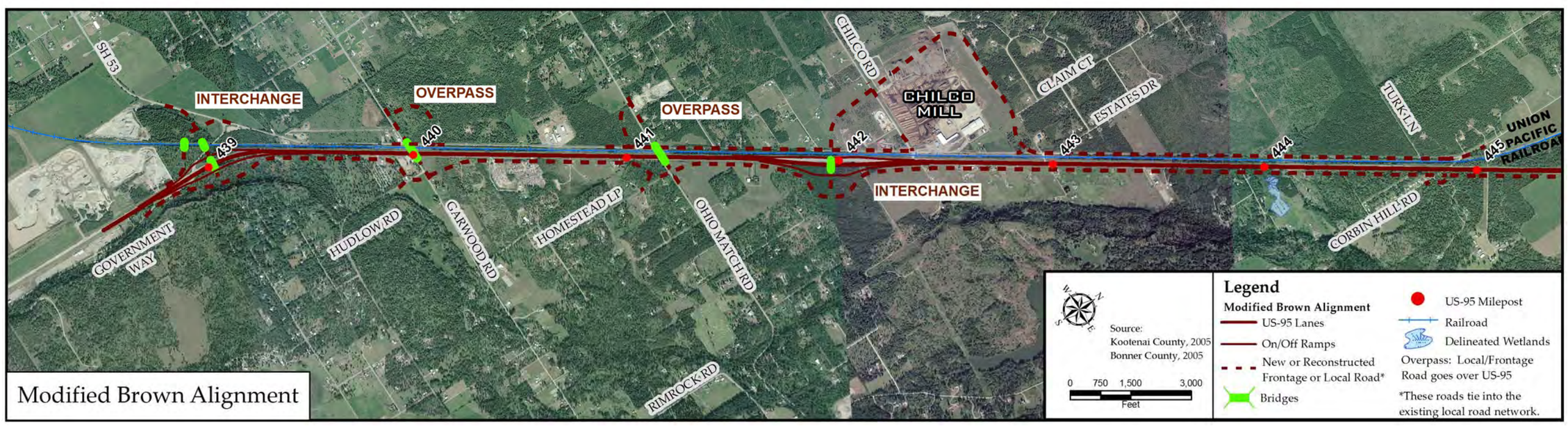
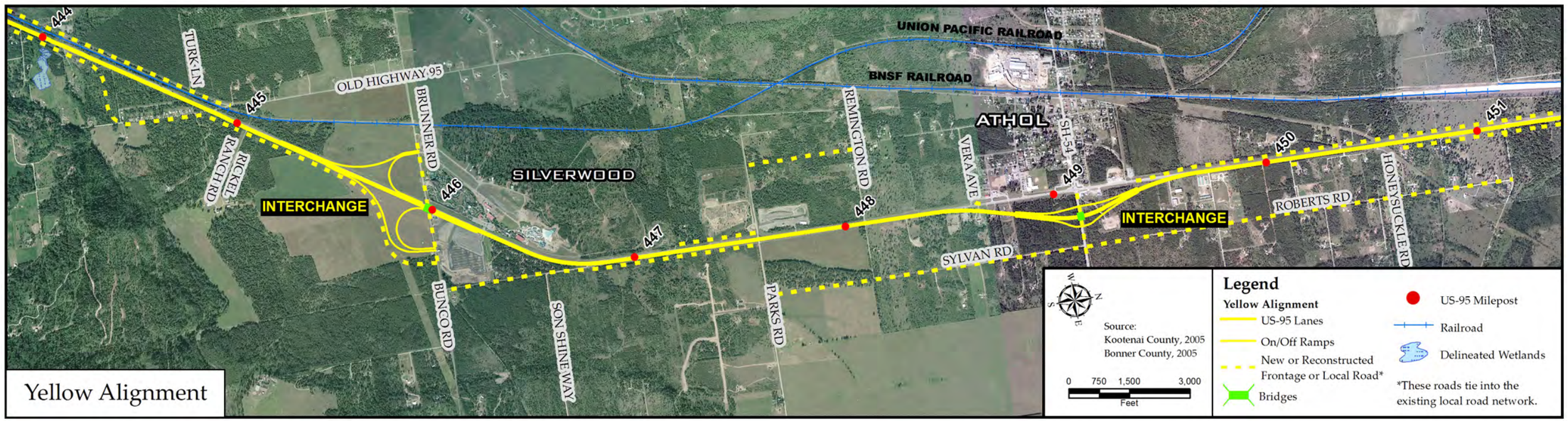


Figure 2-10. Chilco Area – Brown and Modified Brown Alternatives



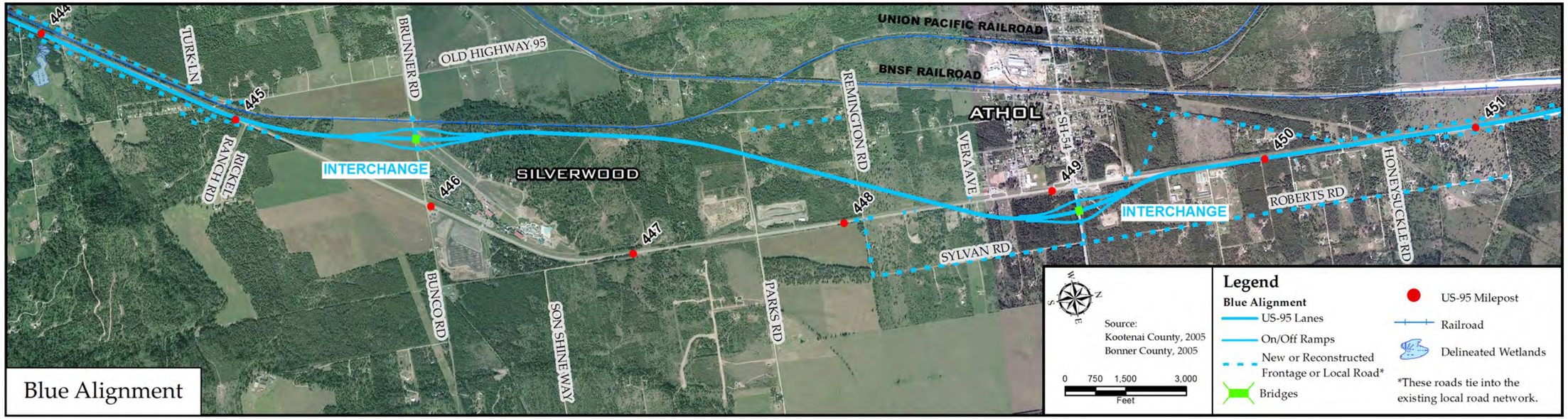
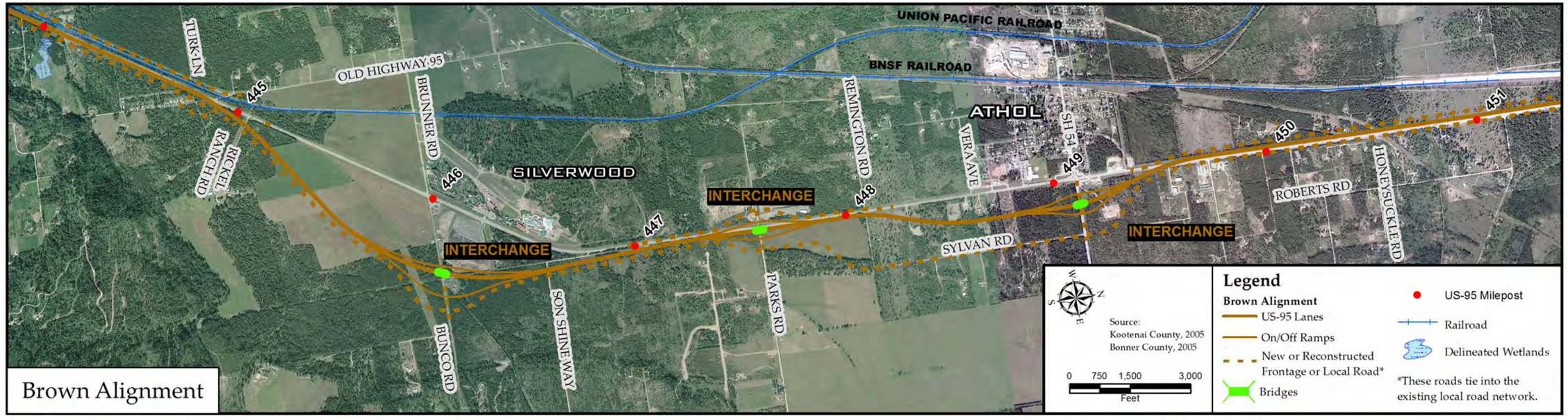


Figure 2-11. Athol Area – Yellow and Blue Alternatives



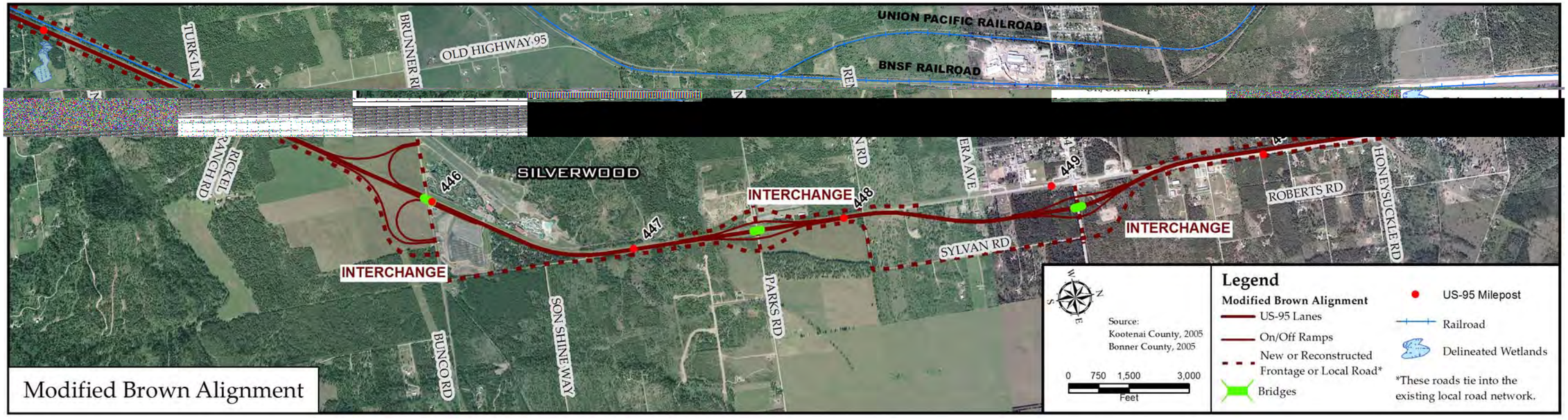
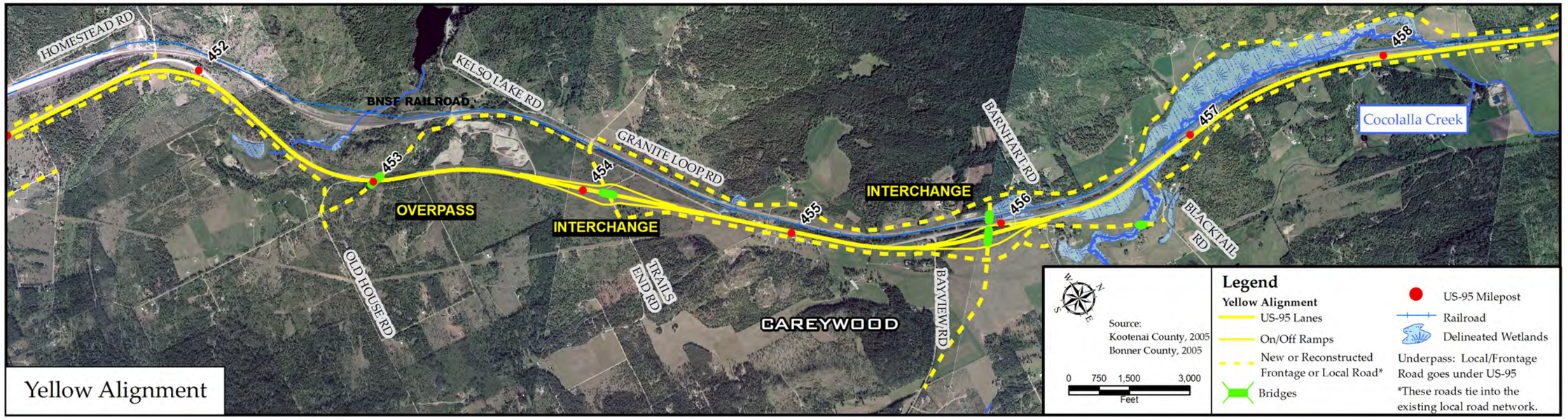


Figure 2-12. Athol Area – Brown and Modified Brown Alternatives



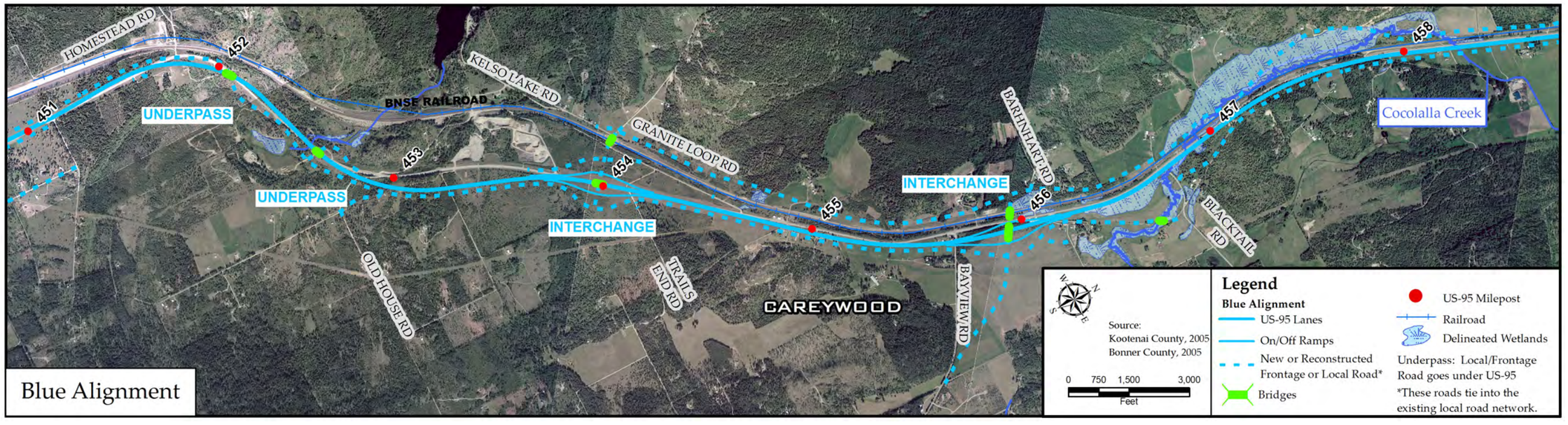


Figure 2-13. Granite/Careywood Area – Yellow and Blue Alternatives



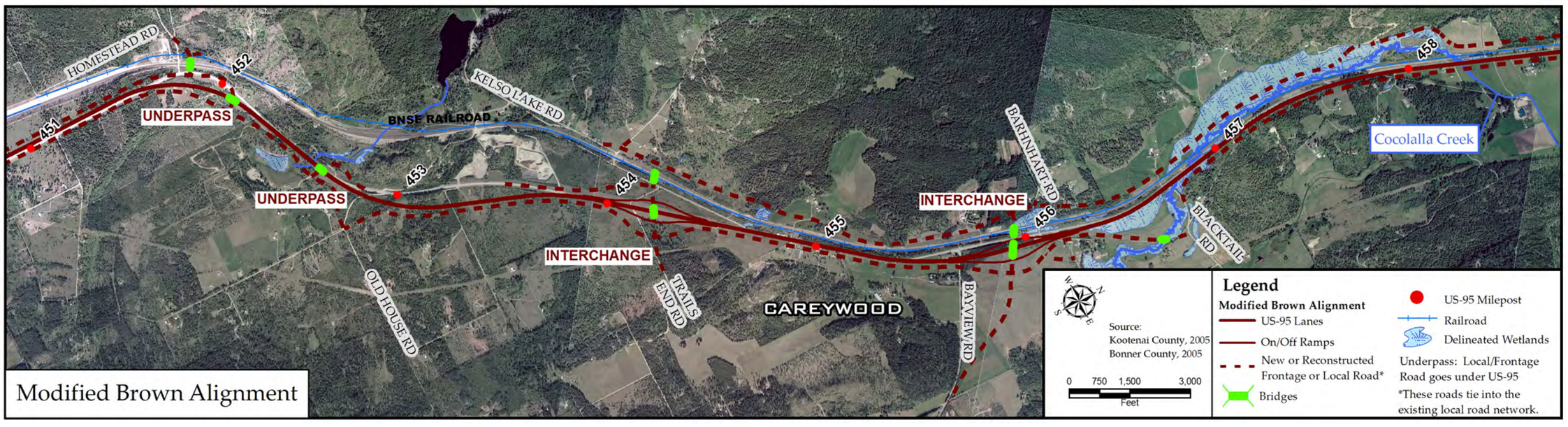


Figure 2-14. Granite/Careywood Area - Brown and Modified Brown Alternatives



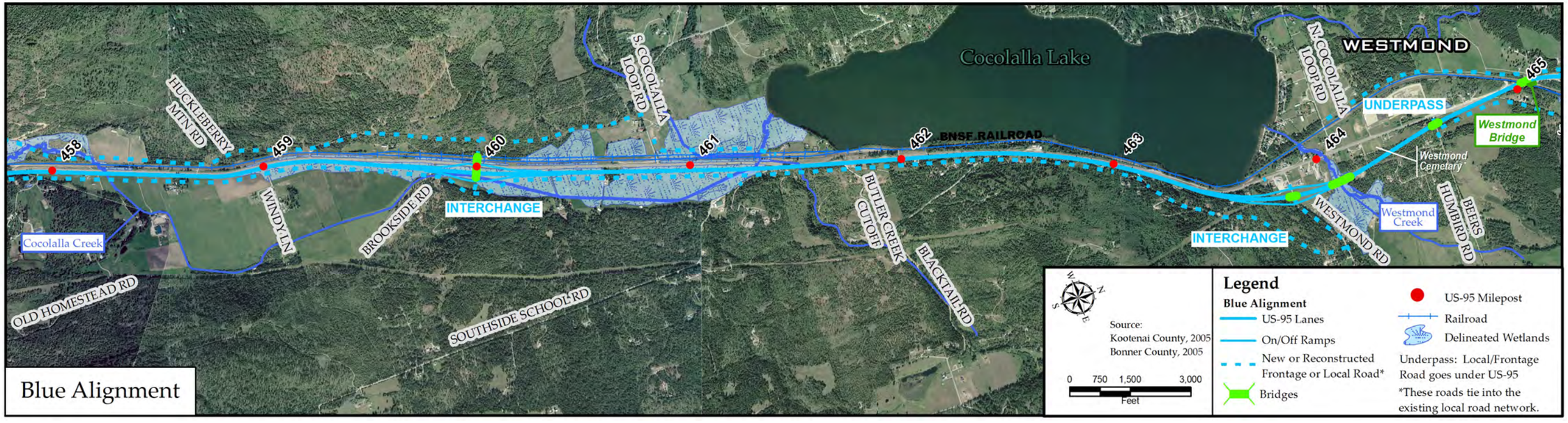


Figure 2-15. Cocolalla/Westmond Area - Yellow and Blue Alternatives

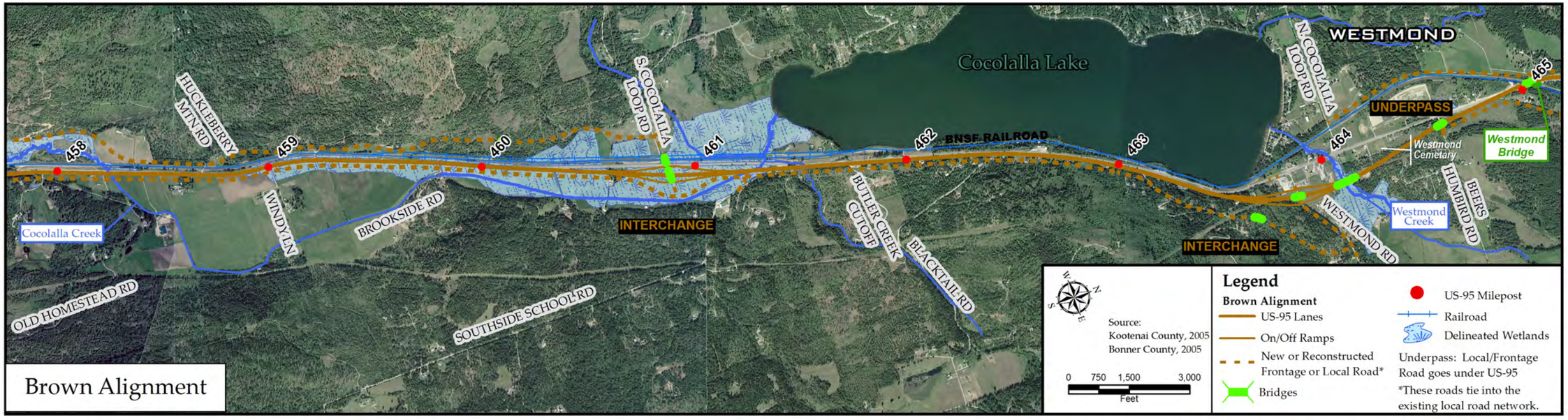




Figure 2-16. Cocolalla/Westmond Area - Brown and Modified Brown Alternatives



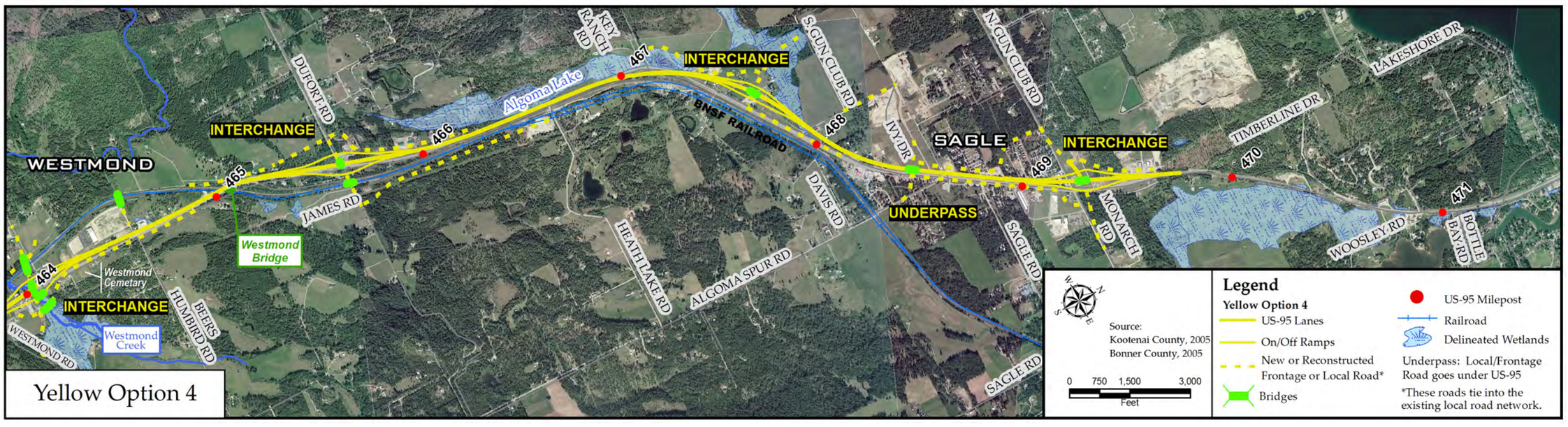
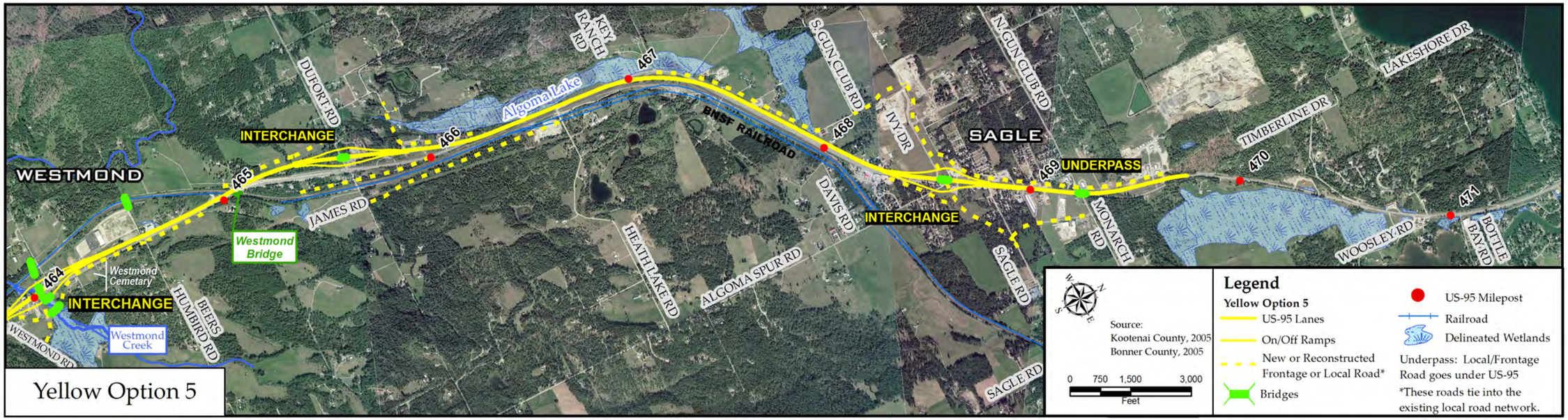


Figure 2-17. Sagle Area – Yellow Options 3 and 4



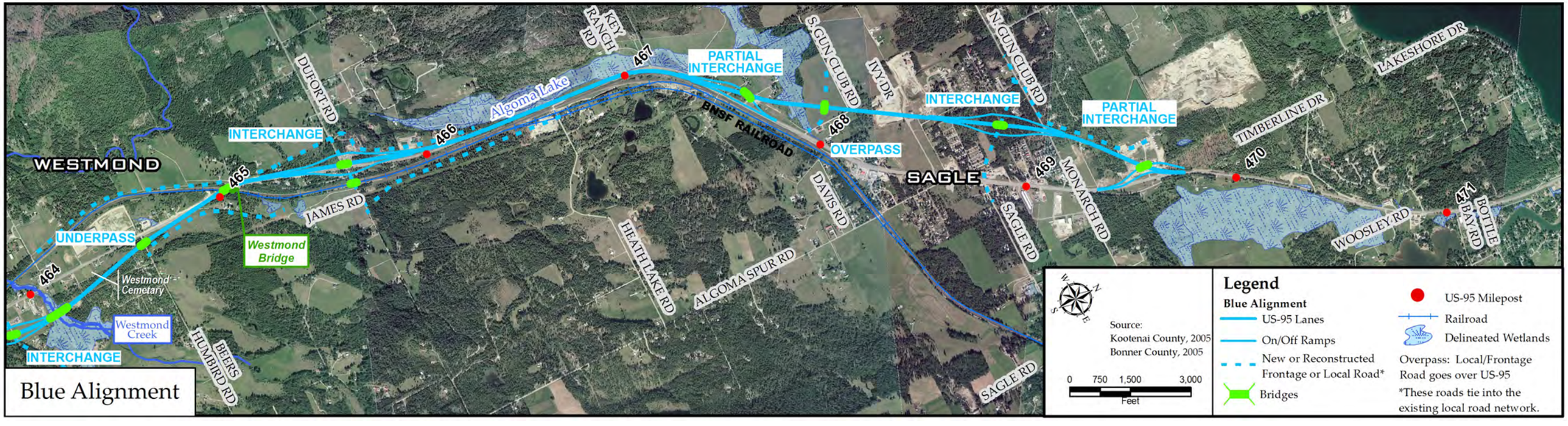
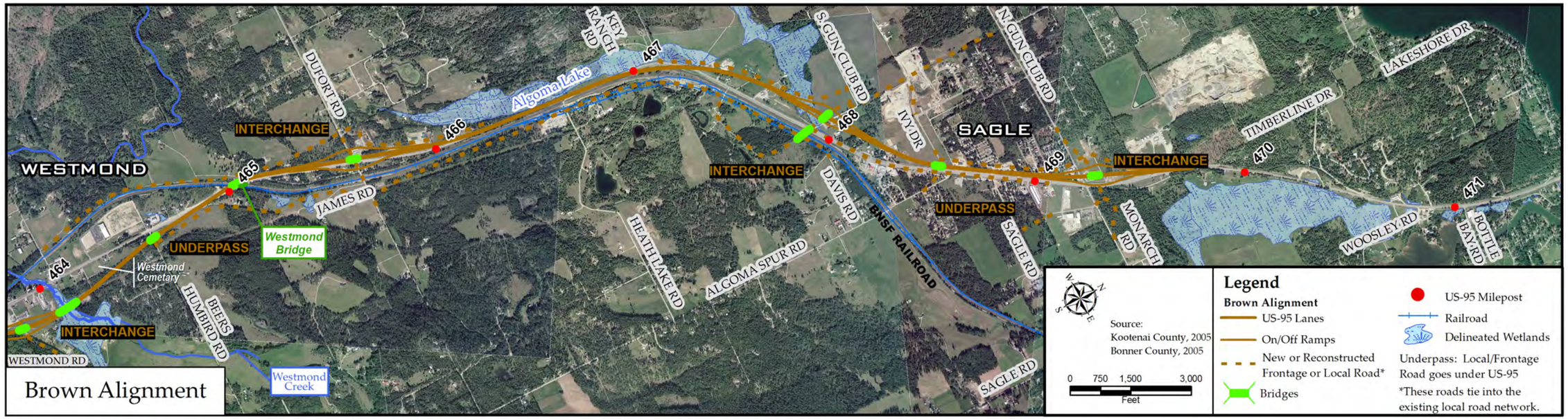


Figure 2-18. Sagle Area – Yellow Option 5 and Blue Alternative



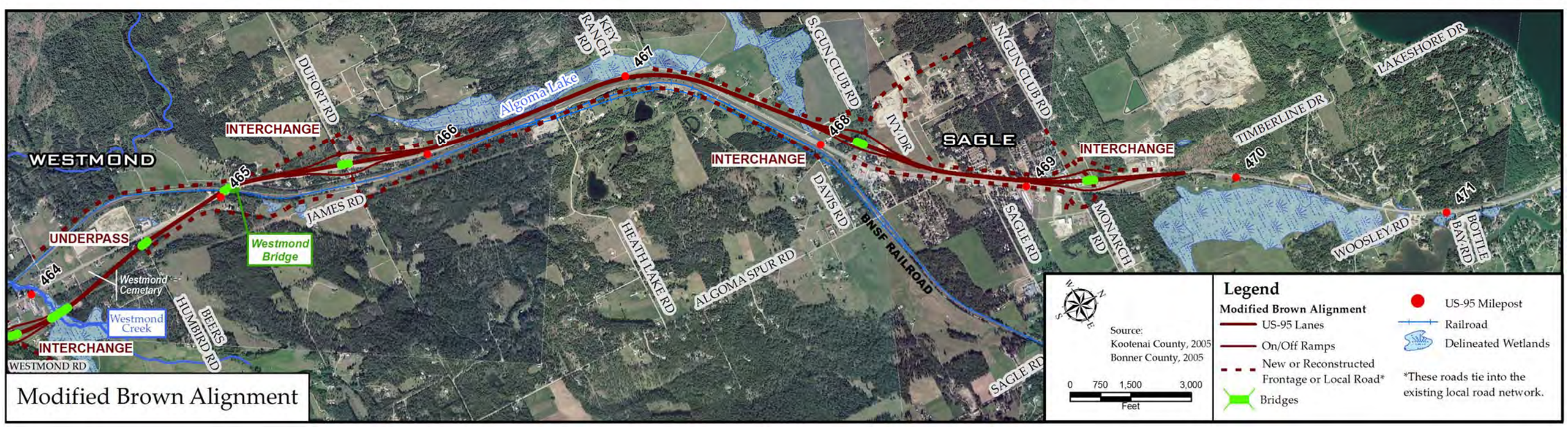


Figure 2-19. Sagle Area – Brown and Modified Brown Alternatives

2.7 COMPARISON OF ALTERNATIVES

Each of the project alternatives was originally evaluated to the same level of detail to allow direct comparison of environmental effects in the DEIS. In some areas of the corridor more detailed analysis was conducted to address comments received on the DEIS. The final identification of the Modified Brown Alternative as the Preferred Alternative in each geographic area is based upon the evaluation contained in the DEIS and FEIS and consideration of comments. The Modified Brown Alternative would not have the least adverse effects to all resources, but it was developed to address concerns that were raised by the public. However, considering all resources, it would have the lowest overall effects. A table is presented for each geographic area that lists effects for resources that are quantifiable and the most notable for comparative analysis. There are however, other factors and effects to resources that are not quantifiable that must also be considered. More detail regarding effects to environmental resources is in their respective sections of the FEIS Chapter 4, *Environmental Consequences* and Chapter 10, *Final Section 4(f) Evaluation.*

Chilco Area

The four build alternatives in the Chilco Area would improve the highway along its existing alignment. They differ from each other in the locations of interchanges, overpasses, and the alignment of frontage roads. Table 2-4, *Chilco Area - Summary of Effects* lists quantifiable differences in effects between Chilco Area alternatives for select resources. No wetlands would be affected by the alternatives in this area.

Table 2-4. Chilco Area - Summary of Effects

CHILCO AREA EFFECTS					
Environmental Resources	No Action	Yellow	Blue	Brown	Modified Brown
Household Displacements	0	11	14	15	14
Business Displacement	0	4	4	4	6
Historic & Archaeological	0	1	0	1	1
Section 4(f) resources	0	1	0	1	1
Vegetation & Wildlife (acres)					
Agricultural/Grassland	0	185	166	186	181
Riparian	0	0	0	0	0
Forest land	0	127	107	130	122
Noise Effects (number of structures)					
Residences	13	9	9	9	9
Businesses	8	1	3	1	2
Floodplain (100-year) (acres)	0	2.3	2.3	2.3	2.3
Right-of-way Cost (millions)	0	$10.5	$8.5	$10.5	$10.5

The Modified Brown Alternative was identified as the Preferred Alternative in this area because the interchange locations and frontage road alignments would provide the most convenient connections to the local roadway network and the alternative is compatible with the County's land use plans and Lakes Highway District roadway plans. The southernmost interchange would provide the most direct connection to SH-53 and accommodate the constriction caused by the steep topography to the southeast. The northernmost interchange provides the most convenient connection to Chilco Road, which is the main road to the west, and Ohio Match Road, which is the main road to the east. The environmental

effects of the Modified Brown Alternative would be similar to effects of the other alternatives. The Modified Brown Alternative west frontage road was preferred in this area based on the following considerations:

- It was recommended by the Lakes Highway District and the Kootenai County Commissioners.
- Adverse effects to the Chilco Mill operations would be high if they could not continue to use the existing US-95 alignment. They would have to relocate the railroad spur line and make other substantial modifications to their mill facilities and operations to accommodate the relocated spur.
- If the frontage road would use the existing US-95 alignment, an at-grade railroad crossing would be needed even if the spur is relocated. Delays to motorists on the frontage road would occur each time the railroad spur was used. No railroad crossing would be required with the alignment west of the Chilco Mill.
- The alignment of the frontage road would not affect the overall development within the 31.5-mile corridor although the areas immediately west and north of the Chilco Mill could change in land use from rural to commercial or industrial.

Athol Area

The alternatives in the Athol Area differ in their alignment around the Silverwood Theme Park. North of the Silverwood Theme Park they would all follow the same alignment where they cross SH-54 but differ in the location of the frontage roads north of Athol. Table 2-5, *Athol Area - Summary of Effects*, lists differences in effects between Athol Area alternatives for select resources. No wetlands or floodplains would be affected by the alternatives in this area.

Table 2-5. Athol Area - Summary of Effects

ATHOL AREA EFFECTS					
Environmental Resources	No Action	Yellow	Blue	Brown	Modified Brown
Household Displacements	0	1	4	2	2
Business Displacements	0	6	5	0	2
Vegetation & Wildlife (acres)					
Agricultural/Grassland	0	195	112	138	202
Forest land	0	108	115	167	114
Noise Effects (number of structures)					
Residences	8	3	2	2	2
Businesses	5	0	0	0	0
Right-of-Way Cost (millions)	0	$9.0	$7.6	$8.3	$7.5

The Modified Brown Alternative was identified as the Preferred Alternative in this area because it would follow the existing US-95 alignment requiring the least amount of new right-of-way. It would displace fewer businesses than the Yellow or Blue alternatives. It would also avoid the Athol Elementary School, and minimize direct effects to business activity in Athol similar to the other alternatives. Effects to natural resources would be similar to the other action alternatives.

Granite/Careywood Area

In the Granite/Careywood Area, the primary difference between the alternatives is the location of the northernmost interchange and the alignment of frontage roads. Table 2-6, *Granite/Careywood Area - Summary of Effects*, lists differences in effects between Granite/Careywood alternatives for select resources.

Table 2-6. Granite/Careywood Area - Summary of Effects

GRANITE/CAREYWOOD AREA EFFECTS					
Environmental Resources	No Action	Yellow	Blue	Brown	Modified Brown
Wetland (acres)	0	14.3	17.9	24.9	19.9
PF	0	4.2	4.0	4.0	4.1
PE	0	8.9	11.4	18.8	14.9
PSS	0	1.2	2.5	2.1	0.9
Household Displacements	0	15	15	15	15
Business Displacements	0	5	5	5	5
Historic & Archaeological	0	2	1	1	1
Section 4(f) resources	0	1	1	1	1
Vegetation & Wildlife (acres)					
Agricultural/Grassland	0	153	141	146	137
Riparian	0	34	32	33	32
Forest land	0	142	159	163	157
Noise Effects (number of structures)					
Residences	12	0	4	2	2
Businesses	2	0	0	0	0
Floodplain (100-year) (acres)	0	5.2	9.3	6.7	11.9
Right-of-Way cost (millions)	0	$3.5	$3.9	$3.9	$3.6

PF = palustrine forested, PE = palustrine emergent, PSS = palustrine scrub-shrub

The Modified Brown Alternative was identified as the Preferred Alternative in this area. The Modified Brown Alternative would construct an interchange near Bayview Road, rather than at Blacktail Road which is the main arterial in this vicinity serving the area east of US-95. An interchange at Bayview Road would affect approximately 10 fewer acres of wetland than an interchange at Blacktail Road. A frontage road would connect Blacktail Road with the interchange and provide access to US-95. The connection to Blacktail Road would not be as direct as with the Brown Alternative but local officials have indicated the connection is acceptable. All alternatives would include an interchange near Trails End Road. The Brown and Modified Brown alternatives would also include a bridge over the railroad and would close two existing at-grade railroad crossings.

The Modified Brown Alternative was identified as the Preferred Alternative because the Bayview Road interchange would have the least effects to wetlands, floodplains, farmlands and streams on the east side of the railroad. The west frontage road would have the least effects to homes considering visual, noise and dust due to the facility being further away. The west frontage road would also have less effect to visual quality, forested areas, the Clement Farm, an archaeological resource, and farming operations. The Modified Brown Alternative would have the west frontage road close to Cocolalla Creek from MP 456.7 to MP 457.8 rather than farther to the west as with the Brown and Yellow alternatives. However, it would not encroach on the floodway or cause a rise in base flood elevations.

Cocolalla Area

Table 2-7, *Cocolalla Area - Summary of Effects* lists differences in effects between Cocolalla Area alternatives for select resources.

Table 2-7. Cocolalla Area - Summary of Effects

COCOLALLA AREA EFFECTS					
Environmental Resources	No Action	Yellow	Blue	Brown	Modified Brown
Wetland (acres)	0	70.8	82.7	66.5	67.1
PF	0	0.1	0.0	0.2	0.2
PE	0	66.1	77.5	63.3	61.9
PSS	0	4.6	5.2	3.0	5.0
Household Displacements	0	18	17	18	17
Business Displacements	0	3	3	3	3
Historic & Archaeological	0	1	2	1	0
Section 4(f) resources	0	1	0	1	0
Vegetation & Wildlife (acres)					
Agricultural/Grassland	0	115	130	116	109
Riparian	0	42	46	38	37
Forest land	0	94	103	94	101
Noise Effects (number of structures)					
Residences	15	3	5	3	6
Businesses	3	0	0	0	0
Floodplain (100-year) (acres)	0	48.0	65.3	47.2	44.5
Right-of-Way Cost (millions)	0	$5.2	$4.3	$5.2	$5.2

PF = palustrine forested, PE = palustrine emergent, PSS = palustrine scrub-shrub

The Modified Brown Alternative was identified as the Preferred Alternative in this area because the interchange at South Cocolalla Loop Road would provide a direct connection to the existing local road network and is consistent with County transportation objectives. It would also provide more direct access to the fire station and the school on South Cocolalla Loop Road. Emergency services would have quicker response times in the vicinity of South Cocolalla including the school. The narrow median and elimination of the west side utility corridor on the freeway would reduce wetland effects for the Modified Brown Alternative. The Modified Brown and the Blue alternatives would avoid the Valley Vista Ranch, a Section 4(f) resource that the Yellow and Brown alternatives would affect.

Westmond Area

In the Westmond Area, the Yellow Alternative would improve US-95 on its current alignment. The Blue, Brown and, Modified Brown alternatives would construct a freeway on new alignment to the east of Westmond. Table 2-8, *Westmond Area - Summary of Effects* lists differences in effects between the Westmond Area alternatives for select resources.

Table 2-8. Westmond Area - Summary of Effects

WESTMOND AREA EFFECTS					
Environmental Resources	No Action	Yellow	Blue	Brown	Modified Brown
Wetland (acres)	0	0.1	0.2	0.2	0.2
PSS	0	0.1	0.2	0.2	0.2
Household Displacements	0	14	6	6	6
Business Displacements	0	7	0	0	0
Vegetation & Wildlife (acres)					
Agricultural/Grassland	0	55	31	31	31
Riparian	0	4	3	3	3
Forest land	0	63	90	90	90
Noise Effects (number of structures)					
Residences	25	4	2	2	2
Businesses	5	0	0	0	0
Right-of-Way Cost (millions)	0	$5.8	$3.1	$3.1	$3.1

PSS = palustrine scrub-shrub

The Modified Brown Alternative was identified as the Preferred Alternative in this area as it would construct a freeway east of Westmond avoiding business displacements and the Westmond Cemetery. It would also reduce effects to residences through the alignment placement, compared to the Yellow Alternative. Bridges would be constructed over Westmond Creek to reduce effects to the creek and its associated wetland.

Sagle Area

All of the Yellow options, the Brown and the Modified Brown alternatives would improve US-95 along its current alignment through the Sagle Area. Improving US-95 along its current alignment would have less disruption to adjacent residential areas and would have less adverse effect on community cohesion than the Blue Alternative, which is located west of the other action alternatives. Maintaining the current US-95 alignment in this area would be consistent with recently adopted county land use and transportation plans. Table 2-9, *Sagle Area - Summary of Effects*, lists differences in effects between Sagle Area alternatives for select resources.

The Yellow Option 4, Brown and Modified Brown alternatives would have two interchanges to serve the communities of Algoma and Sagle plus an interchange at Dufort Road. Local jurisdictions and members of the business community have expressed that improving the highway on existing alignment would have lower adverse effects to businesses than a new alignment even though there would be more displacements. The Modified Brown Alternative in this area was reconfigured compared to the Brown Alternative. The southern interchange in Sagle near South Gun Club Road would be moved north to reduce wetland effects. The overpass near Davis Road would be eliminated. In addition, the underpass at Ivy Drive would be eliminated and the at-grade crossing closed.

Table 2-9. Sagle Area - Summary of Effects

SAGLE AREA EFFECTS							
Environmental Resources	No Action	Yellow Options			Blue	Brown	Modified Brown
		Option 3	Option 4	Option 5			
Wetland *(acres)*	0	6.5	8.1	2.7	6.7	9.6	4.5
PF	0	0.4	3.8	0.6	1.9	3.9	1.8
PE	0	5.5	2.7	1.7	3.9	3.2	1.7
PSS	0	0.6	1.6	0.4	0.9	2.3	0.8
PAB	0	0	0	0	0	0.2	0.2
Household Displacements	0	16	16	9	21	16	15
Business Displacements	0	18	18	18	8	23	25
Historic & Archaeological	0	0	0	0	1	0	0
Section 4(f) resource	0	0	0	0	1	0	0
Vegetation & Wildlife *(acres)*							
Agricultural/Grassland	0	58	67	51	69	71	60
Riparian	0	3	3	4	5	3	3
Forest land	0	40	40	45	42	57	49
Noise Effects (number of structures)							
Residences	38	9	17	17	9	18	27
Businesses	10	0	0	0	0	0	0
Floodplain (100-year) (acres)	0	0	0	0	0.1	0	0
Right-of-Way Cost (millions)	0	$17.8	$16.0	$19.4	$13.8	$16.0	$15.0

PF = palustrine forested, PE = palustrine emergent, PSS = palustrine scrub-shrub, PAB = palustrine aquatic bed

The Modified Brown Alternative was identified as the Preferred Alternative in this area because two interchanges would provide better access and circulation in the Sagle Area. This provides better access for businesses, more routes across the freeway for emergency services, and more school bus routes. The Modified Brown Alternative would have greater noise effects than the other action alternatives due to the density of development near the northern interchange, but less than the No Action Alternative. It would have fewer effects to wetlands than most of the alternatives except Yellow Option 5 due to shifting the interchange north and modifications to the frontage road locations. Improving the highway on its existing alignment would have less adverse effects to community cohesion, residents, and the business community than the Blue Alternative on a new alignment.

Summary of Alternatives

Table 2-10, *Summary of Alternative Effects* provides a summary of the combined quantifiable effects to select resources by each alternative. Other qualitative effects of the alternatives have been discussed in the preceding descriptions of alternatives by geographic area.

Table 2-10. Summary of Alternative Effects

COMBINED ALTERNATIVE EFFECTS							
Environmental Resources	No Action	Yellow Options Option 3	Yellow Options Option 4	Yellow Options Option 5	Blue	Brown	Modified Brown
Wetland *(acres)*	0	91.7	93.3	87.9	107.5	101.2	91.7
PF	0	4.7	8.1	4.9	5.9	8.1	6.1
PE	0	80.5	77.7	76.7	92.8	85.3	78.5
PSS	0	6.5	7.5	6.3	8.8	7.6	6.9
PAB	0	0	0	0	0	0.2	0.2
Household Displacements	0	75	75	68	77	72	69
Business Displacements	0	43	43	43	25	35	41
Historic & Archaeological	0	4	4	4	4	3	2
Section 4(f) resources	0	3	3	3	2	3	2
Vegetation & Wildlife *(acres)*							
Agricultural/Grassland	0	762	771	755	650	688	721
Riparian	0	83	83	84	85	77	75
Forest land	0	573	573	578	616	700	632
Noise Effects (number of structures)							
Residences	111	28	36	36	31	36	48
Businesses	33	1	1	1	3	1	2
Floodplain (100-year) (acres)	0	55.5	55.5	55.5	77.0	56.2	58.7
Right-of-way Cost (millions)	0	$51.7	$51.7	$51.7	$41.2	$46.9	$44.0

PE = palustrine emergent, PSS = palustrine scrub-shrub, PF = palustrine forested, PAB = palustrine aquatic bed

2.8 ENVIRONMENTALLY PREFERRED ALTERNATIVE

NEPA requires that an Environmentally Preferred Alternative be identified in the FEIS. The Environmentally Preferred Alternative must balance the adverse effects of each resource, human and natural, as well as address the purpose and need and goals of the project. This alternative must be feasible and reasonable.

ITD and FHWA have identified the Modified Brown Alternative as the Environmentally Preferred Alternative considering overall effects to the biological and physical environment. It has been developed from combinations of the other alternatives presented in the DEIS and comments received from agencies and the public. It incorporates many aspects of the other alternatives that minimize effects to wetlands, farmland, visual quality, businesses, and overall best balances the natural and human environment, while still meeting the purpose and need and goals of the project. The Modified Brown Alternative would not have the least adverse effects to all resources. However, considering all resources, it would have the lowest overall effects. For these reasons, the Modified Brown Alternative is also the Preferred Alternative. The following summarizes key positive effects of the Modified Brown Alternative by geographic area and identifies why it is considered to be the Environmentally Preferred Alternative.

- **Chilco Area.** The interchange and frontage road locations would accommodate operations of the Chilco Mill, and improve traffic flow. This would preserve an important economic base for the project area.

- **Athol Area.** The Modified Brown Alternative would have the lowest right-of-way costs and fewer residential displacements.
- **Granite/Careywood Area.** The Modified Brown Alternative would have the least acreage effects to the Clement Farm, a Section 4(f) resource, and would avoid the Granite Quarry, an archaeological site. It would not result in greater than a one-foot rise in base flood elevations. The Modified Brown Alternative, which has an interchange near Bayview Road in this area, would have the least effects to floodplains and farmlands. The west frontage road in this area would be furthest from the rural residences.
- **Cocolalla Area.** The Modified Brown Alternative would avoid the Valley Vista Ranch, a Section 4(f) resource. It would not result in greater than a one-foot rise in base flood elevations. A narrow median and no west utility corridor between MP 456 to MP 461 would reduce effects to wetland, agricultural, and riparian areas. The interchange would be located at an existing road, South Cocolalla Loop Road, and would allow convenient access to and from school and emergency services.
- **Westmond Area.** The Modified Brown Alternative would avoid business displacements and would have the least residential and business displacement, vegetation effects, noise effects, and right-of-way costs. It would also have the fewest bridge crossings of Westmond Creek.
- **Sagle Area.** The Modified Brown Alternative would avoid the Hunter Ranch, a Section 4(f) resource. The two interchanges proposed as part of this alternative would service Sagle and is preferred by the area businesses and the community. Vegetation and wetland effects would be minimized.

Overall, the Modified Brown Alternative would have the least effect to historic and archaeological resources and riparian areas. It would not result in greater than a one-foot rise in base flood elevations. It would have second lowest wetland effects, prime farmland effects, and right-of-way costs. In addition, the interchange locations are consistent with goals of the local agencies and business community. For these reasons, the Modified Brown Alternative is also the Environmentally Preferred Alternative.

CHAPTER 3. AFFECTED ENVIRONMENT

This chapter of the Final Environmental Impact Statement (FEIS) summarizes the information presented in the Draft Environmental Impact Statement (DEIS). It also provides corrections and additional information as a result of public and agency comment. Information regarding the affected environment was obtained for the project area which includes the project corridor (milepost (MP) 438.24 to MP 469.75) and associated areas.

3.1 TRANSPORTATION NETWORKS, SAFETY, ACCESS, PEDESTRIAN AND BICYCLE FACILITIES, EMERGENCY SERVICES, SCHOOL BUS ROUTES AND AIRPORTS

3.1.1 Methodology

The DEIS Chapter 3, Section 3.1.1, *Methodology* documents that the information in this section was obtained from Idaho Transportation Department (ITD), county officials, local highway districts, state and county recreation and planning agencies, Burlington Northern Santa Fe (BNSF) railroad, Union Pacific Railroad (UPRR), hospitals, fire districts, police and sheriff's offices, and local school districts. Information about existing access was obtained from field observations and aerial photographs.

3.1.2 Regulatory Environment

The DEIS Chapter 3, Section 3.1.2, *Regulatory Environment* explains that Federal Highway Administration (FHWA) regulations require existing pedestrian/bicycle facilities be identified. If an existing facility would be affected by alternatives, potential effects should be evaluated to avoid or to reduce adverse effects. The users and the proposed project must provide a reasonable replacement route or demonstrate that such a route already exists [23 USC 109(n)].

The DEIS Chapter 3, Section 3.1.2 also describes the goals, objectives and strategies for intermodal transportation identified through the State Transportation Plan, the Idaho Bicycle and Pedestrian Transportation Plan, ITD policy, the United States Forest Service Management Plan, and the Idaho Panhandle National Forests (IPNF) Forest-Wide Management Direction. These plans, policies, and goals generally strive to enhance bicycle/pedestrian facilities to support intermodal transportation and/or recreation.

Federal Aviation Administration (FAA) regulations require that the FAA be notified if there is any construction project within three miles of an active airport.

FHWA policy and National Environmental Policy Act (NEPA) guidance also requires consideration of the effects of the alternatives on safety, regional and local circulation, and access to community resources, businesses and residents.

3.1.3 Existing Conditions

Transportation Networks

Roadways. This information from the DEIS Chapter 3, Section 3.1.3, *Existing Conditions* remains valid and is summarized below. The DEIS describes the regional and local use of US-95 between Garwood and Sagle. It currently serves as a through highway but also provides local circulation with connections to the local road system via numerous intersections along its entire length. There are

numerous driveways providing local access to private properties. Except for a few short segments, such as in the communities of Athol and Sagle, there are no other north/south local roads to provide mobility and circulation. Lakes Highway District administers the road system in this part of Kootenai County and does not have plans to add or improve any local roads to serve as an alternate route to US-95.

The Bonner County Transportation Plan shows US-95 as the only continuous north/south road through this part of the County. The County plans to upgrade and extend Blacktail Road to provide an arterial connection from near MP 456.7 to north of Sagle, roughly two miles east of US-95. However, Bonner County does not plan any parallel routes that would provide a north/south facility through this entire area. US-95 would continue to be the main north/south route.

In Athol, most businesses front either US-95 or State Highway (SH) 54 (an east/west route). In Westmond and Sagle, most commercial and industrial properties front US-95. Along US-95, the intersections of SH-53, Garwood Road, and SH-54 have traffic signals. All other intersections have stop signs at cross roads. Eight of the higher volume intersections have left turn lanes, but 20 intersections and most driveways do not have turn lanes.

Railroads. The DEIS Chapter 3, Section 3.1.3 describes the alignment of the UPRR and the BNSF in relation to US-95. The UPRR track runs parallel and adjacent to US-95 through the Chilco Area and the BNSF railroad is adjacent to US-95 through much of Bonner County. Much of US-95 lies within the BNSF right-of-way in the Bonner County portion of the project. Approximately 60 trains travel this corridor each day. Currently, 12 public roads and 12 private access roads have at-grade track crossings in the project corridor. The DEIS identifies the specific number of railroad crossings in each area.

Safety

Safety has increasingly become a concern in the project corridor as traffic volumes have increased over the years as described in the DEIS and FEIS Chapter 1, *Introduction, Purpose and Need, and Project Goals*. The number and severity of crashes has also increased since 1997, with the exception of 2006 when crash numbers declined. Safety improvements were completed in 2005 and 2006 which included adding rumble strips, reflective lane delineation (improving the visibility of reflectors and striping), intersection improvements, adding turn lanes, and improving clear zones. These improvements may contribute to these recently reduced crash rates. However, five years of data is required before an accurate correlation may be made.

Many of the crashes are exacerbated by the current highway configuration. The existing undivided two-lane highway has four lanes or passing lanes in selected locations, five lanes in the Sagle Area, turning lanes at key local intersections, and very narrow shoulders. This inconsistency in the number of lanes could create driver confusion especially during night and in winter driving conditions.

“Loss of control” or “ran off road” were the most frequent reasons given for crashes in the corridor. The undivided highway and lack of adequate clear zone likely increased the severity of these crashes. Driver error on the undivided highway also resulted in numerous head-on collisions. Collisions with wild or domestic animals were the second most common reasons for crashes in the corridor. Turning movements onto or off the highway to access driveways and local roads also resulted in many crashes (see FEIS Chapter 1, *Introduction, Purpose and Need and Project Goals).*

The DEIS Chapter 3, Section 3.1.3 explains that over the past 25 years, there have been 37 train/motor vehicle crashes associated with the UPRR and BNSF tracks adjacent to the project corridor. These crashes have resulted in 12 fatalities and nine injuries and have occurred both at crossings that are controlled with crossing signals and gates and those that are uncontrolled (ITD, 2005b). The information presented in the DEIS in the DEIS Chapter 3, Section 3.1.3 remains valid but the traffic data has been updated with 2006 data in Table 1-3, *US-95 Crash History by Year (MP 438.24 – 469.75) (1997-2006)* in FEIS Chapter 1, *Introduction, Purpose and Need, and Project Goals*.

Access

The DEIS Chapter 3, Section 3.1.3 describes that the closely spaced driveways that intersect US-95 in developed areas of Athol and Sagle are frequently less than 100 feet apart and inconsistent with ITD's access control Policy. In rural areas, existing driveways are further apart and many have poor sight distance for directly entering the highway. In addition, the DEIS explains that jurisdiction over access is through local agencies. This information remains valid.

Bicycle/Pedestrian Facilities

The DEIS Chapter 3, Section 3.1.3 explains the locations of several existing bicycle/pedestrian facilities along US-95. This information remains unchanged and valid. An asphalt pedestrian/bicycle path in the Chilco Area runs on the east side of US-95 from MP 438.9 north to MP 444.0. West of US-95, SH-53 has wide shoulders that are designated as a bicycle lane. The Sagle Community Trail is on the east side of US-95 from MP 468.8 to beyond the project limits of the City of Sandpoint. All of these bicycle/pedestrian facilities that are within the ITD right-of-way will be replaced. These trails would be reconstructed and trail continuity would not be substantially impaired by any of the alternatives. Additional information regarding the Farragut Recreational Trail can be found in Appendix, A, *Agency Concurrence Letters*.

The Farragut Recreational Trail was originally owned by the Department of Interior (DOI) National Park Service but was transferred to Kootenai County for use as a recreational property. It extends east from US-95 and parallels SH-54 on the north side.

This section of the DEIS generally describes the conditions of these facilities. It also describes future plans for these facilities that have been identified by agencies. See the FEIS Chapter 3, Figure 3-1, *Recreation Resources* for a map of these resources.

Emergency Services and School Bus Routes

The DEIS Chapter 3, Section 3.1.3 explains that US-95 serves as the main route for emergency vehicles, police and fire districts with very short travel time required on local roads. Currently emergency vehicles can easily turn off the highway and make U-turns to reach their destination. The DEIS also describes the location of the Sheriff's Department, Idaho State Police, and Fire Districts' offices, hospitals, and medical service centers that serve the communities within the project area. Parallel routes providing access for emergency service vehicles are limited to short segments in Athol and Sagle.

US-95 serves as the school bus route for both Kootenai and Bonner counties. There are school bus stops on US-95 in Kootenai County; however, there are no school bus stops on US-95 in Bonner County. There is one bus stop on Huckleberry Mountain Road, a county road in Bonner County where the bus

pulls off US-95 onto Huckleberry Mountain Road to pick up children. The information in the DEIS remains valid.

Airports

The DEIS explains that the Coeur d'Alene Airport is 2.2 miles south of the beginning of the project. There are two private active airports, Henley Aerodrome or Henley Field (located on the west side of the Silverwood Theme Park), and Hackney Airport (located 0.8 miles east of Athol). The information in the DEIS remains valid.

3.2 LAND USE AND RECREATION

3.2.1 Methodology

The DEIS describes that the project's potential effect on land use and recreation was evaluated by reviewing state and local jurisdictions' and agencies' long-range plans, land use and zoning information, and other policy documents pertinent to the project corridor. During the FEIS development, the plans and existing land uses were reevaluated to determine if there were changes that would result in substantial differences in project effects.

3.2.2 Regulatory Environment

ITD and FHWA are required to identify the current development trends and the state and/or local government plans and policies on land use in the area which will be affected by the proposed project and determine if the proposed action is consistent with planning documents. The DEIS summarizes pertinent information regarding transportation, land use designations and bicycle/pedestrian facilities from approved/ proposed land use planning documents and policies which remain valid.

3.2.3 Existing Conditions

Project Corridor

The DEIS provides a characterization of the land use and growth within the project corridor, which is summarized below.

The project corridor is located in Kootenai and Bonner counties, and includes the City of Athol, and the rural communities of Garwood, Chilco, Careywood, Westmond, Algoma and Sagle. Most of the corridor is a rural farming environment, with low-density housing and sparse light industrial and commercial businesses located around these communities. Since publishing the DEIS, there have been minor changes in land use in the project corridor including logging, clearing and development.

There are many farms associated with residences that may not be considered agricultural businesses but could be described as small farms. These may have a home, barn, and/or other out buildings with haying, grazing, or other agricultural operations. However, farming may not be the primary income for those landowners. This land use also reflects a rural lifestyle desirable to the residents of the area.

Kootenai County is among the fastest growing counties in the State of Idaho and Bonner County is also growing rapidly with increasing numbers of rural subdivisions being built along the corridor, primarily in the Chilco, Athol, Westmond, and Sagle areas. This growth brings demand for additional commercial services and increases the traffic on local roads and highways. Local jurisdictions have been aware of

these growth trends and have been approving subdivisions that are consistent with the county comprehensive plans and zoning.

Chilco Area

The DEIS describes land uses in the Chilco Area as predominantly low-density, rural/agricultural residential developments scattered through the area on both sides of US-95. The DEIS describes some of the primary businesses, industries and recreational resources in the area including the Alpine Store and RV Park (MP 439.9) and Rimrock Golf Course, a privately owned golf course near MP 443.0. The recreational uses at these facilities are detailed in the DEIS and shown in the Figure 3-1, *Recreation Resources*. There are intermittent industrial and commercial developments including a gravel pit and the Chilco Mill. Old Highway 95 and the UPRR parallel the highway on the west and provide service to the Chilco Mill. There are scattered residential subdivisions through the area. An access road to the IPNF Forest Service Road 206 and Chilco Falls are in this area. Since the DEIS publication, there has been clearing and construction along US-95 due to road construction and the Rimrock Golf Course has closed.

Athol Area

Athol is a small, incorporated community near the intersection of SH-54 and US-95 with small local commercial businesses, Athol Elementary School, and civic services. Athol's residential community is low-density and concentrated on the west side of US-95. Within the Athol Area, tourist attractions and facilities include the Silverwood Theme Park and campground, Farragut Recreational Trail, Farragut State Park, and access to the IPNF through Forest Service Road 332 (see Figure 3-1, *Recreation Resources).* These attractions are explained in detail in the DEIS Chapter 3, Section 3.2, *Land Use and Recreation*. In addition, US-95 intersects SH-54 in this area which provides access to the community of Bayview.

Small farms supporting grazing, haying and other agricultural uses surround the Athol Area and have access onto US-95. The Hackney Airport (a private airstrip) is located east of Athol (0.8 miles east of US-95 at MP 449.4). Residential development is occurring in the area around the airport. The existing conditions have not changed significantly since the DEIS publication.

Granite/Careywood Area

This section of the DEIS characterizes the land uses in this area as being less developed and with a lower population density than the Chilco and Athol areas. It is designated for rural, agricultural, and forested land uses in the Bonner County Comprehensive Plan. In the Granite Area, gravel and sand mining and small and large tract agricultural operations are located on the west side of US-95. Grazing and agricultural land uses are adjacent to US-95 on the east side north to Cocolalla Lake. Many of these small and large tract farms currently have direct access to US-95. The BNSF railroad runs adjacent to and west of US-95 in this area north to Westmond.

The community of Careywood is located at the junction of Bayview Road and US-95. It has residences, a post office, Sagle Fire Protection District Station 1, and an old school house. The old school house no longer functions as a school facility. Kelso Lake Resort is located three miles west of Careywood (see Figure 3-1, *Recreation Resources).*

Bayview, which is accessed from Bayview Road in Careywood, is a residential and recreational area on Lake Pend Oreille. These areas are described in more detail in the DEIS. The existing conditions have not changed significantly since the DEIS publication.

Cocolalla Area

The Cocolalla Area is characterized by steeper and more forested terrain than the other areas. This section of the DEIS describes the general locations of farmland as being along the west side of the highway and at the south end of Cocolalla Lake and as a narrow strip along the east side of US-95. The BNSF runs between Cocolalla Lake and US-95 through this area. This section of the DEIS also describes the location of Findlay Farm, Tri Con Bolt, and residential developments on the hillside east of Cocolalla Lake. In addition, it describes fishing as a popular recreational activity in the area. The existing conditions have not changed significantly since the DEIS publication.

Westmond Area

The DEIS describes Westmond as a suburban residential community along the northeast shore of Cocolalla Lake with commercial and light industrial land uses north of the lake. It describes the transition from rural to suburban residential, the locations of subdivisions between Westmond and Algoma, and the importance of Dufort Road for community access. The Westmond Cemetery and the Bonner County Waste Transfer Station (at the intersection of Dufort Road and US-95) are in this area. The public access to Cocolalla Lake is through the Sandy Beach Sportsman Access Road which is off of US-95 in Westmond. The existing conditions in the Westmond Area have not changed substantially since the DEIS publication.

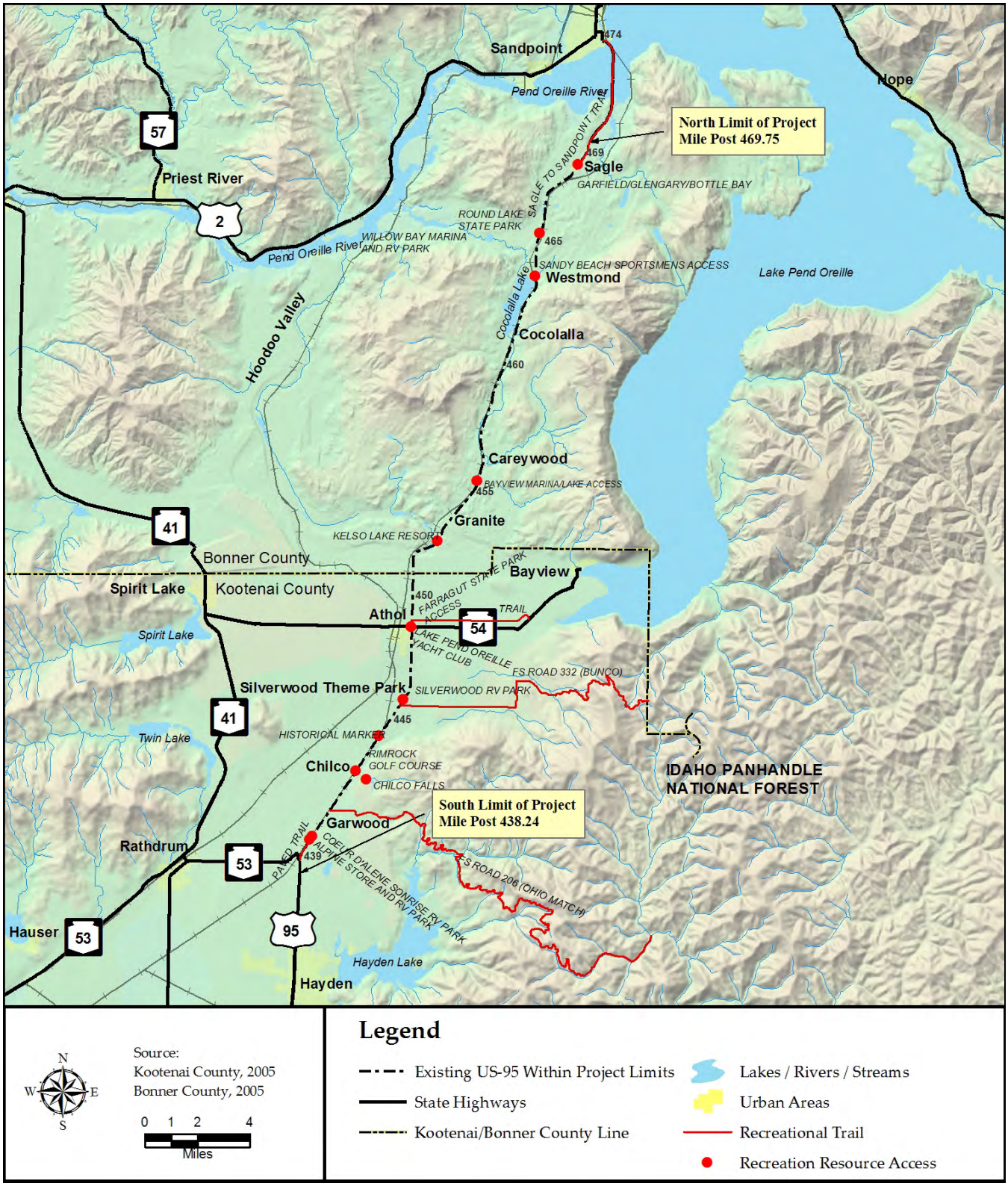
Sagle Area

The DEIS describes the Sagle Area as having a mix of large agricultural tracts on the north and south ends. Commercial sites, light industrial sites, medium to high-density residential sites, several sand and gravel extraction sites, and Sagle Elementary School are along the highway. Areas of residential development and locations of mobile home parks are detailed as well as areas with agricultural and forested lands. Primary roads servicing these area uses are Dufort, Heath Lake, Sagle, Monarch, and Gun Club roads. The DEIS provides a detailed description of the recreational areas and their access including Round Lake State Park, Algoma Lake, various boat launches to Lake Pend Oreille, access to Willow Bay Marina and RV Park, Garfield Bay, Glengary Bay, Bottle Bay, and Gamlin Lake Special Management Area.

Statewide Transportation Implementation Program (STIP)

Since publication of the DEIS, the Statewide Transportation Improvement Program (STIP) was updated (ITD, 2008b). The 2009 to 2013 STIP includes phases of the US-95, Garwood to Sagle project as described in the FEIS Chapter 11, *Phased Project Implementation*.

Figure 3-1. Recreation Resources



Utility Plans

The existing utilities in the corridor which are graphically shown in the DEIS Chapter 3, Figure 3-1, *Major Utilities within the Project Corridor.* Avista Utilities, Kootenai Electric and Bonneville Power Administration own and maintain power transmission lines in the corridor. Avista and Sprint maintain fiber optic cable. Trans Canada Gas Transmission Northwest maintains a buried gas transmission line.

Kootenai Electric and Riley Creek Lumber, owners of the Chilco Mill, upgraded electrical service to the mill and relocated a facility onto the mill property. Since the DEIS was published, the Sagle Valley Water and Sewer District constructed a new water main along the east side of existing US-95 in the Sagle Area and constructed a distribution system. ITD coordinated with the water district regarding the location of the water mains to ensure that the action alternatives are considered and to prevent the need to relocate them in the future. There were no other substantial changes to area utilities.

Federal Plans

The DEIS explains that Ohio Match Road and Bunco Road provide access to the IPNF from US-95. This information is unchanged from the DEIS and remains valid.

Intrastate Priority Corridors

This section of the DEIS describes Idaho's interstate roadway system and certain National Highway System routes. High total traffic volumes and a high percentage of commercial vehicles are important considerations for identifying these routes. Other factors such as efficient movement of people and freight and connecting neighboring states and Canada are also described. US-95 as an Intrastate Priority Corridor is described. US-95 is important to the North American Free Trade Agreement (NAFTA) as an integral link in the trans-continental road system.

In addition, the Western Transportation Trade Network (WTTN) has identified three corridors that intersect in Coeur d'Alene: the Pacific Northwest-Minneapolis-Chicago-Canada, Boise-Canada, and the Pacific Northwest-Kansas City corridors. This project links these three corridors to Canada. The information is unchanged from the DEIS and remains valid.

Section 6(f) Lands

Section 6(f) lands are recreation lands purchased or improved with Land and Water Conservation funds for outdoor recreation uses that are subject to special protection under the Land and Water Conservation Fund Act of 1965. The DEIS stated that there were no Section 6(f) lands. However, during the FEIS development and reevaluation process, the Round Lake State Park, Farragut State Park and a portion of the Hoodoo Rest Area were identified as Section 6(f) lands. Round Lake State Park is located approximately 10 miles south of Sandpoint west of US-95. It is a 142-acre forest surrounding a 58-acre lake that is used for camping, boating, fishing and hiking. Farragut State Park is east of US-95 near Bayview and the Farragut Recreational Trail is not considered part of that park and is not Section 6(f) land. Both the Round Lake State Park and Farragut State Park are described in the DEIS Chapter 3, Section 3.2, *Land Use and Recreation.*

The Hoodoo Rest Area is immediately adjacent to US-95 on the west side of the highway near MP 452.5. The property was transferred from ITD to Idaho Parks and Recreation for recreation use but is not currently utilized or open to the public. The land that is covered under Section 6(f) is a 19-acre parcel

that includes the closed bathrooms and a creek. Currently, Idaho State Parks and Recreation is in the process of converting it to a non recreational use.

Section 4(f) Resources

The bicycle/pedestrian paths are within the ITD right-of-way will be replaced and do not require evaluation under Section 4(f) as either a historic site or a recreational trail. Correspondence with agencies and de minimis findings can be found in Appendix A. The Farragut Recreational Trail is a Section 4(f) resource. Several sites that are determined eligible for or listed on the National Register of Historic Places (NRHP) are also determined to be Section 4(f) resources. The Section 4(f) evaluation is included in FEIS Chapter 10, *Final Section 4(f) Evaluation*.

3.3 PRIME FARMLANDS

The information regarding prime farmlands that was in the DEIS is clarified and corrected in this section.

3.3.1 Methodology

The DEIS describes that prime farmland was identified by Soil Scientists from the Natural Resource Conservation Service (NRCS) office in Boise, Idaho. The DEIS Appendix B, *Farmland Conversion Impact Rating Form* contained a USDA Form AD-1006 to document existing farmland and farmland impacts. In 2009 a NRCS Soil Scientist reevaluated this information. A new USDA form for corridor projects, CPA-106, is included in the FEIS Appendix B. Prime farmland was identified based on considerations including land use, irrigation and soil categories. The land use and irrigation of the different soil categories were determined by NRCS Soil Scientists. Soil categories and soil characteristics were identified using the Soil Survey from Kootenai County (USDA SCS, 1981) and Bonner County (USDA SCS, 1982). Soils considered highly productive for food, fiber and other agricultural crops based on their physical and chemical characteristics (such as water holding capacity, typical yields or other characteristics) are categorized. The following important soils categories were identified in the project corridor:

- Prime farmland soils
- Prime farmland soils only when irrigated
- Prime farmland soils only when drained
- Farmland soils
- Soils of statewide importance
- Soils of statewide importance only when drained
- Soils of statewide importance if drained and protected from flooding

3.3.2 Regulatory Environment

The DEIS defines prime farmland as “land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, and without intolerable soil erosion, as determined by the Secretary” (Environmental Analysis Bureau, 1997).

The DEIS describes regulations pertaining to farmlands. The purpose of the Farmland Protection Policy Act (FPPA) of 1981 is to minimize the contribution of federal programs to the unnecessary and irreversible conversion of farmland to nonagricultural uses, and to assure that federal programs are

administered in a manner that, to the extent practicable, will be compatible with state, local and private programs and policies to protect farmland (Environmental Analysis Bureau, 1997). The *Guidelines for Implementing the Final Rule of the Farmland Protection Policy Act for Highway Projects*, "apply to all federally funded highway projects which require the acquisition of right-of-way" (FHWA, 1989).

Prime farmland soils currently located in or committed to urban development are not subject to the FPPA. Additional information regarding agricultural lands not considered prime farmlands or prime farmland soils under the United States Department of Agriculture (USDA) definition but still important is included in the DEIS and FEIS Chapter 3, Section 3.2, *Land Use and Recreation*.

3.3.3 Existing Conditions

The presence of prime farmland, prime farmland soils, and farmland soils of state and local significance within the project corridor were described in the DEIS and acreages of these soils in the counties was detailed in DEIS Chapter 3, Table 3-2, *Prime Farmland Soils in Kootenai and Bonner Counties*. This table has not been included in the FEIS because the data did not accurately reflect all of the prime farmland in Bonner and Kootenai counties. To be determined prime, farmland must be considered in conjunction with climate, current land use, drainage, irrigation and other factors. For this FEIS, only prime farmland, farmland soils and farmland soils of state and local significance within the project corridor are described.

Kootenai County

There are two areas of prime farmland in the project vicinity and both are found in Kootenai County (Swenson pers. comm., 2005). There are 46.9 acres of "prime farmland" adjacent to the east side of US-95 from MP 445 to MP 446 and 13.2 acres of "prime farmland" on the east side of US-95 at MP 450.

"Prime farmland soils" occur just west of US-95 at MP 439 and are scattered adjacent to the highway from MP 443 to just north of MP 444. "Prime farmland soils" also cross US-95 at MP 450. "Prime farmland soils only when irrigated" occur in the project vicinity from the southern terminus to MP 447. From MP 447 to the Kootenai County line, it is scattered intermittently throughout the project vicinity (USDA SCS, 1981).

"Farmland soils" occur from the southern terminus of the project on both sides of the highway to just north of MP 439, around MP 444, and from just south of MP 447 to the Kootenai County line. "Soils of statewide significance" run adjacent to the highway for the entire project length (USDA SCS, 1981).

Bonner County

There are no "prime farmlands" in the Bonner County portion of the project that fit the NRCS definitions (Swenson, pers. comm., 2005). However, there are highly productive fields that are not mapped as prime farmlands and that are actively farmed in this area.

"Prime farmland soils" occur just east of US-95 at MP 456, on both sides of the highway from MP 464 to MP 465, and on both sides of the highway from just north of MP 467 to just north of MP 468. "Prime farmland soils only when irrigated" occur on the east side of US-95 from just north of MP 452, on both sides of the US-95 at MP 453, on both sides from MP 454 to just south of MP 459, on both sides just

south of MP 461 to MP 467 and on both sides of the highway from MP 468 to the northern terminus of the project. The Bonner County soil scientist confirmed there were "prime farmland soils only when irrigated" along the project corridor, but was not aware of any that were irrigated (Stewart, pers. comm., 2004). This was confirmed by the NRCS office in Boise (Swenson, pers. comm., 2005).

"Farmland soils" occur from the Kootenai/Bonner County line to MP 468 and at the northern project terminus. "Soils of State Significance" run throughout the entire project corridor (USDA SCS, 1981).

3.4 SOCIAL ENVIRONMENT

As described in the DEIS, the purpose of this section is to establish existing social conditions in order to evaluate how the proposed alternatives might affect the communities. The discussion of the social environment deals with three main topics: demographics, community, and environmental justice (potential disproportionate effects to low-income populations and minority populations). The discussions regarding different geographic areas characterize the communities, describe community facilities, and describe the presence of low-income and minority populations protected by the Environmental Justice Executive Order (EO) 12898.

3.4.1 Methodology

US Census Bureau data from 2000 was used in the DEIS to characterize the race, income and households of the populations. Low-income residences are determined by the US Census Bureau through income, family size, and age indicators. The locations of low-income community resources were verified during site visits, which identified agencies and businesses serving low-income populations. Interviews and tax assessments were examined for property values. Updates for the FEIS were provided through the Census Bureau's American Fact Finder website. Environmental justice information used the same data sets to determine the presence and location of low-income and minority populations. Information on race, national origin, and income level were gathered from readily accessible sources such as US Census Data, governmental agencies, and visual assessments.

3.4.2 Regulatory Environment

Social Environment

NEPA requires agencies to examine the social characteristics in the project area and determine what effects might occur as a result of the project on elements of the social environment such as neighborhood cohesion, access to community facilities, services and recreation areas.

Functional Replacement of Real Property in Public Ownership [23 CFR 710.509] allows public facilities that are publicly owned including land and/or facilities which would be acquired under a federal-aid highway project, to be functionally replaced. This would allow the State to replace the publicly owned real property with another facility which will provide equivalent utility.

Environmental Justice

EO 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations specifies that federal agencies must identify and prevent disproportionately high and adverse human health or environmental effects of federal activities on minority populations and low-income populations, regardless of population size. According to US Department of Transportation, minority and low-income populations means any identifiable group of minority or low-income persons

who live in geographic proximity, and if circumstances warrant, geographical dispersed/transient persons who will be similarly affected.

Minority populations are groups that are Black, Hispanic, Asian American, American Indian and Alaskan Native, Native Hawaiian or other Pacific Islander (FHWA, 2009).

Low-income populations are a group of persons whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines (FHWA, 2009). The HHS poverty guidelines are $17,050 for a family of four in 2000, $18,400 for a family of four in 2003, and $22,050 for a family of four in 2009.

3.4.3 Existing Conditions

Population Trends

The DEIS explains that from 1970 to 2000 the average annual growth rate for the State of Idaho, Bonner and Kootenai counties, and the cities of Athol, Coeur d'Alene, and Sandpoint has ranged from 1.7 (Sandpoint) to 4.3 percent (Athol) as shown in Table 3-1, Population Growth (1970-2000). The population growth rates from the table in the DEIS have been revised as reflected in Table 3-2, Updated Change in Growth Rates (2000-2005).

Table 3-1 and Table 3-2 show that while the average annual growth rates between 1970 and 2000 were rapid; they slowed between 2000 and 2005, particularly in the City of Athol. The population of the City of Sandpoint however, nearly doubled in the same period. All affected counties and cities had annual population growth rates above the state average from 2000-2005, with the exception of Athol, which was lower than the state average.

The 2008 Census data shows the annual average growth rate between 2000-2008 was 2.2 percent for the State of Idaho; 1.4 percent for Bonner County; 3.3 percent for Kootenai County; less than one percent for Athol; 3.2 percent for Coeur d'Alene; and 2.7 percent for Sandpoint, which is consistent with the DEIS data and projections (US Census Bureau, 2010).

Table 3-1. Population Growth (1970-2000)

Location	Average Annual Growth Rate 1970-2000 (percent)	Average Annual Growth Rate 1990-2000 (percent)	Change 1990-2000 (percent)
State of Idaho	2.0	2.5	22
Bonner County	2.9	3.3	28
Kootenai County	3.8	4.5	36
Athol	4.3	6.9	49
Coeur d'Alene	2.5	3.5	29
Sandpoint	1.7	2.1	19

Source: US Census Bureau, 2004

Table 3-2. Updated Change in Growth Rates (2000-2005)

Location	Percent Change 2000-2005	Average Annual Growth Rate 2000-2005
State of Idaho	10	2.0
Bonner County	11	2.1
Kootenai County	17	3.3
Athol	5	0.9
Coeur d'Alene	16	3.0
Sandpoint	19	3.5

Source: US Census Bureau, 2004, 2007

The 2008 Census data shows the annual average growth rate between 2000-2008 was 2.2 percent for the State of Idaho; 1.4 percent for Bonner County; 3.3 percent for Kootenai County; less than one percent for Athol; 3.2 percent for Coeur d'Alene; and 2.7 percent for Sandpoint, which is consistent with the DEIS data and projections (US Census Bureau, 2010).

Population Growth along the Corridor

Population growth along the corridor is consistent with the information provided in DEIS Chapter 3, Section 3.4.3, *Existing Conditions* and Table 3-5, *Population Densities*. The DEIS Chapter 3, Table 3-4, *Population Growth along the Corridor (1990-2000)* indicates population and change by jurisdiction. Jurisdictions, census tracts, and block groups are shown in DEIS Chapter 3, Figure 3-7, *US-95 Corridor Census Tracts and Block Groups*. This area of Idaho experienced faster growth than the State as a whole. About 10 to 23 percent of people in Kootenai and Bonner Counties, respectively, reside in the project corridor.

Population Distribution in the Corridor

Population distribution along the corridor has remained as described in DEIS Chapter 3, Section 3.4.3, *Existing Conditions*. The project corridor in Kootenai County has lower population densities than the county as a whole. Bonner County has slightly higher population densities than the county as a whole.

Projected Population Growth

A straight-line two percent growth rate was used as a conservative projection of annual growth. DEIS Chapter 3, Section 3.4.3, *Existing Conditions* and Chapter 3, Table 3-6, *Population Projections to 2030* data projected an annual population growth rate from 2000 to 2030 at 1.5 percent for Idaho, 3.3 percent for Kootenai County and 2.8 percent for Bonner County**.** In 2010, a reevaluation of this information concluded that the most current data is consistent with the DEIS growth projections and regional model forecasts with only minor variability.

Household Income

The DEIS describes in detail household and per capita incomes in the study area in 1999. The information was updated with 2003 Census Bureau summary data which lists the median household income as $39,859 for Idaho, $40,080 for Kootenai County, and $34,287 for Bonner County, representing an increase of slightly over one percent annually from 1999. Updates in 2007 list household income as $46,136 for Idaho; $46,724 for Kootenai County; and $42,420 for Bonner County (US Census Bureau, 2010), which are consistent with the 2003 increases.

The percentage of residents with incomes below poverty level slightly decreased in Bonner County, from 15.5 percent in 2000 to 13.4 percent in 2003. Kootenai County levels remain below state averages for residents with incomes below poverty level. The 2007 information shows the percentage of residents with income below poverty levels at 12.1 percent for Idaho; 11.3 percent in Kootenai County; and 14.7 percent for Bonner County, consistent with DEIS data (US Census Bureau, 2010). The percentage of residents with incomes below poverty levels in Kootenai County and Idaho were not substantially changed during this period.

Minority Populations

Minority populations are described in the DEIS from 2000 and detailed in DEIS Chapter 3, Table 3-8, *Racial Composition Counts by Census Tract and Block Group, 2000* and Table 3-9, *Numbers of Population Identified as Hispanic or Latino*. Census Bureau information from 2005 is added to the FEIS Chapter 3, Table 3-3, *Racial Composition*. Since publishing the DEIS, percentages of minorities within the project corridor have not changed substantially between 2000 and 2008 (US Census Bureau, 2010).

Table 3-3. Racial Composition

	Hispanic or Latino (%)[1]	White (%)	Black or African American (%)	American Indian/ Alaska Native (%)	Asian (%)	Native Hawaiian other Pacific Islander (%)	Other (%)	Two or More races (%)	Total
State of Idaho	101,690	1,177,304	5,456	17,645	11,889	1,308	54,742	25,609	1,293,953
2000	7.9%	91%	0.4%	1.4%	0.9%	0.1%	4.2%	2%	
2005	9.1%	95.5%	0.6%	1.4%	1.0%	0.1%	0.1%	1.3%	
Bonner Co.	604	35,574	40	322	101	17	155	626	36,835
2000	1.6%	96.6%	0.1%	0.9%	0.3%	0%	0.4%	1.7%	
2005	1.9%	97%	0.2%	1.0%	0.3%	0%	0%	1.5%	
Kootenai Co.	2,528	104,168	183	1,334	539	74	643	1,744	108,685
2000	2.3%	95.8%	0.2%	1.2%	0.5%	0.1%	0.6%	1.6%	
2005	3.0%	96.4%	0.3%	1.3%	0.5%	0.1%	0%	1.4%	

Source: US Census Bureau, 2004, 2007
[1] Hispanic or Latino Racial Composition not included in total

Public and Community Facilities

As described in the DEIS, there are three public schools in the project vicinity. Athol Elementary School is southwest of the intersection of SH-54 and US-95. Southside Elementary School is in Cocolalla on the east side of US-95, just north of Southside School Road. Sagle Elementary School is on Sagle Road, approximately 1/2-mile east of US-95. Additionally, Garwood Elementary is located outside of the project vicinity approximately one mile northwest of the intersection of SH-53 and US-95.

As described in the DEIS, there are two fire districts in the project vicinity. Government services such as Department of Health and Welfare, Child Care Food Program, Women, Infant, Children programs, mental health services, county health district services, and sheriff offices are located in Coeur d'Alene and Sandpoint.

Neighborhood Cohesion

Neighborhood cohesion is described as the degree to which neighborhoods within a community are connected to or disconnected from people, community facilities, worship, or work, and is described in the DEIS. Conditions along the corridor, the corridor's relationship to the communities, and the communities' access to facilities or neighborhoods are described by geographic segments through Chilco, Athol, Granite/Careywood, Cocolalla, Westmond and Sagle. This information in the DEIS is unchanged and remains valid.

Neighborhood Quality

Neighborhood quality refers to the characteristics that define a neighborhood's "quality of life." Communities remain as described in the DEIS. Characteristics such as housing conditions, infrastructure, offsite effects, and public services are defined for the communities along the corridor in the Chilco, Athol, Granite/Careywood, Cocolalla, Westmond, and Sagle segments.

Environmental Justice

As described in the DEIS, while there are no distinguishable minority neighborhoods or populations of minorities living in the project corridor. Low-income populations are present in the Athol, Westmond, and Sagle areas. The DEIS describes population trends, neighborhood cohesion, and quality for each of the geographic areas. This information is unchanged from the DEIS.

3.5 ECONOMICS

3.5.1 Methodology

The DEIS describes the economic study areas and the data included in the economic models. Business surveys and interviews were conducted and economic data was collected from US Department of Commerce, US Census Bureau, Bureau of Economic Analysis, and US Census of Agriculture. The information was compiled, utilized in community and regional level input-output models, and analyzed. Although there is a prevalence of small farms in the area, in the modeling, small farms that were also residences were evaluated as residential in terms of economic value of the properties. Revenue from small farming activities was not evaluated in this model. To evaluate the effect of the multi-year construction project, models were used to estimate the economic effects of phased construction.

During the FEIS development, the businesses that were identified in the DEIS were reevaluated to determine if there were substantial changes to the existing economic base and employment conditions since the DEIS was published, and to determine if the alternatives would result in substantially changed effects.

3.5.2 Regulatory Environment

NEPA regulations require that the FEIS address the economic effects of the alternatives on the regional and/or local economy and effects to the economic viability of existing highway-related businesses.

3.5.3 Existing Conditions

As described in the DEIS, US-95 is an integral part of the economy of north Idaho, particularly Athol, Sagle, Westmond, Cocolalla and beyond to Coeur d'Alene, Sandpoint, and Spokane. The DEIS describes general use of US-95 for business, employment, and the various economic sectors of the corridor. It describes business and employment in the corridor and the economic base which is the

general category of the primary employment and revenue. Examples of economic base include; manufacturing, service industries or construction. Since the DEIS was published there have been changes to businesses that were previously evaluated; however, the numbers of business displacements do result in substantially different effects, and the economic base and general employment information is consistent with the information in the DEIS. The following provides a summary of the DEIS information, which remains unchanged and valid.

Business and Employment in the Corridor

Employment is described in the DEIS Chapter 3, Section 3.5, *Economics* and DEIS Chapter 3, Table 3-10, *Employment in the US-95 Corridor*. The descriptions of businesses and employment in the DEIS are unchanged and summarized below.

The US-95 corridor has approximately 157 businesses providing 2,178 jobs. Two wood product manufacturers, an amusement park, and an electronics manufacturer represent most of the economic base and over half of all employment in the corridor. Construction activity and the mining sector (sand and gravel) are major employers and major components of the economic base. Manufacturing also includes electronics, plastic and metal fabrication. Rural residences in these areas with small farming operations are not considered commercial agriculture because farming income is typically not subsistent.

The DEIS describes the primary income sources for residents as wage and salary earnings or transfer payment (social security, disability, welfare, and similar payments). The Cocolalla Area has the least reliance on labor income.

Commuting details are discussed in the DEIS and are unchanged. Residents of the corridor typically commute to work outside the area in Coeur d'Alene and Sandpoint, Idaho or Spokane, Washington. The majority have more than a 30-minute commute to work. Commuting in the corridor is heavier than commuting patterns in Kootenai County, Bonner County, or the State of Idaho. However, residents in the corridor are about twice as likely to work at home as the average Idaho State resident.

Visibility and access are critical for the service businesses along the corridor. Many have limited capital reserves, making them more vulnerable to change in visibility and access. Local trade for many of these businesses is not sufficient to survive exclusively on that component.

Economic Base in the Corridor

The DEIS describes the economic base in the corridor. As described in the DEIS most of the manufacturers in the corridor export all of their production. Several convenience stores are located along the corridor, serving primarily the tourist market. Typically, restaurants and retail establishments rely on local trade for less than one-third of their business. Residents travel to either Coeur d'Alene or Sandpoint for general merchandisers and government services, although schools, post offices, and fire districts are available locally. The DEIS Chapter 3, Table 3-11, *Trade Patterns in the Corridor*, details this information. US-95 is the primary highway connection between Coeur d'Alene and Sandpoint. Coeur d'Alene and Sandpoint offer diversified services and shopping opportunities. Bonner and Kootenai counties offer recreational and tourist destinations to the Spokane-Kootenai County Metropolitan Area. These enterprises are dependent upon highway improvements to remain competitive in the region.

Kootenai County

Garwood, Chilco and Athol Areas. As described in the DEIS, the Garwood Area is functionally part of the Coeur d'Alene and Hayden area economy with businesses part of a continuous strip of development along US-95 that extends from downtown Coeur d'Alene. Only a small percentage of the employees in the Garwood Area live there. Due to these factors, the Garwood Area was modeled with the Chilco and Athol areas as part of the Kootenai County economy.

In the Chilco geographic area, community services include Timberlake Fire Protection District Station and the Solid Waste Transfer Station. Resources near SH-53 and Garwood Road include a gas station/quick stop, saloon, mini storage, and a wrecking yard. Athol is the only incorporated community in the study area and it was originally developed as a railhead and lumber center.

Business and Employment. Kootenai County's lumber manufacturing sector is an important employer providing over 3,000 jobs. Modernization has kept it competitive with other areas. The computer and electronics sector in Kootenai County is cyclical. Growth in more diversified manufacturing is evident in the county, particularly spillover manufacturing growth from Spokane County.

The DEIS states that local and commuter income accounts for 61 percent of total residents' income. Income from dividends, interest, rent, and transfer payments, which are indictors of an older population, account for approximately 34 percent of residents' income. Spending by seasonal residents is a minor source of income and is only one percent for Kootenai County.

Riley Creek (Chilco Mill) in the Chilco Area and Merritt Lumber Company are stable businesses with seasonal fluctuations that affect employment.

The primary employer in the Athol Area is the Silverwood Theme Park which has been continuously growing. Athol has a well-developed commercial area along US-95 and SH-54, with services and retail stores. The majority of employees live outside the area. Only three percent of the residents of Athol work in the City of Athol; the majority of the Athol residents commute to other parts of Kootenai County, Coeur d'Alene, or Spokane labor markets. Residents receive most of their income in the form of wage and salary income (70 percent). Government transfer payments (social security, disability, welfare, and similar payments) are also an important source of income (17 percent), but are a much smaller percentage of income in Athol than in either Kootenai County as a whole or in Bonner County. Nearby Bayview has substantial number of seasonal or summer homes.

Economic Base. This section of the DEIS describes Kootenai County as having a diversified economy with strong construction, manufacturing, transportation, trade, finance, and service sectors. It explains factors contributing to the very fast population growth and economic expansion. Manufacturing has historically been resource-based industries such as mining, agriculture, and timber. The agricultural sector is growing slowly. Mining is closely linked to the construction boom in the county. Electronics, communications, and related information-based industries are volatile, but offer good prospects. Retirement and recreation are also growing components of the economic base. Coeur d'Alene's role as a regional trade center and medical service center is growing, but Kootenai County has traditionally shown a pattern of strong trade and spillover to the Spokane County service sector.

Bonner County

Business and Employment. Bonner County's construction sector is proportionately larger than in Kootenai County. There is a significant amount of expensive construction in the county due to the large population of higher income residents and the development of resort and tourist facilities.

The DEIS states that Bonner County residents receive more than half of their income in the form of property income and transfers (56 percent of income). Commuting outside the area to a larger labor market is not as significant in Bonner County as in Kootenai County. Spending of seasonal residents is six percent for Bonner County.

Economic Base. Bonner County has a large component of the economic base in wood products manufacturing. The industry is vulnerable to changes in timber supply and/or international trade policies that relate to lumber imports from Canada. The manufacturing sector in the county is adding new industries that add to the diversity of the economic base. Tourism and recreation also have a long history in the county and account for about 20 percent of the economic base.

Granite/Careywood and Cocolalla Areas

Business and Employment. The post office at the intersection of Bayview Road and US-95 is the center of the Careywood community. A tavern is located nearby in the highway corridor. Cocolalla is located near the south end of Cocolalla Lake with no distinct commercial area. Businesses are scattered along the highway from MP 451 to MP 457 and include a gift store, a riding arena, a restaurant, kennels and a metal goods wholesaler. The largest employer in the Cocolalla Area is the Southside Elementary School. Cocolalla was included in the Sagle Area economic model for assessment purposes.

Economic Base. The government sector provides the majority of the economic base in the Granite/Careywood and Cocolalla areas.

Westmond Area

Business and Employment. Westmond has a distinct commercial area, which includes a convenience store and laundromat; several gift, antique, used merchandise and collectible stores; a tire store; a nursery; a post office; and an electronics manufacturer (Encoder, the largest employer in the Sagle, Westmond and Cocolalla areas). Commercial and industrial businesses are scattered along the highway in the area between Westmond, Sagle, and Algoma. These include several construction contractors, a cast concrete manufacturer, boat and RV storage facilities, a custom cutting and meat packing business, and several livestock operations.

Economic Base. The economic base in the Westmond Area is diversified with manufacturing, retail trade, and consumer services.

Sagle Area

Business and Employment. The Sagle Area has a more distinct commercial area than either Westmond or Cocolalla. The largest employers in the Sagle Area are Northern Lights (an electrical utility) and the Sagle Elementary School. There are a variety of construction contractors in the area and a boat dock builder. The recreation and tourist services include recreational vehicle (RV) parks, RV dealers, RV service centers, gift stores, motorcycle and all terrain vehicle sales, video stores, and convenience stores.

The Sagle Area economy is weak in all of the service sectors. Residents of the area travel to Sandpoint or Coeur d'Alene for most consumer, business, medical, social services, and other government services. Employment in the government sector includes schools, fire district, and a post office.

Sagle Area residents have a more balanced income structure than Athol Area residents. Labor income is the most prevalent income source and most residents commute to Sandpoint for work. A large segment of the population depends upon Social Security and other transfer payments. The Sagle Area has a high proportion of people who receive property income.

Economic Base. Manufacturing provides the majority of the economic base in the Sagle Area. Large service areas utilities are important to the economic base of Sagle. Sand and gravel mining operations account for about five percent of the base.

3.6 AIR QUALITY

3.6.1 Methodology

The methodology used to assess the project's air quality effects is based on the November 2007 ITD Air Quality Procedures. Project specific Mobile Source Air Toxics (MSAT) analysis was conducted and is described in the DEIS. FHWA believes that MSAT releases to the environment may cause some level of pollution and that projections are credible. However, the scientific techniques, tools, and data analysis has not been developed and is therefore unable to accurately estimate actual human health or environmental effects from MSATs of this transportation project.

3.6.2 Regulatory Environment

For federal projects in designated non-attainment areas, air quality is a priority issue. Projects in areas not currently designated as non-attainment or maintenance areas but with characteristics potentially leading to air quality effects should also be given additional attention regardless of their location.

NEPA and FHWA implementing procedures detailed in 23 CFR 771 require that projects using federal-aid funds and/or requiring FHWA approval must be evaluated for potential effects to the human environment, including air quality. In addition, the Federal Clean Air Act has established specific procedures and limitations for evaluating the effects of transportation projects in designated air quality non-attainment and maintenance areas on the human environment. These conformity regulations are outlined in 42 USC 7401.

The United States Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards or seven pollutants to protect the public from air pollution and has delegated air quality program implementation to the Idaho Department of Environmental Quality (IDEQ). IDEQ has established Idaho Ambient Air Quality Standards. Additionally, EPA has instituted mobile source control programs, including a reformulated gasoline program, national low emission vehicle standards, Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and proposed heavy-duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements.

In February 2007, EPA finalized new standards *Control of Hazardous Air Pollutants from Mobile Sources* that establishes stringent new controls on gasoline, passenger vehicles, and gasoline

containment to further reduce emissions of benzene and other MSATs. This rule does not set standards for transportation design, but helps evaluate the effects of increasing the design capacity of roads. The ITD Air Quality Policy recommends that a qualitative analysis of MSAT be conducted. A qualitative analysis was conducted for this FEIS. This analysis is consistent with the new (September 30, 2009) FHWA guidance on Mobile Source Air Toxic Analysis in NEPA documents.

3.6.3 Existing Conditions

The project is not within a federally designated air quality non-attainment or maintenance area nor is it within an IDEQ air quality area of concern. The project has minimal likelihood of exceeding federal air quality standards.

3.7 NOISE

The analysis of the affected environment noise conditions can be further reviewed in the *Technical Noise Report.*

3.7.1 Methodology

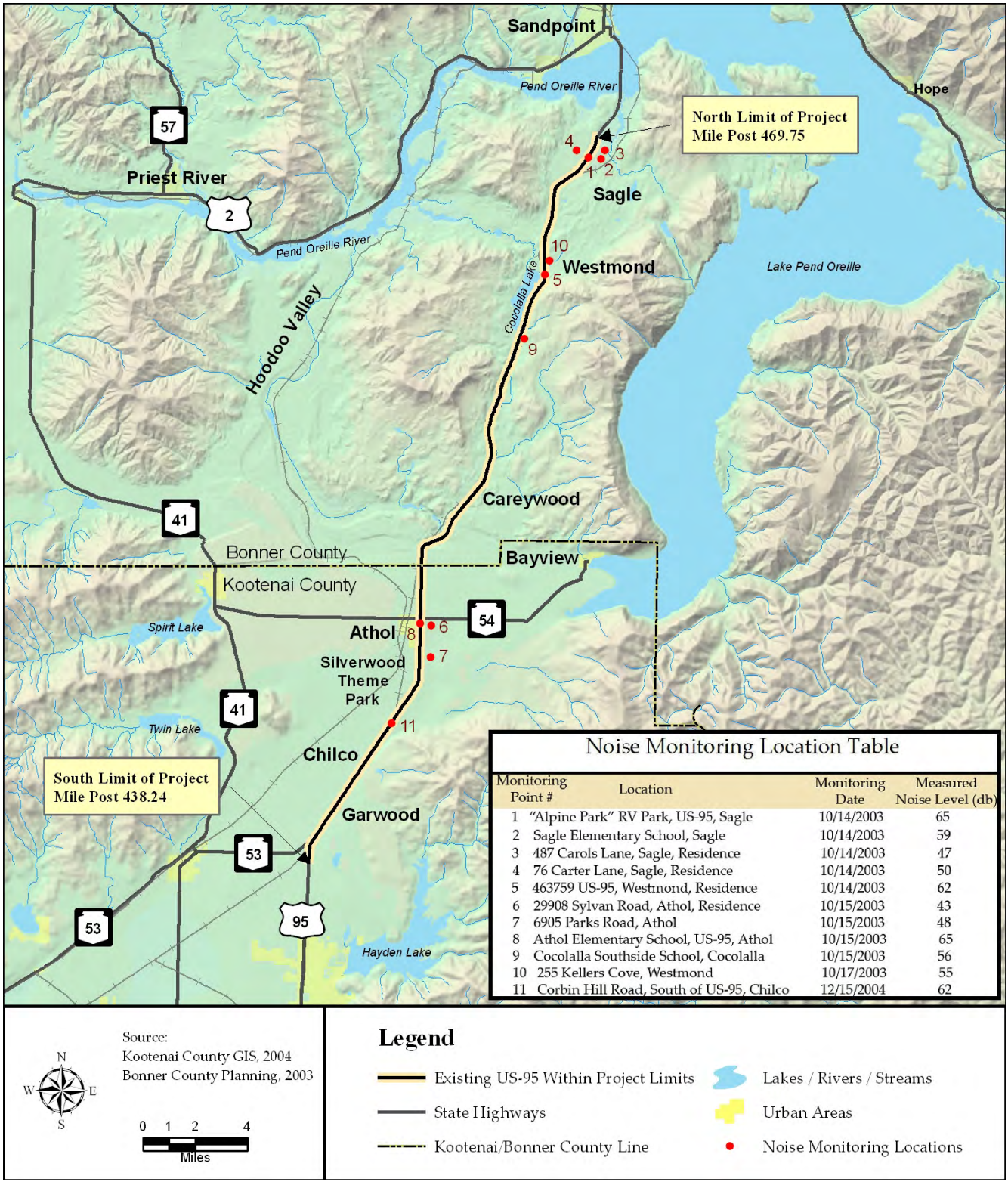
Noise is generally defined as unwanted sound and is a fluctuating pressure wave, measured in terms of sound pressure levels expressed in decibels (dB). The number of fluctuation cycles or pressure waves per second of a particular sound is the frequency of the sound. The human ear is less sensitive to higher and lower frequencies than to mid-range frequencies. Therefore, sound level monitors used to measure noise generally incorporate a filtering system that discriminates against higher and lower frequencies in a manner similar to the human ear, to produce noise measurements that approximate the normal human perception of noise. Measurements made using this filtering system are termed A-weighted decibels (dBA). Noise levels referred to in this report are stated as hourly-equivalent sound pressure levels (L_{eq}) in terms of dBA.

Subjectively, a 10-dBA change in noise level is perceived by most people to be approximately a two-fold change in loudness (e.g., an increase from 50 dBA to 60 dBA causes the perceived loudness to double). Generally, 3 dBA is the minimum change in outdoor sound level that can be perceived by a person with normal hearing. The DEIS describes the noise monitoring methodology used in the project corridor. This information remains unchanged and valid.

As shown in Figure 3-2, *Noise Monitoring Locations,* existing noise levels were monitored at 11 locations along the corridor in 2003 and 2004 to document existing noise levels and to support calibration of the noise model.

Because land uses and traffic volumes have not changed since the DEIS was completed, noise levels have not substantially changed between 2003 and 2007. Traffic would have to increase by 100 percent, (assuming the same vehicle classification distribution), for noise levels to increase by 3 dBA, which is generally accepted as the minimum perceptible noise level increase. Concurrent traffic counts were taken during the monitoring, where possible.

Figure 3-2. Noise Monitoring Locations



Noise Monitoring Location Table

Monitoring Point #	Location	Monitoring Date	Measured Noise Level (db)
1	"Alpine Park" RV Park, US-95, Sagle	10/14/2003	65
2	Sagle Elementary School, Sagle	10/14/2003	59
3	487 Carols Lane, Sagle, Residence	10/14/2003	47
4	76 Carter Lane, Sagle, Residence	10/14/2003	50
5	463759 US-95, Westmond, Residence	10/14/2003	62
6	29908 Sylvan Road, Athol, Residence	10/15/2003	43
7	6905 Parks Road, Athol	10/15/2003	48
8	Athol Elementary School, US-95, Athol	10/15/2003	65
9	Cocolalla Southside School, Cocolalla	10/15/2003	56
10	255 Kellers Cove, Westmond	10/17/2003	55
11	Corbin Hill Road, South of US-95, Chilco	12/15/2004	62

Data from Points 1, 5, and 11 were used to calibrate the noise model for the three-dimensional (3-D) analysis. Data from the remaining monitoring sites (Points 2, 3, 4, 6, 7, 8, 9, and 10) were used to document general existing ambient noise. These noise levels are presented for informational purposes only, and were not used to define existing noise level in the technical traffic noise analysis. Existing peak hour traffic data were used to model existing conditions in the noise model.

Table 3-4, *Comparison of Modeled and Measured Noise Levels*, shows the location and results of the ambient monitoring and, where appropriate, a comparison of the modeled and measured noise levels. The model is considered to reasonably predict noise levels if the measured and modeled sound levels agree within 3 dBA, which was the case at all modeled locations.

Table 3-4. Comparison of Modeled and Measured Noise Levels

Monitoring Point #	Location	Date	Measured Noise Level (L_{eq} dBA)	Modeled Noise Level (L_{eq} dBA)	Difference (L_{eq} dBA)
1	"Alpine Park" Residential RV Park, US-95, Sagle	10/14/2003	65	62	-3
2	Sagle Elementary School, Sagle	10/14/2003	59	-	-
3	Residence, 487 Carols Lane, Sagle	10/14/2003	47	-	-
4	Residence, 76 Carter Lane, Sagle	10/14/2003	50	-	-
5	Residence, 463759 US-95, Westmond	10/14/2003	62	63	+1
6	Residence, 29908 Sylvan Road, Athol	10/15/2003	43	-	-
7	Residence, 6905 Parks Road, Athol	10/15/2003	48	-	-
8	Athol Elementary School, US-95, Athol	10/15/2003	65	-	-
9	Southside Elementary School, Cocolalla	10/15/2003	56	-	-
10	Residence, 255 Kellers Cove, Westmond	10/17/2003	55	-	-
11	Residence, Corbin Hill Road, South of US-95, Chilco	12/15/2004	62	64	+2

Source: Technical Noise Report (2010)

Traffic noise levels for this project were calculated using FHWA's Traffic Noise Model, version 2.5 (TNM) and included a simplified two-dimensional (2-D) noise model. The results of the 2-D screening level analysis were used to identify areas where potentially affected properties were more densely clustered, and where mitigation was potentially feasible. In these areas, 3-D TNM modeling was conducted and the results included in the FEIS Chapter 4, Section 4.7, *Noise Effects*. Locations meeting FHWA's criteria for noise abatement considering cost and benefit were considered for noise mitigation described in the FEIS Chapter 4, Section 4.7, *Noise Effects*.

The simplified 2-D screening level analysis allowed for a direct comparison of the total number of potentially noise-affected properties under different alternatives conservatively by calculating the distance from the centerline of US-95 to the absolute residential (66 dBA) and commercial (71 dBA) noise impact criteria contour for each alternative, and counting the number of properties that fall within the contours. The simplified 2-D screening level analysis is intended to provide a generalized screening level method of comparing potential alternatives side-by-side and is not intended to provide accurate noise levels at discrete receptor locations. However, the simplified 2-D screening level analysis does provide an effective way to compare project corridor noise levels and the potential level of impacts side-by-side across a number of alternatives to help rank the potential for noise impacts associated with

specific alignments. The screening level analysis uses a two-dimensional modeling technique that assumes the project corridor has no significant topographical features, and the roadway is a straight line. Inputs to the model include vehicle volumes on the US-95 mainline within defined vehicle classes, and vehicle speeds. The simplified 2-D screening level analysis does not take into account the removal of densely vegetated areas (typically, the removal of 200 to 300 feet of dense vegetation is required before a perceptible increase in noise levels results), or local traffic on proposed frontage roads.

In order to provide a more detailed picture of the potential for noise impacts throughout the project corridor under the Preferred (Modified Brown) Alternative in the FEIS, the 2-D screening analysis methodology was enhanced to include the effect of local traffic on frontage roads located adjacent to the proposed highway alignment. Traffic on these frontage roadways is typically low volume and low speed when compared to traffic on US-95, however, combined noise levels from both these roadway types were calculated, and the distance to the residential and commercial noise impact contours and the number of properties falling within the contours was determined for the Modified Brown Alternative. The results of this additional analysis are described in the FEIS Chapter 4, Section 4.7, *Noise Effects*.

3.7.2 Regulatory Environment

As described in the DEIS, the noise analysis was prepared to meet the requirements outlined in the FHWA CFR *Procedures for Abatement of Highway Traffic Noise and Construction Noise* [23 CFR 772]. ITD is responsible for implementing the FWHA regulations in the State of Idaho. During the FEIS development the analysis was reevaluated and revised to also be consistent with ITD's most current Noise Policy (ITD, 2007).

Table 3-5, *FHWA Traffic Noise Abatement Criteria* lists the FHWA Noise Abatement Criteria. Traffic noise effects can occur if predicted noise levels are within 1 dBA of the FHWA criteria. This effectively reduces the residential noise abatement criteria to 66 dBA and the commercial noise abatement criteria to 71 dBA. Effects are also considered to occur if predicted noise levels substantially exceed the existing noise levels. ITD considers a 15-dBA increase in noise a substantial increase. The outdoor abatement criteria are evaluated at areas of frequent human use.

Table 3-5. FHWA Traffic Noise Abatement Criteria

Description of Activity	Abatement Criteria (L_{eq} - dBA)
Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose	57 (exterior)
Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals	67 (exterior)
Developed lands, properties, or activities not included in the previous two categories	72 (exterior)
Undeveloped lands	--
Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, auditoriums	52 (interior)

Source: FWHA, 1995

3.7.3 Existing Conditions

The results of the ambient noise monitoring were used to characterize the ambient noise environment, or to support the analysis of the alternatives in DEIS and FEIS Chapter 4, *Environmental Consequences.*

The results of the 2-D screening level analysis for the existing condition can be seen in Table 3-6, *Existing 2-D Noise Contour Analysis Results*. The results from the screening level analysis are not intended to provide accurate noise level predictions at discrete receptor locations, but to provide a baseline for comparing the effects of the Action and No Action alternatives.

Table 3-6. Existing 2-D Noise Contour Analysis Results

			EXISTING CONDITIONS	
Segment	From	To	Number of Residential Effects	Number of Commercial Effects
Chilco	MP 438.24	MP 445.0	10	4
Athol	MP 445.0	MP 451.3	2	1
Granite/Careywood	MP 451.3	MP 457.7	9	2
Cocolalla	MP 457.7	MP 463.0	13	2
Westmond	MP 463.0	MP 465.3	19	0
Sagle	MP 465.3	MP 470.5	24	1
		TOTALS	77	10

Source: Technical Noise Report (2010)

3.8 WATER RESOURCES

3.8.1 Methodology

The information for this section differs from the DEIS. It includes supplemental information on wells, wellhead protection areas, stormwater, and streams. Information was obtained from the EPA, IDEQ, Idaho Department of Water Resources (IDWR), Idaho Panhandle Health District, and Bonner and Kootenai counties to identify, locate, and characterize source waters (surface water, groundwater and wells) within the project corridor. Site visits were conducted to confirm and assist in characterization of the water resources. Agency personnel were contacted to verify published information. Additional drainage and hydraulic analysis was conducted to plan stormwater treatment and model floodplain effects.

Groundwater and surface water are potential sources of drinking water and are protected by the Safe Drinking Water Act. IDEQ developed the Source Water Protection Program which identifies water sources, their protection areas, and potential contaminant sources. To identify the potential risk of the project alternatives to source water, the project alternatives were overlaid on IDEQ established protection zones. Protection zones were established by IDEQ with a modeled or fixed radius around the source waters depicting a three-, six- and 10-year time of travel. This time of travel boundary represents the area in which a particle can travel in the specified amount of time from the soil to the source water. It is assumed that the greater the acreage of protection zones within the right-of-way, the greater the risk of pollutant delivery to source water. The three-year time of travel area is most sensitive because it is the fastest zone of the three-, six- and 10-year time of travel delineation areas.

3.8.2 Regulatory Environment

A comprehensive list of environmental regulations relevant to this project are described in the DEIS Chapter 1, Table 1-5, *Permits and Authorizations*.

Surface Water

The Clean Water Act [33 USC 1251] establishes national goals and policies to restore and maintain chemical, physical and biological integrity of the Waters of the US. Section 401 of the Clean Water Act regulates water quality of Waters of the US. Section 402 regulates the discharge of pollutants from point and non-point sources (National Pollution Discharge Elimination System (NPDES)). Section 404 of the Clean Water Act regulates the discharge of fill or dredged material into Waters of the US and is implemented by the USACE and EPA. Section 404 is further described in the FEIS Section 3.10.2, Regulatory Environment.

IDEQ is the state agency responsible for implementing the 401 certification process. The State of Idaho has designated beneficial uses for surface waters and prepared a list of waters that do not meet State water quality standards per the requirements of Section 303(d)(1) of the Clean Water Act. For these waters, the State has determined the Total Maximum Daily Load (TMDL) for specific pollutants, which is a calculation of the maximum amount of a pollutant that a water body can receive and still meet water quality standards. Implementation plans to restore water quality based on this information identify and describe pollutant controls and management measures to be undertaken, such as best management practices (BMPs), methods for action, and responsible parties.

Stormwater

Section 402 of the Clean Water Act regulates discharge of pollutants into Waters of the US through the NPDES permitting process and includes discharge of stormwater. The EPA is the NPDES permitting authority in the State of Idaho. Discharges must meet EPA and Idaho Water Quality Standards. The NPDES permit for construction activities is issued following the Notice of Intent and upon acceptance of the Stormwater Pollution Prevention Plan (SWPPP) which proposes site specific BMPs. A consent decree issued by the US District Court of Idaho in 2006 states specific environmental regulatory requirements regarding stormwater discharge for ITD construction projects.

3.8.3 Existing Conditions

Surface Water

Surface waters within the project corridor have been identified and are shown in FEIS Figure 3-3, *Surface Waters* and Table 3-7, *Surface and Groundwater Resources within the Project Corridor*. Many of the surface waters in the area are associated with wetlands which are further discussed in the DEIS and FEIS Chapter 3, Section 3.10, *Wetlands/Waters of the US*. There are no designated Wild and Scenic Rivers in the project corridor. The table and map are updated so that Granite Creek is now titled Unnamed Creek. Lakes in the project corridor include Cocolalla, Algoma, and Granite lakes. Major streams in the project corridor include Fry, Fish, Cocolalla, Bridgeview, Butler and Westmond creeks.

Waters with 303(d) listings include Cocolalla Lake, Cocolalla Creek, Butler Creek (the easterly tributary of Cocolalla Creek), and Fish Creek (the westerly tributary of Cocolalla Creek). Westmond Creek was not assessed as a 303(d) listed water but it drains into Cocolalla Lake which is listed. FEIS Table 3-7, *Surface and Groundwater Resources within the Project Corridor* lists the 303(d) listed pollutants,

beneficial uses, and if a Total Maximum Daily Load (TMDL) has been EPA-approved. A TMDL Implementation Plan for these waters was developed in 2004. Surface waters that are 303(d) listed and potentially affected by any of the project alternatives are described below with currently available information regarding their biological, chemical, and physical attributes.

Westmond Creek originates east of US-95, north of Dufort Road, and crosses US-95 just north of Cocolalla Lake. Beaver activity and topography commonly cause the culvert to clog and submerge which likely causes increased water temperature. Westmond Creek empties into Cocolalla Creek and Cocolalla Lake, which are 303(d) listed waters, as explained below.

Cocolalla Lake borders the west side of US-95 and residential development. Roads servicing the area generally have no stormwater facilities. The lake supports warm water and cold water fish species. Excess nutrients have been historically deposited by agricultural activities, human-waste, timber harvesting and land development, although most of these practices have been reduced. While the lake's tributaries contribute to 55 percent of the phosphorus loading, 23 percent is internally generated (IDEQ, 2001). Cocolalla Lake is listed as impaired for sediment loading and dissolved oxygen pollutant levels. The lake is designated a Special Resource water under Idaho Water Quality Standards. This designation stipulates that no new point source discharges are allowed, nor may existing sources increase discharges of pollutants to the lake, a tributary, or an upstream segment if these discharges would compromise water quality necessary to designated uses of the water body.

Figure 3-3. Surface Waters

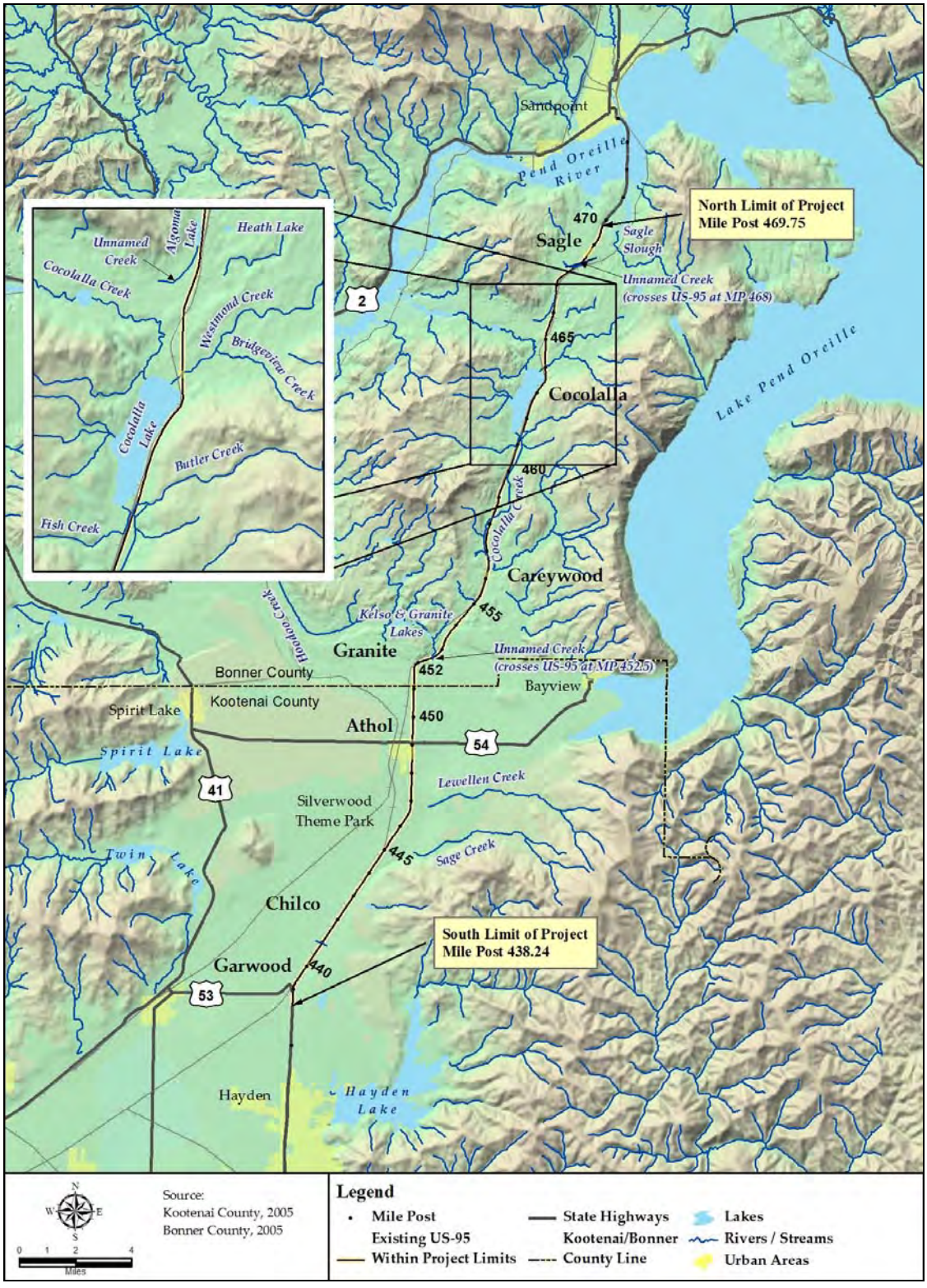


Table 3-7. Surface and Groundwater Resources within the Project Corridor

Geographic Area and Water Body	Beneficial Uses	Pollutant
Chilco Area		
Surface Water. Unnamed Creek near MP 441	None	None
Surface Water. Sage Creek (near US-95 MP 444). Undefined channel.	Cold Water Aquatic Life Primary/Secondary Contact Recreation	None identified
Groundwater. A portion of the SVRP Aquifer lies beneath the Chilco Area		
Athol Area		
Lewellen Creek (near US-95 MP 447)	Cold Water Aquatic Life Primary/Secondary Contact Recreation	None identified
Groundwater. A portion of the SVRP Aquifer lies beneath the Athol Area, beginning at approximately Belmont Road, north into the Granite/ Careywood Area		
Granite/Careywood Area		
Surface Water. Unnamed Creek (crosses US-95 near MP 452.5)	None Identified	None identified
Cocolalla Creek (upper)	Cold Water Aquatic Life; Primary Contact Recreation Domestic Water Supply; Special Resource Water	Sediment and Temperature
Groundwater. A portion of the SVRP Aquifer extends into the Granite/Careywood Area. The aquifer is irregularly shaped; however, a portion of the northern boundary appears to lie directly beneath US-95 at Granite Hill. From this point northward to Careywood, US-95 generally follows the west/north edge of the SVRP Aquifer. North of Careywood, the highway is over the Southside Aquifer.		
Cocolalla Area		
Surface Water. Cocolalla Creek (crosses US-95 multiple times)	Cold Water Aquatic Life; Primary Contact Recreation Domestic Water Supply; Special Resource Water	Sediment with TMDL and Temperature
Fish Creek (head waters to Cocolalla Creek	Cold Water Aquatic Life Primary/Secondary Contact Recreation	Sediment with TMDL and Temperature
Butler Creek (head waters to Cocolalla Creek, crosses US-95 near MP 461.5)	Cold Water Aquatic Life Primary/Secondary Contact Recreation	Sediment with TMDL
Cocolalla Lake (near US-95 between MP 461.5 and 464)	Cold Water Aquatic Life; Primary Contact Recreation Domestic Water Supply; Special Resource Water	Nutrients TMDLs and dissolved oxygen with TMDLs
Groundwater. US-95 is over the Southside Aquifer		
Westmond Area		
Surface Water. Westmond Creek (crosses US-95 near MP 464)	Cold Water Aquatic Life Primary/Secondary Contact Recreation	None identified
Groundwater. US-95 is over the Southside Aquifer		
Sagle Area		
Surface Water. Algoma Lake (near US-95 between MP 466 and 467)	Cold Water Aquatic Life Primary/Secondary Contact Recreation	None identified
Unnamed Creek (near MP 466) empties into Algoma Lake	Cold Water Aquatic Life Primary/Secondary Contact Recreation	None identified
Unnamed Creek (crosses US-95 near MP 468) associated with Wetland W	Cold Water Aquatic Life Primary/Secondary Contact Recreation	None identified
Groundwater. US-95 is over the Southside Aquifer		

Cocolalla Creek flows adjacent to US-95 from just south of Blacktail Road to Cocolalla Lake (five highway miles). This portion of the creek flows for nine miles through flat agricultural land that is grazed and hayed. Cold water biota and salmonoid spawning are present and impaired due to sediment. Cocolalla Creek contributes to the hydrology supporting numerous associated wetlands. The IDEQ 2001 Subbasin Report lists approximately 80 percent of the stream segments that are grazed to be in good condition with good riparian areas. However, approximately 10 percent of the stream has been straightened and vegetation removed, causing increased sedimentation and bank failure. Abandoned, unpaved roads located near streams can contribute as much as seven tons per year of sediment into the creek. Cocolalla Creek delivers approximately 25 percent of the total phosphorus in Cocolalla Lake primarily due to grazing. Fish Creek and Butler Creek are 303(d)-listed tributaries to Cocolalla Creek and contribute to sediment loading and elevated temperature levels within Cocolalla Creek and Lake (IDEQ, 2001).

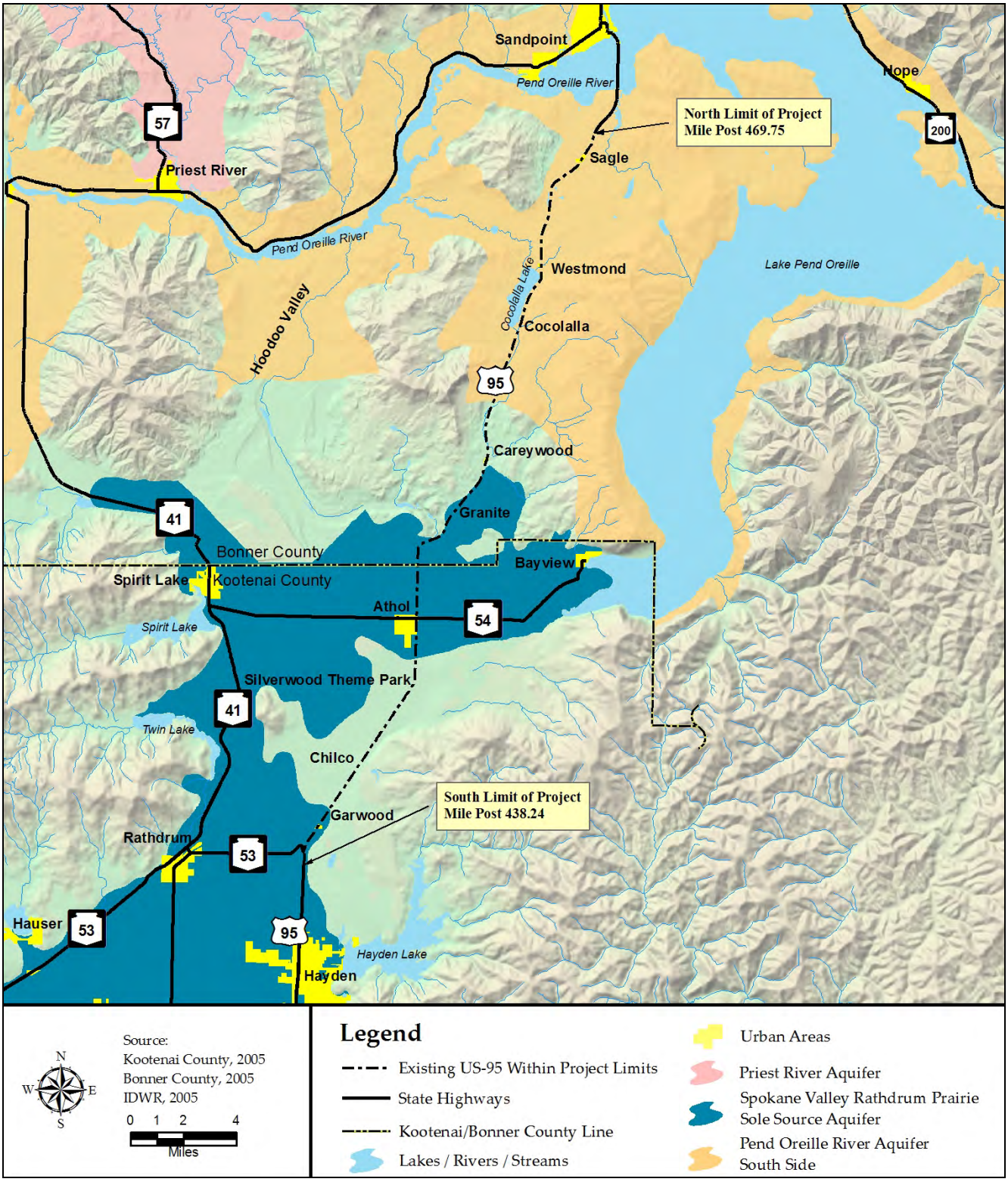
Butler Creek is located east of US-95, originating in higher elevation, forested portions of the Cocolalla Creek assessment unit. It crosses under US-95 from the east through a culvert and is channelized on the west side between US-95 and railroad fill slopes. The creek runs along the railroad fill until it empties into Cocolalla Creek. Butler Creek has similar biological resources and is listed as impaired for sediment loading.

Fish Creek drains into the west side of Cocolalla Creek about 1/2-mile south of the lake. Fish Creek originates in forested federal and state land and drains to lowland areas of residential and agricultural uses. It has similar biological resources as Cocolalla Creek. Logging roads and pastureland are the main contributors of sediments to Fish Creek, for which it is listed. Downstream of Cocolalla Loop Road, the creek passes through pastures and wetlands where livestock have accessed the sparsely vegetated, straightened portions of the creek contributing nutrients, sediment, and other pollutants. It is listed as impaired for sediment loading and elevated temperature pollutant levels. Fish Creek contributes approximately 20 percent of the phosphorus load and approximately 24 percent of the sediment entering Cocolalla Lake (IDEQ, 2001).

Ground Water

The Spokane Valley Rathdrum Prairie (SVRP) Aquifer is a sole source aquifer. It begins in Idaho at the south end of Lake Pend Oreille, flows in a southwesterly direction to the middle of the Rathdrum Prairie, and then turns west to Washington and the Spokane Valley, covering 321 square miles. The Chilco, Athol, and Granite/Careywood geographic areas overlie this aquifer and are part of the aquifer recharge area as shown in the FEIS Figure 3-4, *Aquifers*. The SVRP sole source aquifer is comprised of thick layers of course sediment deposited by a series of catastrophic floods caused by several rapid drainings of Lake Missoula during the last glacial age. The deposits range from about 150-feet to more than 600-feet deep. This geologic history contributes to the aquifer having one of the fastest flow rates in the nation, flowing as much as 50 feet per day in some areas. In comparison, a typical aquifer has a flow rate between a 1/4-inch and 5-feet per day. Pollutants that enter aquifers with fast flow rates will spread faster. In addition to the flow rates, the aquifer is especially susceptible to pollutants due to the porosity of the glacial gravels, shallow soils, shallow water table, and lack of protection from a clay layer.

Figure 3-4. Aquifers



Drinking water sources in the project corridor are primarily from private and public wells that draw water from the aquifer. The Panhandle Health District has been sampling approximately 28 wells over the aquifer in Idaho since 1974, testing for contaminants such as coliform bacteria, nitrates and volatile organic compounds. These samples have shown that, in general, contaminant levels increase as the water moves westward, and overall contaminant levels have increased since sampling began. Most contaminants are located within the top few feet of the aquifer and are shown to have a direct correlation to human activity. Contaminants are carried to the aquifer from sources such as septic tank leachate, fertilizer leachate, stormwater, and leaking underground storage tanks. With these exceptions, overall water quality within the SVRP Aquifer remains very good (IDEQ, 2000).

Southside (Pend Oreille River) Aquifer is a little-known glacial aquifer covering approximately 46 square miles that is located within the larger Pend Oreille River aquifer. It extends as far north as Sandpoint following US-95 to four miles south of Careywood ranging from one-mile to eight-miles wide. US-95 runs over the aquifer along the entire 17-mile length north of Careywood (Bonner County, 2003). This aquifer has the same basic geologic composition as the SVRP. The lack of clay layer in the ground increases infiltration rates, making it more susceptible to pollution. The majority of the source water protection areas are concentrated in the Granite/Careywood, Cocolalla, Westmond and Sagle areas. These protection areas include the capture zones for pollutants into different drainages, wells and critical aquifer recharge areas.

Stormwater

As discussed in the DEIS, some of the principal contaminants that could potentially occur in stormwater runoff include heavy metals, toxic chemicals, organic compounds, pesticides, herbicides, pathogens, nutrients, sediments, and salts. The EPA has identified the main pollutants generated from highways and bridges and potential sources as shown in Table 3-8, *Highway Runoff Pollutants and Their Primary Sources.*

Table 3-8. Highway Runoff Pollutants and Their Primary Sources

Pollutant	Primary Sources
Particulates	Pavement wear, vehicles, atmosphere
Nitrogen, Phosphorus	Atmosphere, roadside fertilizer application
Lead	Tire wear, automobile exhaust
Zinc	Tire wear, motor oil, grease
Iron	Auto body rust, steel highway structures, moving engine parts
Copper	Metal plating, brake wear, moving engine parts, bearing and bushing wear, fungicides and insecticides
Cadmium	Tire wear, roadside insecticide application
Chromium	Metal plating, moving engine parts, brake wear
Nickel	Diesel and gasoline, lubricating oil, metal plating, brake wear, asphalt paving
Manganese	Moving engine parts
Cyanide	Anticake compound used to keep deicing salt granular
Sodium, Calcium, Chloride	Deicing salts
Sulphate	Roadway beds, fuel, deicing salts
Petroleum	Spills, leaks, motor lubricants, antifreeze, hydraulic fluids, asphalt surface leachate

Source: EPA, 1993

There are existing vegetated ditches and culverts along US-95 that convey and capture stormwater but there are also areas that have no ditches. Stormwater may run off of the highway into roadside ditches, onto adjacent land, or may run directly into surface waters.

There are 62 existing culverts along US-95, most of which are corrugated metal pipes that convey either stormwater or natural drainages. A survey crew located and assessed the existing culverts along US-95 in the project corridor. As shown in Table 3-9, *Culverts Along US-95*, about half of the culverts are rated to be in poor condition and at least partially filled with sediment, reducing the stormwater conveyance.

Table 3-9. Culverts Along US-95

Segment Area	Number of Culverts	Condition of Culverts		
		Poor	Fair	Good
Chilco	2	0	2	0
Athol	1	0	0	1
Granite/Careywood	18	9	4	5
Cocolalla	18	10	6	2
Westmond	10	7	3	0
Sagle	13	4	6	3
Totals	62	30	21	11

3.9 FLOODPLAINS

3.9.1 Methodology

The DEIS described field investigations that were conducted for the US-95 corridor and adjacent lands to evaluate surface water features. In the DEIS floodplain boundaries were based on Flood Insurance Rate Maps (FIRMs) from the Federal Emergency Management Agency (FEMA) (FEMA, 1984 and 1987). Mapping was not available for US-95 in the City of Athol. FEMA has established floodplain boundaries for several floodplains that would be affected by the project. These are located along Sage Creek in the Chilco Area, an unnamed creek in the Granite/Careywood Area, Cocolalla Creek in the Granite/Careywood and Cocolalla areas, and adjacent to Algoma Lake in the Sagle Area.

The floodplain boundaries are for the base flood of a 100-year flood with a one-percent chance of occurring in any given year. FEMA has not established a regulatory floodway for any of the floodplains along the corridor. Therefore, it is necessary to demonstrate that there would not be greater than a one-foot cumulative rise in base flood elevations as a result of floodplain encroachments from the alternatives when combined with existing and anticipated development. Any rise greater than one-foot is considered a significant floodplain effect.

During the DEIS development the paper floodplain maps were digitized to create a floodplain layer for mapping and analysis. In 2009, FEMA created their own set of digitized floodplain maps which differs slightly in certain areas; however, overall the information has similar accuracy. Therefore it was determined that the information in the DEIS and the supplemental information in the FEIS remain do not differ substantially and remains valid.

During FEIS development, additional hydraulic analysis was prepared to evaluate the effects of the alternatives to the floodplains along Cocolalla Creek and Sage Creek. The encroachments in the remaining areas were not determined to be significant and therefore, no additional hydraulic analysis was completed for these areas.

Following FEMA's methodologies a Hydrologic Engineering Center River Analysis System (HEC-RAS) analysis was completed to make a preliminary estimate of the floodway boundary for Cocolalla Creek. The modeling resulted in delineation of a non-regulatory floodway, which has not yet been reviewed nor adopted by FEMA. The details regarding the hydraulic analyses of Cocolalla Creek and Sage Creek are included in the *Floodplain Technical Report Addenda*.

3.9.2 Regulatory Environment

The regulatory environment remains valid as described and defined in the DEIS. The DEIS describes the National Flood Insurance Act of 1968, the Flood Disaster Protection Act of 1973, Presidential EO 11988 Floodplain Management, the National Flood Insurance Program (NFIP), and Bonner and Kootenai county codes. Project-related activities are required to demonstrate that they would not cause more than a one-foot cumulative rise in the base flood elevations and would be compliant with the NFIP. 23 CFR 650 Subpart A requires that a location hydraulic study be completed to evaluate the effects of encroachments on floodplains. The HEC-RAS hydraulic model was used to perform the location hydraulic study for Cocolalla Creek and is described in more detail in FEIS Chapter 4, Section 4.9, *Floodplain Effects*.

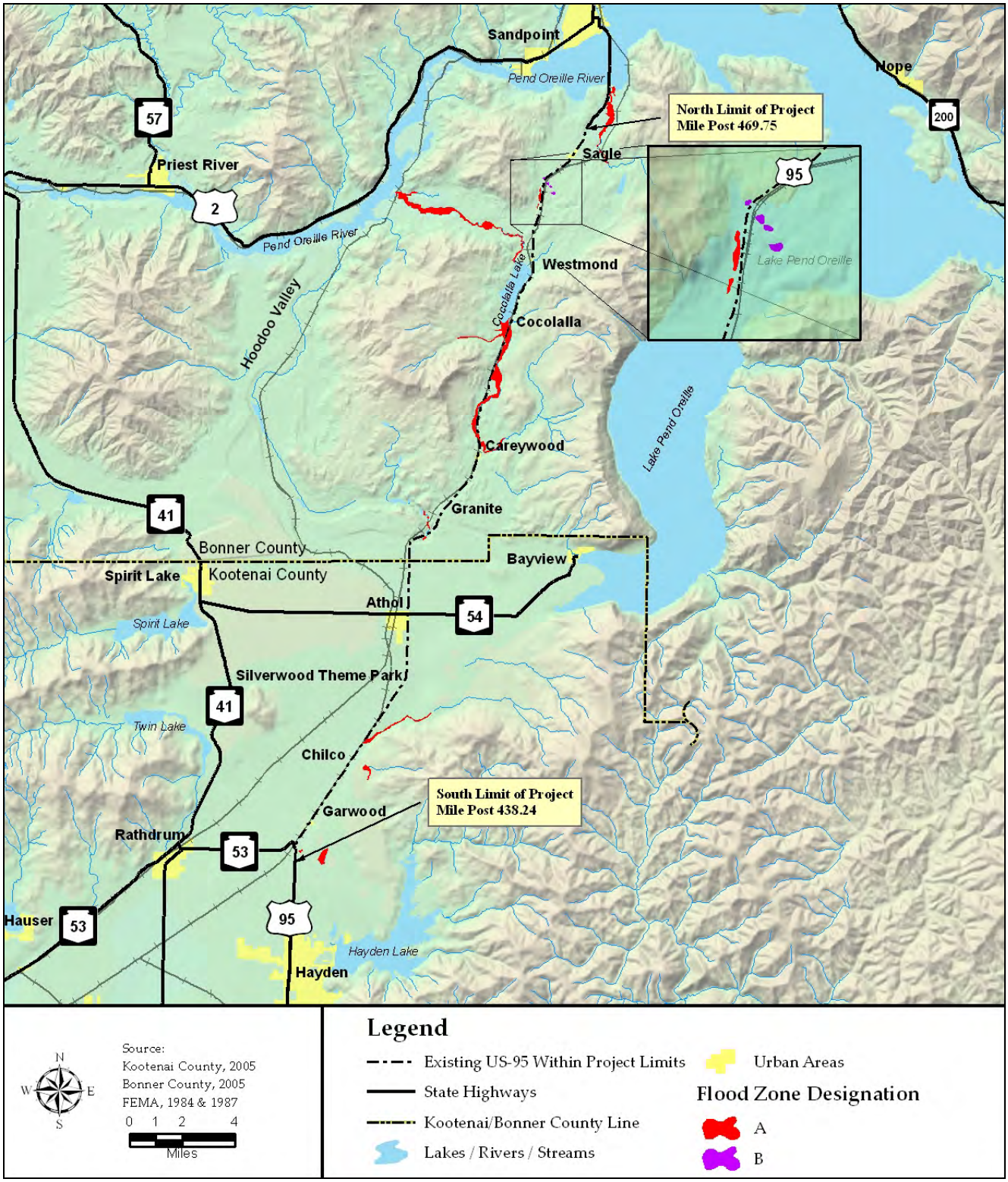
When no regulatory floodway has been established, federal regulations require that: "*Until a regulatory floodway is designated, that no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1–30 and AE on the community's Flood Insurance Rate Map (FIRM), unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one-foot at any point within the community.*" [44 CFR 60.3 and 44 CFR 65.12].

Additional information on regulatory requirements is included in the *Floodplain Technical Report Addenda*.

3.9.3 Existing Conditions

The DEIS defines floodplains and their associated wetlands and streams. Information for the Cocolalla, Westmond and Sagle areas was not included in the DEIS Chapter 3, Section 3.9.3, *Existing Conditions* and is added in this FEIS. The information was included in the DEIS *Floodplain Technical Report*. FEMA FIRMs show the floodplains for Sage Creek in the Chilco Area, for the unnamed creek in the Granite/Careywood Area, along Cocolalla Creek in the Granite/Careywood and Cocolalla areas, and adjacent to Algoma Lake in the Sagle Area. Existing floodplains that are not listed above but are shown in Figure 3-5, *Floodplains within the Project Corridor* would not be affected by any of the project alternatives.

Figure 3-5. Floodplains within the Project Corridor



The floodplain map indicates both Zone A and Zone B flood zones which are explained below:

- Zone A indicates an area that is inundated by the 100-year flood. Base flood elevations and flood hazard factors are not determined for this zone.
- Zone B indicates an area of inundation between 100-year and 500-year flood.

Chilco Area

The information in the DEIS is valid for this area. There is a 100-year floodplain (Zone A) east of the highway approximately one mile north of Boekel Road and another adjacent to the east side of the roadway approximately three miles north of Garwood Road which is associated with the Sage Creek drainage.

Athol Area

There are no FEMA designated floodplains identified within the Athol Area. The information from the DEIS remains valid.

Granite/Careywood Area

The information from the DEIS for this area remains valid; however, additional information is provided. There is a 100-year floodplain (Zone A) on the east side of US-95 (approximately MP 452.5) which is associated with the unnamed creek that flows from Granite Lake. It is not associated with Cocolalla Creek. A 100-year floodplain (Zone A) associated with Cocolalla Creek extends from approximately MP 456.3 to MP 461.5 terminating at the south end of Cocolalla Lake in the Cocolalla Area. US-95 crosses Cocolalla Creek at three locations in the Granite/Careywood Area.

Cocolalla Area

The floodplain associated with Cocolalla Creek described in the previous section extends into this geographic area ending at approximately MP 461.5.

Westmond Area

Westmond Creek does not have a FEMA designated floodplain.

Sagle Area

In the Sagle Area, Algoma Lake and other small potholes are within 1/8-mile of the highway and are mapped as Flood Zones A and B. There are two 100-year floodplains (Zone A) associated with Algoma Lake that are located on the west side of US-95 from MP 466 to MP 467. A 500-year floodplain (Zone B) is on the west side of US-95 at approximately MP 467.2.

3.10 WETLANDS / WATERS OF THE US

3.10.1 Methodology

The DEIS provides a detailed description of the methodology in accordance with the *Corps of Engineers 1987 Wetlands Delineation Manual* (Environmental Laboratory, 1987). These methods require that evidence of three parameters, a dominance of hydrophytic vegetation, hydric soils, and wetland hydrology, be simultaneously present for a wetland determination under normal circumstances. The functions and values of the delineated wetlands were evaluated utilizing the Montana Department of Transportation (MDT) Montana Wetland Assessment Method which is routinely used by ITD.

Delineation functional assessment methods, USACE coordination, field visits and mitigation coordination is described in detail in the DEIS Chapter 3, Section 3.10, *Wetlands/Waters of the US*.

The MDT method assesses 12 primary wetland functions and values which determine the overall rating of Category I, II, III, or IV. Category I wetlands are generally considered high quality wetlands that are not easily replaceable. Category IV wetlands are lower quality wetlands, often small with low species diversity. The categories reflect the quality of the wetland and the wetland's ability to provide levels of functions and values (Berglund, 1999).

The 12 primary wetland functions and values evaluated include:

- Listed/Proposed Threatened and Endangered Species Habitat
- Natural/State Program Species Habitat
- General Wildlife Habitat
- General Fish/Aquatic Habitat
- Flood Attenuation
- Short and Long-term Surface Water Storage
- Sediment/Nutrient/Toxicant Removal
- Sediment/Shoreline Stabilization
- Production Export/Food Chain Support
- Groundwater Discharge/Recharge
- Uniqueness
- Recreation/Education Potential

The functions and values assessment assists in determining how the wetland functions and values compare to other wetlands. Wetlands with higher functions could be prioritized for avoidance, and minimization of harm. Wetland mitigation planning usually takes into account replacement of the potentially lost functions.

Additional descriptions regarding functions and values have been added to the FEIS Chapter 3, Section 3.10.3, *Existing Conditions*.

3.10.2 Regulatory Environment

This section provides additional information, corrections and clarifications to the DEIS Chapter 3, Section 3.10.2, *Regulatory Environment*. The Federal Water Pollution Control Act [33 USC 1251 et seq.], known as the Clean Water Act (CWA), provides for comprehensive federal regulation of all sources of water pollution. The USACE oversees Section 404 of the CWA which regulates the discharge of dredged or fill material into waters of the US including wetlands. The following guidelines were utilized in determining the jurisdiction of wetland areas in the field. A consent decree was issued by the US District Court of Idaho in 1998, which states specific environmental requirements regarding wetlands and waters of the US for ITD construction projects.

Jurisdictional "waters of the US" as defined by the USACE include "waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, prairie potholes,

wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce" according to 33 CFR 328.3(a). This includes all interstate waters, waters from which fish or shellfish could be taken and sold in interstate or foreign commerce, and all tributaries of the waters described above.

The USACE and the EPA jointly define wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas [33 CFR 328.3(b)]. USACE and EPA wetland definitions are also described in the *Wetland Delineation Technical Report*, 2004.

Wetlands are considered jurisdictional by the USACE if they are an interstate wetland, if they are adjacent to jurisdictional waters of the US, and/or if they are isolated with a significant nexus to interstate commerce.

The USACE completed jurisdictional determinations for the wetlands described below in October, 2005. The Jurisdictional Determination Forms are located in the *Wetland Delineation Technical Report* and provide the rationale for the jurisdictional call for each wetland.

Wetlands meeting the USACE and EPA definition but not considered jurisdictional by the USACE or subject to the Section 404 permitting process are still considered under EO 11990. Through its policies, the FHWA requires a no net loss of wetlands, meaning that all projects that have wetland effects that cannot be avoided or minimized will provide replacement of the wetland functions and values.

Since the publication of the DEIS the EPA and USACE have issued new guidance for the CWA jurisdiction of wetlands following the US Supreme Court's decision of the Rapanos and Carabell cases. The project was evaluated in light of this new guidance and no wetlands that were previously evaluated would result in changes to jurisdiction or wetland boundaries; therefore, no changes to the DEIS wetland information are required.

3.10.3 Existing Conditions

The DEIS describes the project corridor as being located within the Lake Pend Oreille and Upper Spokane hydrological cataloging units. Lake Pend Oreille (including the Sagle Slough) and the Pend Oreille River are located to the north of the project; the Spokane River and Lake Coeur d'Alene are located south of the project. Portions of the Cocolalla Creek drainage are located within the project corridor; Fish, Fry, Butler, Bridgeview, and Westmond creeks; Algoma, Granite, and Cocolalla lakes are located within the project corridor. Kelso Lake is outside the project corridor but feeds into Granite Lake.

Wet topographical depression areas associated with seasonal drainages or groundwater, forested wet areas, riparian areas of Cocolalla Creek, Algoma Lake, Cocolalla Lake, and saturated farmland are the general habitats where wetlands were delineated as described in the DEIS. The milepost locations, hydrology and vegetation found within those wetlands as described in the DEIS remain valid.

Table 3-10, *Wetlands Identified within the Project Corridor*, shows the wetlands in the project corridor, approximate locations, jurisdictional status, MDT functional value rating, and characteristics within the 31.5-mile project corridor. The text for the individual wetlands describes the wetlands by their dominant vegetative class; however, all vegetative classes that are present in the wetland are listed in Table 3-10. According to the MDT Montana Wetland Assessment Method, the wetlands found on-site are classified as Category II and III wetlands. Category II wetlands are more common than Category I wetlands, and are those that provide habitat for sensitive plants or animals, function at very high levels for wildlife/fish habitat, are unique in a given region, or are assigned high ratings for many of the assessed functions and values. Category III wetlands are more common, generally less diverse, and often smaller and more isolated than are Category I and II wetlands. They can still provide many functions and values, although they may not be assigned high ratings for as many parameters as Category I and II wetlands. Wetlands O and V were listed as Category III wetlands in the DEIS, but have been corrected to Category II wetlands.

The DEIS provides a detailed description of each wetland. The following repeats the descriptions and includes text corrections and wetland functions and values information. Maps of the wetlands and waters of the US are included in the DEIS Chapter 3, *Affected Environment*.

Chilco Area

Wetland A. Wetland A is an emergent wetland that was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. It contains scrub-shrub and forested vegetation. Function and value ratings are high for sediment, nutrient, and toxicant removal; moderate for general wildlife habitat, flood attenuation, short-term and long-term surface water storage and production export and food chain support.

Athol Area

No wetlands were identified within the project corridor in the Athol Area.

Granite/Careywood Area

Wetland C. Wetland C is an emergent wetland. Wetland C was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It is connected to Granite Lake but water flows out of Granite Lake to Wetland C through an unnamed tributary. Water from Wetland C flows to Wetland F but Wetland F does not flow into any other waters of the US. Therefore, there is no potential for the use, degradation, or destruction of Wetland C to affect any other waters of the US. In addition it is not subject to boating and is not open to the general public for use. It contains scrub-shrub and riparian vegetation. Function and value ratings are moderate for sediment, nutrient, and toxicant removal, general wildlife habitat, production export and food chain support.

Table 3-10. Wetlands Identified within the Project Corridor

Geographic Area	Wetland	MP and east (E) or west (W) side of US-95[1]	Wetlands (acres)[2]	Vegetative Classes Present	MDT Functional Values [3]	USACE Jurisdictional Status [4]
Chilco	A	MP 444.0 (E)	5.7	Emergent, scrub-shrub, forested	III	N
		Chilco Total	5.7			
Granite	C	MP 452.6 (W)	0.7	Emergent, scrub-shrub	III	N
Granite	D	MP 452.6 (W)	0.9	Emergent	III	N
Granite	E	MP 452.7 (W)	1.4	Emergent	III	N
Granite	F	MP 452.5 (E)	4.7	Emergent	III	N
Granite	G	MP 454.7 (W)	2.4	Emergent, scrub-shrub, forested	III	N
Granite	H	MP 456.0 to 456.1 (W)	7.5	Emergent, scrub-shrub, forested	III	J
Granite	I	MP 456.3 to 456.4 (E)	5.3	Emergent, scrub-shrub	III	J
Granite	J	MP 456.3 to 456.6 (E/W)	16.2	Emergent, scrub-shrub	III	J
Granite	K	MP 456.8 to 457.7 (W)	68.4	Emergent, scrub-shrub	III	J
Granite	R	MP 454.4 (W)	0.2	Emergent, scrub-shrub, forested	III	N
Granite	T	MP 456.2 to 457.7 (E/W)	39.8	Emergent, scrub-shrub, forested	III	J
		Granite Total	147.5			
Cocolalla	K	MP 457.7 to 458.2 (W)	17.4	Emergent, scrub-shrub	III	J
Cocolalla	M	MP 458.2 to 458.3 (W)	1.1	Emergent, scrub-shrub	III	J
Cocolalla	N	MP 457.9 (E)	0.2	Emergent	III	N
Cocolalla	P	MP 460.6 to 460.7 (W)	8.3	Emergent, scrub-shrub, forested	III	J
Cocolalla	Q	MP 460.3 to 460.5 (W)	18.1	Emergent, scrub-shrub, forested	II	J
Cocolalla	S	MP 458.9 to 461.7 (E/W)	241.2	Emergent, scrub-shrub	III	J
Cocolalla	T	MP 457.7 to 458.2 (E/W)	8.6	Emergent, scrub-shrub, forested	III	J
		Cocolalla Total	294.9			
Westmond	U	MP 464.0 to 464.3 (E/W)	37.0	Emergent, scrub-shrub	III	J
Westmond	Y	MP 464.7 (W)	0.7	Emergent, scrub-shrub	III	N
Westmond	CC	MP 465.2 (E)	1.6	Emergent, aquatic bed	III	N
		Westmond Total	39.3			
Sagle	L	MP 469.8 to 470.8 (E, W)	148.2	Emergent, scrub-shrub	III	J
Sagle	O	MP 469.8 (W)	0.8	Emergent, scrub-shrub, forested	II	N
Sagle	V	MP 465.9 to 467.2 (W)	69.6	Emergent, scrub-shrub, aquatic bed	II	J
Sagle	W	MP 467.3 to 467.9 (W)	49.2	Emergent, scrub-shrub, forested	II	J
Sagle	Z	MP 467.3 (E)	0.3	Emergent, scrub-shrub	III	N
Sagle	BB	MP 465.3 (E)	1.7	Emergent, aquatic bed	III	N
		Sagle Total	269.8			
		TOTAL	757.2			

1 Mileposts were determined according to April 30, 2005 engineering drawings
2 Acreages are rounded up to the nearest 0.1 acre
3 Wetland categories were determined according to the Montana Department of Transportation (MDT) Montana Wetland Assessment Method (Berglund, 1999). See text for description.
4 USACE Jurisdictional Determination: N= Non jurisdictional, J= Jurisdictional

Wetland D. Wetland D is an emergent wetland located on the western side of the US-95 at MP 452.6. Wetland D was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate

water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. It is connected to Granite Lake but water flows out of Granite Lake to Wetland D through an unnamed tributary. Water from Wetland D flows to Wetland F but Wetland F does not flow into any other waters of the US. Therefore, there is no potential for the use, degradation, or destruction or Wetland D to affect any other waters of the US. Function and value ratings are moderate for sediment, nutrient, and toxicant removal.

Wetland E. Wetland E is an emergent wetland. Wetland E was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. It is connected to Granite Lake but water flows out of Granite Lake to Wetland E through an unnamed tributary. Water from Wetland E flows to Wetland F but Wetland F does not flow into any other waters of the US. Therefore, there is no potential for the use, degradation, or destruction or Wetland E to affect any other waters of the US. Water from the wetland is not hydrologically connected to a jurisdictional waterway and wetland degradation would not affect interstate or foreign commerce. Function and value ratings are moderate for short-term and long-term surface water storage; sediment, nutrient, and toxicant removal; and production export and food chain support.

Wetland F. Wetland F is an emergent wetland. Wetland F was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. It is connected to Granite Lake but water flows out of Granite Lake to Wetland F through an unnamed tributary. Water from Wetland F does not flow into any other waters of the US. Therefore, there is no potential for the use, degradation, or destruction of Wetland F to affect any other waters of the US. Function and value ratings are moderate for general wildlife habitat; flood attenuation; short-term and long-term surface water storage; sediment, nutrient, and toxicant removal; and production export and food chain support.

Wetland G. Wetland G is an emergent wetland. Wetland G was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. The wetland also contains scrub-shrub and forest vegetation. Function and value ratings are moderate for general wildlife habitat; flood attenuation; short-term and long-term surface water storage; sediment, nutrient, and toxicant removal; and production export and food chain support.

Wetland H. Wetland H is a scrub-shrub wetland. Wetland H was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. Wetland H is neighboring (located approximately 600 feet from) Wetland J which is contiguous with an intermittent tributary to Cocolalla Creek which flows to the Pend Oreille River, an interstate water. Wetland H has clear evidence of a surface/subsurface hydrologic connection to Wetland J and is capable of contributing pollutants to it. Wetland H is separated from Wetland J by man-made features (the highway and the railroad) and it

appears very likely that prior to construction of the highway or the railroad, Wetland H may have been contiguous to Wetland J. Based on 33 CFR 328.3, wetlands separated by man-made barrier is considered "adjacent wetlands." This wetland also contains emergent and forest vegetation. Function and value ratings are high for short-term and long-term surface water storage; sediment, nutrient, and toxicant removal; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat, flood attenuation, and uniqueness.

Wetland I. Wetland I is an emergent wetland. Wetland I was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It borders an unnamed tributary to Cocolalla Creek which flows to the Pend Oreille River, an interstate waters of the US. Wetland I abuts Wetland T which borders and is contiguous with Cocolalla Creek. This wetland also contains scrub-shrub vegetation. Function and value ratings are high for short-term and long-term surface water storage, and production export and food chain support. Function and value ratings are moderate for flood attenuation, and sediment, nutrient, and toxicant removal.

Wetland J. Wetland J is an emergent wetland located primarily on the eastern side of US-95 from MP 456.3 to MP 456.6. Wetland J was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It is contiguous to an unnamed tributary to Cocolalla Creek and also abuts Cocolalla Creek to the north. This wetland also contains scrub-shrub vegetation. Function and value ratings are high for short-term and long-term surface water storage, and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; flood attenuation; and sediment, nutrient, and toxicant removal.

Wetland K. Wetland K is an emergent wetland. Wetland K was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It borders and is contiguous to Cocolalla Creek which is a tributary to an interstate water. This wetland also contains scrub-shrub vegetation. The scrub-shrub portion at this wetland is adjacent to Cocolalla Creek, adjoining ditches, and the western side at the toe of the slope where several springs feed the wetland. The emergent portions of this wetland are predominantly hayed meadow foxtail, intermixed with some grazing. Grazing occurs at the creek and adjacent ditches. In wetter areas where cultivating and grazing does not occur there is a high diversity of sedge species. Function and value ratings are high for short-term and long-term surface water storage; sediment, nutrient, and toxicant removal; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat and flood attenuation.

Wetland R. Wetland R is an emergent wetland. Wetland R is not jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. The vegetation consists primarily of quaking aspen with an understory of reed canarygrass. Function and value ratings are high for ground water discharge and recharge. Function and value ratings are moderate for general wildlife habitat; flood attenuation; sediment, nutrient, and toxicant removal; and production export and food chain support.

Wetland T. Wetland T is a scrub-shrub, wetland. Wetland T was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It borders and is contiguous to Cocolalla Creek

which is a tributary to an interstate water. It contains emergent and forest vegetation. Function and value ratings are high for flood attenuation; sediment and shoreline stabilization; short-term and long-term surface water storage; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; general fish and aquatic habitat; sediment, nutrient, and toxicant removal; and uniqueness.

Cocolalla Area

Wetland K. Wetland K is an emergent wetland. Wetland K was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It borders and is contiguous to Cocolalla Creek which is a tributary to an interstate water. This wetland also contains scrub-shrub vegetation, which is adjacent to Cocolalla Creek. Most of the emergent portions of Wetland K in this area are grazed. Function and value ratings are moderate for general wildlife habitat and flood attenuation.

Wetland M. Wetland M is an emergent wetland located on the western side of US-95 and the BNSF railroad from MP 458.2 to MP 458.3. Wetland M was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It borders and is contiguous to Cocolalla Creek which is a tributary to an interstate water. This wetland also contains scrub-shrub vegetation. Function and value ratings are high for sediment, nutrient, and toxicant removal; moderate for general wildlife habitat; short-term and long-term surface water storage; and production export and food chain support.

Wetland N. Wetland N is an emergent wetland. Wetland N was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. Wetland N is a stock watering pond that was excavated in a low-lying area. In addition, it is not subject to boating and is not open to the general public for use. Function and value ratings are moderate for general wildlife habitat and sediment, nutrient, and toxicant removal.

Wetland P. Wetland P is a forested wetland in a topographically low area that is heavily grazed by buffalo. Wetland P was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It is neighboring (located approximately 240 feet from) Wetland S which is contiguous to Cocolalla Creek, which is a tributary to an interstate water. Cocolalla Creek flows to the Pend Oreille River. Wetland P is separated from Wetland S by man-made features (the highway, railroad, and a private road). Based on 33 CFR 328.3, wetlands that area separated by man-made barriers are considered “adjacent wetlands”. This wetland also contains emergent and scrub-shrub vegetation. Function and value ratings are high for short-term and long-term surface water storage, and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; sediment, nutrient, and toxicant removal; flood attenuation; and uniqueness.

Wetland Q. Wetland Q is a scrub-shrub wetland. Wetland Q was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It is neighboring (located approximately 65 feet from) Wetland S which is contiguous with Cocolalla Creek, a tributary to an interstate water. Wetland Q is separated from Wetland S by a manmade feature (the highway and the railroad) and it appears very likely that prior to construction of the highway or the railroad, Wetland Q may have been contiguous to Wetland S. Based on 33 CFR 328.3 wetlands separated by man-made barriers are considered “adjacent wetlands.” This wetland also has emergent and forest vegetation. Function and value ratings are high

for general wildlife habitat; flood attenuation; short-term and long-term surface water storage; sediment, nutrient, and toxicant removal; production export and food chain support; and uniqueness. Function and value ratings are moderate for recreation and education potential.

Wetland S. Wetland S is an emergent, farmed wetland. Wetland S was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It borders and is contiguous to Cocolalla Creek, unnamed tributaries to Cocolalla Creek and Fish Creek, which are tributaries to an interstate water. This wetland also contains scrub-shrub vegetation. Function and value ratings are high for flood attenuation; short-term and long-term surface water storage; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; general fish and aquatic habitat; sediment, nutrient, and toxicant removal; and sediment and shoreline stabilization.

Wetland T. Wetland T is a scrub-shrub wetland. Wetland T was determined to be jurisdictional because it borders and is contiguous to Cocolalla Creek which is a tributary to an interstate water. Cocolalla Creek is jurisdictional as tributary to an interstate water. This wetland contains emergent and forest vegetation. Function and value ratings are high for flood attenuation; sediment and shoreline stabilization; short-term and long-term surface water storage; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; general fish and aquatic habitat; sediment, nutrient, and toxicant removal; and uniqueness.

Westmond Area

Wetland U. Wetland U is a scrub-shrub wetland. It flows into Bridgeview Creek and Westmond Creek, which flows into Cocolalla Lake, which flows into Cocolalla Creek, a tributary to an interstate water. This wetland also contains emergent vegetation. Wetland U was determined to be jurisdictional because it borders and is contiguous to Westmond and Bridgeview Creeks, which are tributaries to an interstate water. Function and value ratings are high for flood attenuation; short-term and long-term surface water storage; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; general fish and aquatic habitat; sediment, nutrient, and toxicant removal; and sediment and shoreline stabilization.

Wetland Y. Wetland Y is an emergent wetland. Wetland Y was determined to be non-jurisdictional by the USACE because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. Wetland Y is a topographically low wet area surrounded by upland. This wetland also contains scrub-shrub vegetation. Function and value ratings are moderate for sediment, nutrient, and toxicant removal.

Wetland CC. Wetland CC is an aquatic bed wetland and is not hydrologically associated to any surface water. Wetland CC was determined to be non-jurisdictional by the USACE because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. Wetland CC is a topographically low wet area surrounded by upland. This wetland also contains emergent vegetation. Function and value ratings are high for sediment, nutrient, and toxicant removal. Function and value ratings are moderate for general wildlife

habitat; flood attenuation; short-term and long-term surface water storage; and production export and food chain support.

Sagle Area

Wetland L. Wetland L is an emergent wetland. Wetland L was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It borders and is contiguous to Sagle Slough which is an arm of Lake Pend Oreille, a waters of the US. This wetland also contains scrub-shrub vegetation. Function and value ratings are high for short-term and long-term surface water storage; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; flood attenuation; sediment, nutrient, and toxicant removal; and uniqueness. Approximately three quarters of the wetland is located north of the project terminus (MP 469.75).

Wetland O. Wetland O is an emergent wetland. In the DEIS, this wetland was described as a Category III wetland and has been corrected to a Category II wetland. Wetland O was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. Wetland O is a topographically low wet area surrounded by upland. This wetland also contains scrub-shrub and forest vegetation. Function and value ratings are high for general wildlife habitat; sediment, nutrient, and toxicant removal; and uniqueness. Function and value ratings are moderate for production export and food chain support; and recreation and education potential. Although identified, Wetland O is north of the project terminus (MP 469.75).

Wetland V. Wetland V is an emergent wetland associated with Algoma Lake. In the DEIS, this wetland was described as a Category III wetland and has been corrected to a Category II wetland. Wetland V was determined to be jurisdictional because it borders and is contiguous to Algoma Lake. Algoma Lake is jurisdictional as an isolated, intrastate waters of the US which may be susceptible to use in interstate or foreign commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. The lake is currently in private ownership and does not currently support boating but it is big enough and deep enough to support boating. However, it is located immediately adjacent to US-95 and it is within six miles for Sandpoint which is experiencing a high growth rate especially in vacation homes. Based on this, it is very likely that the property around the lake will be sold and developed for vacation homes used by interstate travelers in the near future. This wetland also contains scrub-shrub and aquatic bed vegetation. Function and value ratings are high for general wildlife habitat; short-term and long-term surface water storage; sediment, nutrient, and toxicant removal; and production export and food chain support. Function and value ratings are moderate for flood attenuation and uniqueness.

Wetland W. Wetland W is a scrub-shrub wetland. Wetland W was determined to be jurisdictional as a wetland adjacent to a tributary to an interstate water. It borders and is contiguous to Fry Creek which is a tributary to an interstate water. Fry Creek is jurisdictional as tributary to an interstate water. It flows into Sagle Slough, which is an arm of Lake Pend Oreille. This wetland also contains emergent and forest vegetation. Function and value ratings are high for general wildlife habitat; flood attenuation; short-term and long-term surface water storage; sediment, nutrient, and toxicant removal; and

production export and food chain support; recreation and education potential; and uniqueness. Function and value ratings are moderate for sediment and shoreline stabilization.

Wetland Z. Wetland Z is an emergent wetland. Wetland Z was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. Wetland Z is a topographically low wet area surrounded by upland. This wetland also contains scrub-shrub vegetation. Function and value ratings are high for sediment, nutrient, and toxicant removal. Function and value ratings are moderate for general wildlife habitat; flood attenuation; short-term and long-term surface water storage; and production export and food chain support.

Wetland BB. Wetland BB is an aquatic bed wetland and is not hydrologically associated to any additional surface water. Wetland BB was determined to be non-jurisdictional because it is an isolated, non-navigable intrastate water with no nexus to interstate commerce. It has no apparent surface water connection to and does not flow into any other waters of the US. In addition, it is not subject to boating and is not open to the general public for use. Wetland BB is a topographically low wet area surrounded by upland. This wetland also contains emergent vegetation. Function and value ratings are high for sediment, nutrient, and toxicant removal. Function and value ratings are moderate for general wildlife habitat; flood attenuation; short-term and long-term surface water storage; and production export and food chain support.

3.11 WILDLIFE AND VEGETATION

This section describes the general wildlife habitat within the project corridor, general terrestrial and aquatic species, and protected species. In Idaho, protected wildlife is termed "species of greatest conservation need" and protected plant species are termed "special status" plants. These are species that are categorized by the IDFG and may include currently listed federal and state wildlife species and other species of concern. This section also contains text from the DEIS for which minor corrections were made.

3.11.1 Methodology

Existing literature and scientific data were reviewed to determine species distribution and habitat requirements. The IDFG, the Idaho Conservation Data Center (ICDC), the Idaho Fish and Wildlife Information System, the United States Forest Service (USFS), and the United States Fish and Wildlife Service (USFWS) were consulted for information on species occurrence. An on-site investigation of the project corridor was conducted to evaluate species presence and existing habitat conditions. Habitat suitability for each of the subject species was assessed.

The methodology used to analyze wildlife movement and linkage within the project corridor included coordination and consultation with wildlife biologists, resource agencies, transportation and law enforcement personnel, engineers, and local experts; literature research; identifying and prioritizing focal species and linkage zones based on habitat features, topography, land usage, and zoning; extensive field analysis and data collection; and reporting.

3.11.2 Regulatory Environment

The DEIS describes that NEPA and FHWA require that project effects to fish and wildlife be evaluated, and that coordination be conducted with federal, state and local agencies. Regulatory requirements pertaining to fish, wildlife and vegetation includes the Migratory Bird Treaty Act (MBTA), NEPA, the Fish and Wildlife Coordination Act of 1935, and the Endangered Species Act (ESA).

The Biological Assessment (BA) for this project was prepared while the bald eagle (*Haliaeetus leucocephalus*) was still listed as threatened under the Endangered Species Act. The bald eagle was officially delisted on July 9, 2007 but is still protected by the Bald and Golden Eagle Protection Act (Eagle Act) and the MBTA.

The Eagle Act prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." The MBTA prohibits the taking of any migratory bird or any part, nest, or egg, except as permitted by regulation. Under the MBTA "take" is defined as "pursue, hunt, shoot, wound, kill, trap, capture, possess, or collect."

The USFWS issued the National Bald Eagle Management Guidelines in May, 2007 in anticipation of delisting of the bald eagle from protection under the Endangered Species Act (USFWS, 2007a). The guidelines include general recommendations for land management practices that will benefit bald eagles. The document is intended primarily as a tool for landowners and planners who seek information and recommendations regarding how to avoid disturbing bald eagles. Buffers range from 330 feet to 660 feet depending upon the type of activity, visibility from the active nest, and construction schedule.

3.11.3 Existing Conditions

This section of the DEIS describes elevation, climate and land cover in Kootenai and Bonner counties in the project corridor.

General Habitats

The following general land cover types are contained within the project area and are further described in the DEIS. DEIS Chapter 3 Figure 3-17, *Land Cover Map* shows the general distribution of these land cover types throughout the project corridor. An updated list of plant species identified during site visits is included in Appendix D, *Plant Species Encountered During Site Visits, Typical Animal Species Expected to be Found Within the Corridor.*

- **Forest Land.** Forest land is found throughout the corridor. Forest species are listed under this section in the DEIS and this information remains valid.
- **Agricultural/Grassland.** Agricultural/Grassland areas are primarily used for hay pasture, grazing, and production (oats, barley and wheat), and are described under this section of the DEIS. In areas too wet for planting crops, the land is predominately used for grazing. Species found within this community are listed and the information is unchanged from the DEIS.
- **Riparian.** Riparian vegetation typically requires the continuous presence of water or moisture. Vegetation typically found in wetlands adjacent to streams are listed in this section of the DEIS.

Wetlands are further described in detail in DEIS Chapter 3, Section 3.10, *Wetlands/Waters of the US*.

- **Lakes, Rivers, and Streams.** Granite, Algoma and Cocolalla lakes are located within the project corridor. Kelso Lake is outside the project corridor but feeds into Granite Lake. Several other lakes, including Beaver, Shepherd and Lambertson lakes, are outside of the project corridor and are not connected to any other lakes, river, or streams in the project corridor. Six major streams are located in or adjacent to the project corridor: Fry, Fish, Cocolalla, Bridgeview, Butler, and Westmond creeks. There are multiple unnamed streams and drainages also located along the project corridor. The lakes and streams are characterized by providing locations, size, and depth, surrounding land uses, hydrological connectivity and wildlife usage. This information provided in the DEIS remains valid.
- **Springs.** Eight known springs or seeps are located in or adjacent to the project corridor. There are four springs located on the western side of US-95 from MP 457.8 to MP 458.2 that flow into wetland K. There is one seep at MP 454.4 that provides hydrology for Wetland W. Three springs/seeps are located from MP 460.0 to MP 461.3 on the east side of US-95 adjacent to Wetland S.

Idaho Special Status Plants

There are no documented occurrences of Idaho special status plants as categorized by IDFG within the project corridor. Some occurrences have been documented outside of the project corridor but within two miles of the Granite/Careywood Area. Most of these species are found in the marsh areas west of Granite Lake, at Beaver Lake, Kelso Lake, Jessica's Fen, and Lambertson Lake. These plant species include northern moonwort (*Botrychium pinnatum*), bristly sedge (*Carex comosa*), bristly stalked sedge (*Carex leptalea*), bulb-bearing water hemlock (*Cicuta bulbifera*), crested shield fern (*Dryopteris cristata*), lake-bank sedge (*Carex lacustris*), large Canadian St. John's wort (*Hypericum majus*), Lieberg's water-lily (*Nymphaea leibergii*), arrowleaf coltsfoot (*Petasites sagittatus*), and water clubrush (*Schoenoplectus subterminalis*). Although there are no reported occurrences, the open water habitat that the water clubrush, bulb-bearing water hemlock, and lake-bank sedge prefer is present in and near Algoma Lake. Habitat for crested shield fern (sphagnum wetland areas) and large Canadian St. John's wort (marshes, bogs, and wet meadows) is also found in the Sagle Area (ICDC, 2004).

Wildlife Populations

In response to public and agency comment on the DEIS, this section of the FEIS clarifies game, non-game and upland-game species and corrects references. The DEIS information was repeated to offer clarification.

The plant communities described in the preceding sections provide diverse habitat for a mix of wildlife species. Representative species from the major wildlife groups and State special status species and their primary habitats are discussed in the following sections. IDFG categorizes wildlife into big game, furbearers, upland game, small game, birds, reptiles and amphibians and fish species. A more comprehensive list of typical animal and plant species known or likely to occur in the project corridor is included in the FEIS Appendix D, *Plant Species Encountered During Site Visits, Typical Animal Species Expected to be Found Within the Corridor*.

- **Big Game Species.** Game species known to inhabit the corridor include whitetail deer (*Odocoileus virginianus*), elk (*Cervus canadensis*), moose (*Alces alces*), mountain lion (*Felis concolor*), and black bear (*Ursus americanus*). Mule deer (*Odocoileus hemionus*) rarely occur in the project corridor.
- **Furbearer.** Furbearer species in the corridor include American beaver (*Castor canadensis*), bobcat (*Lynx rufus*), coyote (*Canis latrans*), muskrat (*Ondatra zibethicus*), and common raccoon (*Procyon lotor*).
- **Upland Game Species.** Ruffed grouse (*Bonasa umbellus*) and pheasant (*Phasianus colchicus*) are likely to occur.
- **Non-Game Species.** The most common non-game species known to inhabit the corridor include moles (*Scapanus spp.*), shrews (*Sorex spp.*), and ground squirrels (*Spermophilus spp.*).
- **Reptiles and Amphibians.** Reptiles and amphibians likely to inhabit the corridor include western toad (*Bufo boreas*), garter snake (*Thamnophis sirtalis*), and painted turtle (*Chrysemys picta*).
- **Birds.** The most common birds likely to use corridor habitat include mallard (*Anas platyrhynchos*), bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), American robin (*Turdus migratorius*), mourning dove (*Zenaida macroura*), red-tailed hawk (*Buteo jamaicensis*), Canada goose (*Branta canadensis*), and various songbirds.
- **Fish Species.** Fish species documented in the project corridor include westslope cutthroat trout (*Salvelinus clarki*), brook trout (*Salvelinus fontinalis*), brown trout (*Salmo trutta*), rainbow trout (*Oncorhynchus mykiss*), largescale sucker (*Catostomus macrocheilus*), non-native pumpkinseed (*Lepomis gibbosus*), bluegill (*Lepomis macrochirus*), black crappie (*Pornoxis nigromaculatus*), largemouth bass (*Micropterus salmoides*), non-native yellow perch (*Perca flavescens*), peamouth (*Mylocheilus caurinus*), non-native channel catfish (*Ictalurus punctatus*), and the non-native brown bullhead (*Ictalurus natalis*).

Westmond, Cocolalla, Fish and Bridgeview creeks contain fish species such as brook trout, brown trout, rainbow trout, and westslope cutthroat trout (Horner, pers. comm., 2004).

Cocolalla Lake contains black crappie, brook trout, brown bullhead, brown trout, channel catfish, largemouth bass, largescale sucker, peamouth, pumpkinseed, rainbow trout, suckers, westslope cutthroat trout, and yellow perch. Channel catfish were stocked into the lake by the IDFG and have done very well. Granite Lake contains yellow perch and bluegill fish. Algoma Lake becomes dry in the summer and does not contain a viable fish population (IDFG, 2004 and IDFG, 2005).

Species of Greatest Conservation Need

The bald eagle, northern leopard frog, red-necked grebe and westslope cutthroat trout are found in the project corridor. Three active or recently active bald eagle nests (South Cocolalla Lake, Sagle Slough, and Springy Point) have been identified within three miles of the project corridor as of April 2007. The Sagle Slough and South Cocolalla nest are within 1/2-mile of the project footprint. The DEIS describes the perch trees, specifically mature black cottonwoods, that were in the forested wetland areas and the banks of Cocolalla Lake from MP 461.2 to MP 463.8, and near the Sagle Slough near MP 470.0.

The northern leopard frog has a Statewide Imperiled designation. Prior to 1955, the species was found in Kootenai, Pend Oreille and Clark Fork Rivers; however, populations may no longer persist in this region. Habitat for the northern leopard frog may be found in the dense vegetation along open water oxbow areas, as breeding takes place in lakes, ponds, or springs (Reichel and Flath, 1995). No northern leopard frogs were found during the field visits.

The red-necked grebe has statewide designation for imperiled breeding. This species has been observed in the open surface waters of the project corridor. Breeding habitat (wetlands of surface water) is also located in the project corridor but nesting locations have not been documented.

Westslope cutthroat trout is a State Species of Greatest Conservation Need. The reach of Cocolalla Creek in the project corridor provides suitable rearing and over-wintering habitat for this species (Horner, pers. comm., 2004) even though the stream has been channelized and riparian habitat has been altered in several locations. Westslope cutthroat trout are likely to spawn in the headwaters of Cocolalla Creek approximately three miles east of the project corridor.

The only documented occurrence from ICDC of a black tern is from a colonial breeding site last observed in 1994 on an unnamed lake at the head of Westmond Creek. This colonial breeding site is approximately two miles east of the Westmond Area (ICDC, 2004) and is outside the project corridor.

Wildlife Movements

Wildlife movements, habitats associated with wildlife movements, migrations, and summer and winter ranges of large mammals were evaluated within the vicinity of the project (see the DEIS Appendix F, *Wildlife Movement Report*). Habitat for whitetail deer, elk, and moose as well as habitat for the additional big game, non-game, reptile, amphibian, bird, and fish species are present on both the eastern and the western sides of US-95. This habitat consists of summer, winter, and year-round ranges. These ungulates currently traverse US-95 to utilize habitat on both sides of the highway. Movements from habitat on the eastern side of US-95 to habitat on the western side of US-95 are a result of seasonal movements, migrational movements, and daily movements. Habitat to the east of US-95 is generally higher in elevation, has larger topographical variations, and larger areas of public ownership. Due to higher elevations, this habitat on the eastern side of US-95 serves primarily as summer range habitat, although some species may be year-around residents to this area. Habitat west of US-95 is generally lower (on average) in elevation and includes the valley floor and drainage bottoms, has less topographical variations, and has a higher percentage of private ownership. This habitat west of US-95 is more conducive to the essential winter range elements of ungulates; however, ungulates may also occupy these lower-lying areas year round (Terra Berns, pers. comm., 2005).

Elk migrations have been documented between summer range habitats in the Coeur d'Alene National Forest on the eastern side of US-95 and winter range habitat on the western side of US-95 in the Clagstone area north of Athol. These movements occur south of Lake Pend Oreille, traverse US-95 between (approximate) MP 442.0 to MP 451.0, and continue west and northwest to the Clagstone area. Whitetail deer traverse US-95, utilizing habitats located on both the eastern and western sides of the highway. Although whitetail deer movements were identified throughout the length of the project corridor, specific areas discussed below demonstrated the movements in higher concentrations. Movements of moose appear to be more random throughout the area (Hayden, pers. comm., 2004).

Existing data (wildlife crash data, snow tracking surveys, and road kill data from ITD and IDFG) indicates US-95 may currently affect wildlife movements in the project vicinity due to animal/vehicle crashes and deterrence of wildlife across the highway. However, the extent of these current effects is unknown (DEIS Appendix F, *Wildlife Movements Report*). Results indicate the following areas may experience higher concentrations of ungulate movements across existing US-95 when compared to the entire length of the project:

- **MP 441.0 to MP 448.0** has above-average whitetail deer movement across US-95 and has the highest results for the winter 2004-2005 (64 animal crossings in a three-mile stretch; 35 crossings from MP 442.5 to MP 443.5). As indicated by the data, elk may traverse this section of highway on migratory movements during the winter.
- **MP 449.5 to MP 452.0** has high concentrations of wildlife movement relative to the entire length of the project.
- **MP 453.0 to MP 456.0** has high concentrations of wildlife movement relative to the entire length of the project.
- **MP 464.0 to MP 466.0** has high concentrations of wildlife movement relative to the entire length of the project. (Terra Berns, pers. comm., 2005).

3.12 THREATENED AND ENDANGERED SPECIES

This section summarizes a *Biological Assessment* (BA) technical report prepared for this project, which evaluates effects to species listed as threatened or endangered under the ESA. It also determines effect on candidate species and designated critical habitat in the project corridor.

3.12.1 Methodology

As described in the DEIS, existing literature and scientific data were reviewed to determine species distribution, habitat requirements, and other pertinent biological requirements. IDFG, USFS and USFWS were consulted for information on species occurrence. An on-site investigation of the project corridor was conducted to evaluate species presence, existing habitat conditions, and habitat suitability for each of the subject species.

3.12.2 Regulatory Environment

The ESA of 1973 directs federal agencies to ensure that actions authorized, funded, or carried out by them are not likely to jeopardize the existence of any threatened or endangered species, or result in the destruction or modification of their critical habitat**.**

Federally Listed Species

Table 3-11, *USFWS Threatened, Endangered and Candidate Species and Designated Critical Habitat* lists the threatened, endangered, candidate species and designated critical habitat for Bonner and Kootenai counties as of September 2009. The information has been updated since publication of the DEIS to reflect the June 2007 delisting of the bald eagle and the December 2007 delisting of slender moonwort. The bald eagle is still protected by the Eagle Act and MBTA as described in the FEIS Chapter 3, Section 3.11.2, *Wildlife and Vegetation*. The Northern Rocky Mountain gray wolf population was delisted May 4, 2009.

Table 3-11. USFWS Threatened, Endangered and Candidate Species and Designated Critical Habitat

County	Listed Species	Scientific Name	Status [1]
Bonner	Bull trout	*Salvelinus confluentus*	T
	Canada lynx	*Lynx canadensis*	T
	Grizzly bear	*Ursus arctos horribilis*	T
	Woodland caribou	*Rangifer tarandus caribou*	E
	Critical habitat for bull trout	*Salvelinus confluentus*	CH
Kootenai	Bull trout	*Salvelinus confluentus*	T
	Canada lynx	*Lynx canadensis*	T
	Spalding's catchfly	*Silene spaldingii*	T
	Water howellia	*Howellia aquatilis*	T
	Yellow-billed cuckoo	*Coccyzus americanus occidentalis*	C
	Critical habitat for bull trout	*Salvenlinus confluentus*	CH

Source: USFWS, 2009a, 2009b
[1] T = threatened, E = endangered, C = candidate, CH = critical habitat

3.12.3 Existing Conditions

There are no documented occurrences of Federally listed threatened, endangered or candidate species or designated critical habitat in the Chilco, Athol, Granite/Careywood, Cocolalla, Westmond, or Sagle areas. No listed species were observed during the course of conducting general biological surveys.

Bull Trout. According to the Bull Trout Recovery Plan (USFWS, 2002a and 2004a), data provided by the Idaho Fish and Wildlife Information System, and interviews with IDFG, there are no occurrences or populations of bull trout or designated critical habitat for bull trout in the project corridor (IDFG, 2005; Horner, pers. comm., 2004).

Canada Lynx. The project is within the known range of the Canada lynx. Canada lynx prefer older, mature forests with downed trees and windfalls for denning and cover, but prefer early successional forest for feeding. Preferred habitat includes remote areas above an elevation of 4,000 feet with some spruce/fir habitat and adequate snowshoe hare prey populations. Snowshoe hare, their primary prey, prefer dense thickets of younger trees and shrubs. Canada lynx are a wide-ranging species, but they have mostly been documented near the Idaho/Montana border. As with most large mammalian predators, lynx prefer areas with minimal human disturbance (Rodrick and Milner, 1991). There is little potential near the US-95 corridor because it is located between approximately 2,100 and 2,300 feet in elevation and because of the level of human disturbance along the corridor. It is unlikely that the Canada lynx would be found in this location.

Grizzly Bear. The action area for the project is outside the USFWS designed Grizzly Bear Recovery Area (Kasworm, 2008). No grizzly bear dens or sightings have been documented in the project corridor. The closest occurrences are over 15 miles to the northeast in the Cabinet-Yaak Recovery Area by the Idaho/Montana border. This area is geographically separated from the project corridor and action area by Lake Pend Oreille. The project area does not provide suitable grizzly bear habitat because of the level of human disturbance along the corridor.

Spalding's Catchfly. Spalding's catchfly has not been documented to occur in the project corridor (ICDC, 2005). It is a rare plant endemic to the bunchgrass, sagebrush and open pine communities of the inland Pacific Northwest, but suitable habitat has not been found in the project corridor. Large portions of these habitats have been eliminated by cultivation or degraded by livestock (IDFG, 2005a).

Woodland Caribou. Caribou prefer to live by streams, bogs, basins, and other areas that have no less than 35 percent slopes. They prefer moderate slopes above an elevation of 4,300 feet, with mature to old growth forests. They have been known to use lower elevations in mature forests in British Columbia (USFWS, 1993). There is little potential for woodland caribou in the project corridor because of the elevation, level of disturbance in the corridor, and the absence of lichen and mature forest structure. It is highly unlikely that caribou would be found in this location.

Yellow-billed Cuckoo. The action area for this project is outside the known range for this species. They breed in large blocks of riparian habitat and prefer riparian areas with cottonwoods and willows which is important for nest selection (USFWS, 2008). No yellow-billed cuckoos were observed during the field visits and none have been documented in the project corridor.

Water Howellia. No water howellia have been documented in the action area and none were found during site visits. The action area is not located in the historic range of the species. The nearest occurrences are in the basalt scablands of eastern Washington. Water howellia inhabits small vernal freshwater potholes or abandoned sloughs in valleys (IDFG, 2007c). Suitable habitat has not been identified in the action area.

3.13 HISTORIC AND ARCHAEOLOGICAL RESOURCES

The DEIS Chapter 3, Section 3.13, *Historical and Archaeological Resources* describes the methodology of determining if resources are eligible for the NRHP, regulations regarding historic and archaeological resources, the Area of Potential Effect (APE), and describes the resources that were listed or determined eligible for the NRHP.

3.13.1 Methodology

This section of the DEIS states that the intent of the Archaeological and Historical Resource Survey was to identify cultural resources within the project's APE, determine if they are eligible for the NRHP, and determine how the alternatives would affect those resources. It also describes that qualified historians and archaeologists researched NRHP databases, archaeological, historical and architectural site records, maps, survey records and ethno-graphic studies. The DEIS also includes Figure 3-18, *Area of Potential Effect* that defines the study area for the project. The Bonner County Historical Society and the Museum of North Idaho were contacted. The DEIS describes Tribal Consultation that included contacting the Kalispel Tribe, Coeur d'Alene Tribe, the Kootenai Tribe of Idaho, and the Confederated Salish-Kootenai Tribes of Montana. In addition, the Coeur d'Alene and Kalispel Tribes were contacted prior to field studies in August 2001, 2005, and 2008.

Since publishing the DEIS, ITD and consultants conducted a field visit with the Coeur d'Alene Tribal Historic Preservation Officer (THPO) and Archaeologist to look at specific sites identified in the Cultural Resources Survey Report and addenda. In addition, the THPO coordinated interviews and site visits with tribal family members to ensure there were no additional concerns within the project corridor.

During the development of the FEIS, additional cultural resource addenda were prepared that identified NRHP eligible resources and assessed effects. SHPO concurred with these addenda.

For the NRHP-identified resources, the criteria of adverse effect were applied per 36 CFR 800.5(a)(1). SHPO and Advisory Council of Historic Preservation (ACHP) provided concurrence of effects. Correspondence from SHPO and ACHP are included in Appendix A, *Agency Concurrence Letters*. Those results are summarized in the DEIS and FEIS in Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* and in the DEIS and FEIS Chapter 10, *Final Section 4(f) Evaluation*.

3.13.2 Regulatory Environment

The DEIS Chapter 3, Section 3.13.2 describes that Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires consideration of how historic properties are affected by the proposed project alternatives. This section defines the NRHP criteria for eligibility (A through D), explains the need for properties to retain enough elements of integrity (location, design, setting, workmanship, materials, feeling and association) to be eligible for the NRHP, and defines the meaning of the different effect calls. This section also explains that visual and acoustic effects could affect characteristics that qualify the property for inclusion on the NRHP.

36 CFR 800 Subpart B sets forth the process for complying with the Section 106 process. It includes initiation of the Section 106 process, identification of historic properties, assessment of adverse effects, and coordination with the ACHP and other items. The Freedom of Information Act (FOIA) exemptions (including the Archaeological Resources Protection Act of 1979, [16 U.S.C. 470hh(a)]) prohibited disclosure of archaeological and historic survey reports by statute, Executive Order, or if disclosure could potentially result in harm to an individual, a commercial entity, or the Government [43 CFR 2.16(c)(2) and 2.21].

3.13.3 Existing Conditions

Cultural Resources in the APE. The DEIS Chapter 3, Section 3.13.3 documented that 122 cultural resources were recorded in the project APE. Of these, 32 cultural resources are eligible for listing, or are listed on the NRHP, and have been observed in the field and documented (see DEIS Table 3-25, *NRHP Eligible Cultural Resources within the Project Area)*. The DEIS explains the unique numbering associated with the resource names and that specific locations and mapping of resources is omitted to avoid disturbance of the resources.

The information and description of the NRHP eligible resources contained in DEIS Chapter 3, Section 3.13, *Historic and Archaeological Resources* remains current and valid, with the exception of updating the existing conditions at the Valley Vista Ranch, updating the eligibility criteria of the SH-53 Bridge, and surveying additional areas. The DEIS describes the North and South Highway and the NPRR segments within the APE. In addition, it describes the NRHP eligible resources that would be affected by any of the alternatives for each geographic area. Brief descriptions of each of these resources is included in the DEIS. More detailed descriptions are included in the Cultural Resources Technical Reports and Addenda.

The NPRR resource has two different numbers representing the resource in Kootenai and Bonner counties, 10-KA-354 and 10-BR-969, respectively. The same is true for the North and South Highway,

10-KA-379 and 10-BR-963, respectively. The NPRR and North and South Highway have multiple segments in the project's six geographical areas which are contributing features but not individually eligible. During the FEIS development, an additional segment (Segment 7) was identified as an eligible segment as a contributing feature to the North and South Highway. The DEIS also describes that many of the farmsteads may not be NRHP eligible as farmsteads but may have one or more structures that are individually eligible for the NRHP.

Chilco Area

The SH-53 Bridge (K-05) is a concrete bridge that was constructed in 1936. It crosses over the UPRR tracks just west of US-95. The DEIS describes the bridge as eligible under Criteria A for its significance on a statewide basis for its role in the development of the North and South Highway. Since publishing the DEIS, the bridge was also determined eligible under Criteria C as an example of a structure that embodies the distinctive characteristics of a type, period, and method of construction techniques/architectural quality for bridge construction in the early 1930s.

Athol Area

In the Athol Area there are several NRHP eligible resources including the Spokane International Railway Spur-Corbin Junction, the Farragut Naval Training Station Spur, Segments 1 and 2 of the NPRR, and the Spokane International Railway.

Granite/Careywood Area

The DEIS describes nine NRHP eligible resources in the Granite/Careywood Area: the Granite Quarry, a railroad work camp, the Cocolalla Bridge, the Clement Farmstead, the Wagon Road, the Careywood School, the Delay farm, the Bleckwenn Farm, and the Judy Farm.

Cocolalla Area

There are eight NRHP eligible resources in the Cocolalla Area: the Valley Vista Ranch, the VanderSloot Farm, the Loomis Farm, the Pratt Farm, the Cocolalla School, the Bond Farm, the Cocolalla Barn, and the Findlay Farm.

Since the publishing of the DEIS, all of the buildings on the Valley Vista Ranch except for the barn and a shed were demolished. These changes were documented and an eligibility determination made by the SHPO. The barn remains eligible for the NRHP and the resource boundary is unchanged.

Westmond Area

Three NRHP listed or eligible resources in the Westmond Area are described in the DEIS: the Westmond Bridge, the Keller Farm, and the Dahlberg Farm.

Sagle Area

Four NRHP eligible resources are present in the Sagle Area: the Hunter Ranch, the James Farmstead, the Nesbitt Ranch, and the Greycliff Ranch.

3.14 HAZARDOUS MATERIALS SITES

3.14.1 Methodology

A preliminary assessment was conducted for potential hazardous materials within the project corridor in 2003. The assessment reviewed information from numerous federal and state environmental agencies'

databases, as listed in the DEIS. Environmental Data Resources and IDEQ databases were utilized to compile available records. In addition, interviews and site surveys were conducted. The databases that were originally investigated were reevaluated in 2010 and the information has been updated in this section.

3.14.2 Regulatory Environment

DEIS Chapter 3, *Affected Environment*, Section 3.14.2 explains the regulatory environment for the project, including identification and management of hazardous material sites. The section explains the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act, and discusses ITD policies regarding hazardous materials.

3.14.3 Existing Conditions

The information in this section of the DEIS is mainly unchanged and is summarized below. Twenty four hazardous materials sites were identified within the project corridor (see Figure 3-6, *Hazardous Materials Sites within the Project Corridor)*. These sites are detailed by geographic area, address, and site status in DEIS Chapter 3, Section 3.14, Table 3-26, *Hazardous Materials Sites within the Project Corridor*. Several properties with the potential for storing and/or using hazardous materials were identified during the field survey. These properties were not documented as hazardous material sites in federal or state databases.

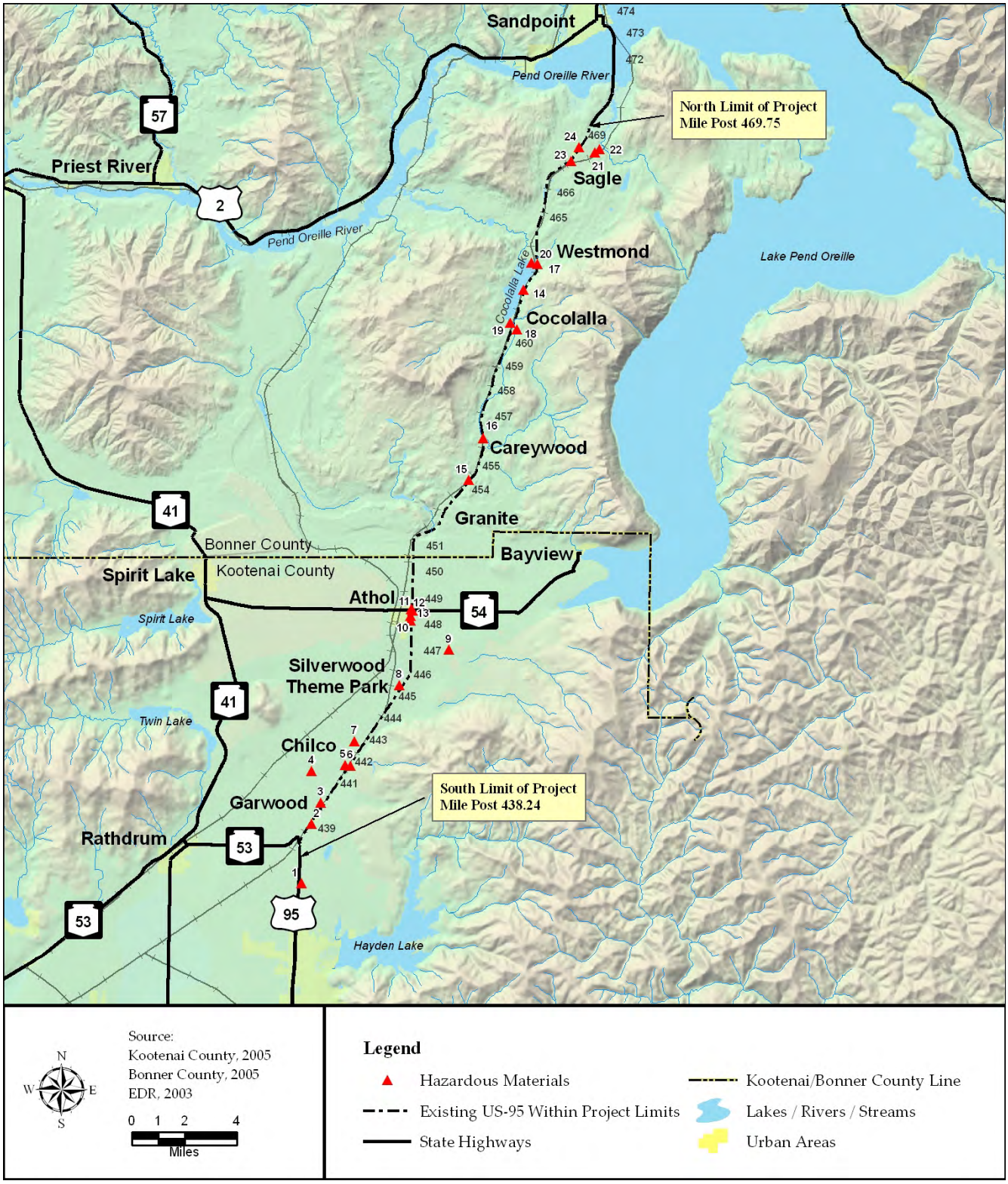
An updated 2010 database search revealed that approximately 2.5 miles of the southern end of the project corridor are located within Operable Unit 3 (OU3) of the Bunker Hill Mining Company Superfund Site. The Bunker Hill Mining Company Superfund Site was listed on the National Priority List in 1983 and OU3 was established in 2002. However, the database search which was conducted in 2003 focused on the physical street address of the facility, which is over 40 miles east of the project corridor in Kellogg, Idaho and the OU3 boundary was not previously identified.

OU3 encompasses the entire Coeur d'Alene River Basin and is a study area but is not an official EPA designated boundary of the superfund site. This river basin is included as a study area due to the potential deposition of contaminated sediments by waterways. The contaminants of concern are chiefly metals from tailings that were transported downstream, particularly during high flow events. They are deposited as lenses of tailings or as tailings and sediment mixtures in the bed, banks, floodplains, and lateral lakes of the Coeur d'Alene River Basin and in Coeur d'Alene Lake.

While the US-95 Garwood to Sagle project is within the Coeur d'Alene River Basin it is outside of the deposition zone (IDEQ, 2010).

The updated database search and windshield survey also revealed a site near Chilco known as Interstate Concrete and Asphalt. This site is located on the west side of US-95 near MP 439. The 2010 database search showed this site to be listed in the Tier 2 database, which is administered by the State of Idaho Bureau of Homeland Security. Facilities in this database store or manufacture hazardous materials and submit a chemical inventory report. The listing for Interstate Concrete and Asphalt showed a history of chemical inventory reports beginning in 2004, and included the use of diesel fuel and asphalt oil on site. This site was not listed in the RCRA database, and no violations with regard to hazardous materials were identified.

Figure 3-6. Hazardous Materials Sites within the Project Corridor



3.15 VISUAL

3.15.1 Methodology

The purpose of the visual analysis is to assess the visual resources of the project corridor and to identify and describe positive and negative visual effects that may occur for each of the action alternatives. The FHWA manual, *Visual Impact Assessment for Highway Projects* (FHWA, 1990) provides guidance for assessing visual effects and was used as a basis for analysis. The guidance and methodology is described in the DEIS and remains unchanged.

3.15.2 Regulatory Environment

NEPA requires that FHWA consider adverse effects related to aesthetics and visual quality and give them due weight in the decision-making process. The Federal requirements are met by using FHWA's *Visual Impact Assessment for Highway Projects* to analyze these effects and use the results for decision-making. ITD and FHWA are also required to make use of Context Sensitive Solutions to minimize visual effects of new construction.

3.15.3 Existing Conditions

The US-95 viewshed that can be seen from the highway and towards the highway remains unchanged as shown and described in the DEIS Chapter 3, *Affected Environment* Figure 3-20, *Project Corridor Viewshed* and is summarized below. The landscape characteristics for these areas remains relatively unchanged with minimal changes in existing conditions since the DEIS publication and can be found in full detail in DEIS Chapter 3, Section 3.15, *Visual*.

Chilco Area

The views from the highway and towards the highway are relatively open and expansive through most of the project corridor.

Athol Area

The area contains several distinctive visual elements not found anywhere else in the project corridor, including open and expansive grassland, Silverwood Theme Park, and large overhead power transmission lines traversing the highway.

Granite/Careywood Area

This area provides more varied topography and geologic features than typically found elsewhere within the US-95 corridor transitioning from forested plains to wetlands and marshes with view opportunities for large rock outcroppings. The wetland area located between approximately MP 457 and MP 458 is a distinctive visual element. The relatively flat topography of the foreground wetland, combined with stands of deciduous trees, contrasts with the sloping, coniferous terrain in the middleground. The relative openness of the foreground view on the west side of the highway also contrasts with the steeply wooded hillsides in the foreground on the east side of the highway. Most views from the highway in this area would be to the west. In addition, the rock outcroppings to the west are a unique view with mature trees covering the bluff and framing the rock features.

Cocolalla Area

In some locations, wetlands are located immediately adjacent to US-95 on both sides. These open wetland areas offer a high degree of visual interest through the foreground viewing zones by providing visual contrast in form, color, and texture with the more uniform coniferous backdrop of conifer trees.

The relative openness of the foreground view on the west side of the highway also contrasts with the steeply wooded hillsides in the foreground on the east side of the highway. Most views from the highway in this area would be to the west.

Westmond Area

With its variety of commercial and residential structures lining both sides of the highway and an overhead power line and poles, Westmond's built-environment becomes the dominant foreground element. For residents and businesses in Westmond, views towards the highway are predominantly in the immediate foreground in most cases. The highway, buildings, and utility poles all form dominant visual elements in high contrast to the wooded terrain in the middleground and background.

Sagle Area

The area between Westmond and Sagle contains scattered commercial and residential farm structures. Residents and business customers have long-duration views of the highway and associated traffic at these points. Wetland locations offer a high degree of visual interest through the foreground and into the middleground viewing zones by providing visual contrast in form, color and texture with the more uniform coniferous backdrop. In Sagle, residential and commercial structures dominate the foreground viewing zones.

3.16 ENERGY

The information presented in the DEIS Chapter 3, Section 3.16, *Energy* is updated based on the 2006 traffic volumes.

3.16.1 Methodology

The DEIS Chapter 3, Section 3.16.1, *Methodology* describes the methods and assumptions used to determine effects of the project on energy. Energy requirements of a highway include the energy required to construct, operate, and maintain the highway. The operational energy consumption has been estimated based on the average values of energy consumption for different vehicle types and the number of vehicle miles traveled (VMT) on the highway. Maintenance energy requirements are discussed in qualitative terms. Estimating the frequency at which these vehicles are needed for maintenance among the activities provides a general idea of comparative energy requirements for maintenance among the alternatives.

3.16.2 Regulatory Environment

The DEIS describes regulations regarding effects to energy. The Council on Environmental Quality regulation [40 CFR 1502] and FHWA technical guidance (FHWA, 1987b) require that energy requirements and conservation potential of various alternatives and mitigation measures be discussed.

3.16.3 Existing Conditions

The DEIS describes the operational energy, the calculations to determine VMT and fuel consumption for 2001. The existing conditions information was updated based on 2006 conditions. To calculate the VMT on the highway, the length of each of the highway segments was multiplied by the ADT for that segment, resulting in a total of approximately 352,524 VMT per day. Approximately 38,778 VMT are traveled by commercial vehicles, and 313,746 VMT are traveled by passenger vehicles.

Assuming average fuel consumption of a passenger automobile of 22.2 mpg, and passenger automobile daily VMT of 313,746; passenger vehicles on US-95 consume about 14,133 gallons of fuel per day. Commercial vehicles use approximately 6,600 gallons of fuel per day. Commercial vehicles average fuel consumption is 5.9 mpg and will consume about 6,600 gallons of fuel per day. Total fuel consumption on US-95 is presently about 20,733 gallons of fuel per day for passenger and commercial vehicles.

CHAPTER 4. ENVIRONMENTAL CONSEQUENCES

This chapter provides analyses of the environmental effects to both the human and natural environment. It provides a summary regarding the direct, indirect and cumulative effects of the alternatives evaluated in the Draft Environmental Impact Statement (DEIS).

Direct impacts (effects) are defined by the Council on Environmental Quality (CEQ) regulations as effects which are caused by the [proposed] action and occur at the same time and place [40 CFR 1508.8]. For this project, an example of a direct effect would be filling a wetland to construct an interchange. Indirect and cumulative effects are presented in this chapter of the Final Environmental Impact Statement (FEIS) Chapter 4, Section 4.18, *Indirect Effects* and Section 4.19, *Cumulative Effects*.

This chapter of the FEIS provides additional information and corrections regarding resource effects. It also evaluates the effects of a new alternative, the Modified Brown (Preferred) Alternative. The Modified Brown Alternative is a refinement of the Brown Alternative and was developed subsequent to the DEIS as result of public and agency comments.

4.1 TRANSPORTATION NETWORKS, SAFETY, ACCESS, PEDESTRIAN AND BICYCLE FACILITIES, EMERGENCY SERVICES, SCHOOL BUS ROUTE AND AIRPORTS EFFECTS

This section discusses the direct effects to the transportation network.

4.1.1 No Action Alternative

The DEIS Chapter 4, Section 4.1.1, *No Action Alternative* describes the effects to local transportation networks if no major improvements are made to US-95. As the area grows and traffic on the highway increases, waiting times would increase, safety would deteriorate, and access would be less convenient for emergency services, bicycles, pedestrians and the general public.

4.1.2 Action Alternatives

The DEIS Chapter 4, Section 4.1.2, *Action Alternatives* describes effects common to all of the action alternatives. The effects to the Yellow, Blue and Brown alternatives are unchanged and the information in the DEIS remains valid. This section summarizes the effects to the transportation network and provides information for the Modified Brown Alternative.

All of the action alternatives would affect access and circulation in a similar manner. Access to the highway would be modified in all cases since no direct access to US-95 would be allowed, but all of the alternatives would provide for access to land, businesses, and other roads along the project corridor through interchanges and frontage roads. All action alternatives would result in the modification or realignment of existing roads and driveways that currently have access directly to the highway. All of the action alternatives include closing at-grade railroad crossings immediately adjacent to US-95 and constructing bridges over the railroad tracks for cross roads that connect to US-95. Circulation in the immediate vicinity of the freeway would be changed since vehicles could cross only at interchanges and overpasses. This would result in some out of direction travel for local trips. The FEIS Chapter 2, Section 2.5.1, *Elements Common to All Alternatives* describes components that would be a part of each of the action alternatives and includes interchanges, bridges, medians, utility corridors, bicycle/pedestrian facilities and other elements of the typical section. These components may vary in

different areas based on site conditions or to avoid important resources. General descriptions of interchanges and frontage road locations are in the FEIS Chapter 2, Section 2.6, *Description of Alternatives by Geographic Area*.

All action alternatives would improve safety to the same extent primarily by eliminating direct access to the highway from cross roads and driveways thus eliminating left turns and crossing movements, separating directions of traffic with a median, and allowing access only by way of on and off ramps. Improvements in safety are discussed in more detail in the DEIS Chapter 2, Section 2.2, *Alternatives Development and Screening Process*. School officials have stated that safety would be improved since they would use the frontage roads as school bus routes and would eliminate the need for bus stops on the highway.

The effects to emergency services would be similar for all action alternatives. There could be a small increase in response time in some cases for emergency vehicles that have out-of-direction travel to access the freeway. However, the additional lanes would provide more capacity and improve response time since one crash would be less likely to block both directions of travel. The frontage roads would provide an alternate route in case of a crash on the freeway.

The primary differences between the alternatives are the locations of interchanges. Effects to access and circulation in the vicinity of US-95 would depend on the specific locations of the interchanges and the frontage roads. The locations of the interchanges and frontage roads for all action alternatives including the Modified Brown Alternative are in the FEIS Chapter 2, Section 2.6, *Description of Alternatives by Geographic Area*.

Chilco Area

All action alternatives would have two interchanges in this area and an overpass at Garwood Road. The Yellow Alternative would have interchanges at SH-53 and near Chilco Road. The Blue Alternative would have interchanges north of SH-53 and at Ohio Match Road. The Brown alternative would have interchanges at SH-53 and one near Chilco Road plus an additional overpass at Ohio Match Road.

Chilco Modified Brown Alternative. Effects to access and circulation for the Modified Brown Alternative would be similar to the Brown Alternative except for two locations. Since the interchange at SH-53 would be approximately 600 feet farther north there would be a small additional travel time for vehicles traveling between SH-53 and US-95 to the south. The west side frontage road would be realigned for approximately one mile just north of Chilco Road. This would place the frontage road west of the mill, eliminating the safety and operational issues of placing a frontage road adjacent to the railroad tracks. This would not require realignment of the railroad spur. The frontage road alignment west of the mill would have a small effect to mill operations and would be safer for the traveling public since there would not be an at-grade railroad crossing. Access would be the same except that direct access would be provided to properties adjacent to the frontage road on the west side of the mill.

Athol Area

All action alternatives would have interchanges at Bunco/Brunner Roads and at SH-54. The Brown Alternative would also have an interchange at Parks Road.

Athol Modified Brown Alternative. Effects to access and circulation with the Modified Brown Alternative would be similar to the Yellow Alternative from the south end of this area to Parks Road including access to the Silverwood Theme Park area. From Parks Road to the north end of this area effects would be similar to the Brown Alternative.

Granite/Careywood Area

All action alternatives would have two interchanges; one near Trails End Road and one at either Bayview Road or Blacktail Road. They all would have underpasses along US-95 in the south end of the area between Homestead Road and Old House Road. This would provide connections between frontage roads to provide access and circulation since there would not be continuous frontage roads on both sides of the freeway in that vicinity.

The Yellow and Blue alternatives would have an interchange near Bayview Road to provide access to the east side of the freeway in that vicinity. A frontage road would connect that interchange with Blacktail Road. The Brown Alternative would have an interchange at Blacktail Road with a frontage road connection to Bayview Road.

Granite/Careywood Modified Brown Alternative. The Modified Brown Alternative would be similar to the Brown Alternative except it would have an interchange near Bayview Road similar to the Yellow and Blue alternatives rather than at Blacktail Road. Effects to access and circulation would be similar to the Blue and Yellow alternatives.

Cocolalla Area

All action alternatives would have one interchange in this area. For the Yellow and Brown alternatives it would be at South Cocolalla Loop Road. For the Blue Alternative it would be 3/4-mile south of South Cocolalla Loop Road. For the Blue Alternative, slightly more out of direction travel would be required for traffic traveling from South Cocolalla Loop Road or Southside School Road north to US-95. This includes a slightly longer response time for emergency vehicles from the station on South Cocolalla Loop Road.

Cocolalla Modified Brown Alternative. Effects to access and circulation would be identical to the Brown Alternative.

Westmond Area

All action alternatives would have one interchange in this area. Circulation in the vicinity would change since there would be no direct access to adjacent properties to the freeway and access would be through frontage roads. The Yellow Alternative would be aligned along existing US-95. The Blue and the Brown alternatives would be on an alignment to the east of the existing highway. The existing US-95 would become a frontage road and access to properties along the existing highway would remain the same as exists today. Properties on the east side of the freeway would have access from the frontage road.

Westmond Modified Brown Alternative. Access and circulation would be identical to the Brown Alternative.

Sagle Area

All action alternatives would have an interchange at Dufort Road plus either one or two interchanges in Sagle. For the Yellow and Brown alternatives, local access and circulation would change since US-95 would no longer be used for local access and circulation.

Sagle Yellow Alternatives

- **Sagle Yellow Option 3.** The Sagle Yellow Option 3 would have only one interchange in Sagle, at North Gun Club/Monarch Road. There would also be an underpass at Ivy Drive. Circulation would be affected since all traffic would need to use the interchange or underpass to cross the freeway which would be more out of direction travel than they currently experience.
- **Sagle Yellow Option 4.** The Sagle Yellow Option 4 would be similar to Option 3 with an additional interchange south of South Gun Club Road. This would provide more access to the freeway and better circulation within the Sagle Area than would Option 3.
- **Sagle Yellow Option 5.** The Sagle Yellow Option 5 would have only one interchange, but it would be at Sagle Road. Since it is more centrally located than the interchange in Option 3, access and circulation would be better than Option 3 but not as convenient as Option 4.

Sagle Blue Alternative. The Sagle Blue Alternative would be on new alignment through Sagle so the existing highway would continue to serve as local access and circulation. This alternative would have less effect to access and circulation that the other alternatives in this area.

Sagle Brown Alternative. The Sagle Brown Alternative would be similar to Yellow Option 4 except the frontage roads on each side of the freeway would be somewhat different. The primary difference is that this alternative would include a bridge over the railroad near South Gun Club Road to provide access to the east side of the railroad. Currently, the only access to that area (known locally as Davis Road) is via the at-grade intersection with US-95 near MP 467.5 that includes an at-grade railroad crossing. Removing the at-grade railroad crossing would improve access and safety for that vicinity but slightly more out of direction travel would be required.

Sagle Modified Brown Alternative. Effects to access and circulation would be similar to the Brown Alternative except for the following locations.

Access to the Davis Road area would be substantially different with the Modified Brown Alternative since the bridge over the railroad at Davis Road that is included in the Brown Alternative would be eliminated. Access to Davis Road and circulation on the east side of the railroad would not be as convenient as with the Brown Alternative or the other alternatives. Direct access to US-95 near Davis Road would be eliminated since the at-grade railroad crossing would be removed. The frontage road on the east side of the freeway from Dufort Road to Davis Road would be identical to the Brown Alternative to provide access to the Davis Road area, although the connector road from the railroad overpass to the frontage road would be eliminated. To reach the Davis Road area, motorists would cross the railroad at either Dufort Road or Algoma Spur Road and then use the new frontage road on the east side of the railroad.

There would also be several changes to the frontage road system compared to the Brown Alternative. The east frontage road south of Monarch Road would be adjacent to the freeway rather than one block to the east. The new local road between South Gun Club Road and North Gun Club Road would improve circulation on the west side of the freeway. Access to the freeway and circulation within the Sagle Area would be comparable to the Brown Alternative.

The interchange near South Gun Club Road would be shifted farther north than for the Brown Alternative which would provide good circulation although and the underpass at Ivy Drive would be eliminated. Elimination of the underpass at Ivy Drive would reduce the connectivity across the freeway but the two interchanges would provide adequate circulation and access to the freeway.

4.1.3 Mitigation Measures

The project would not eliminate access to any areas, would not create an unsafe roadway network, and would accommodate emergency access, therefore no mitigation is proposed. Emergency services and school bus routes will be maintained during construction and operation but they may be modified from current routes.

4.2 LAND USE AND RECREATION EFFECTS

This section of the DEIS discusses direct land use and recreation effects for each alternative. Since publishing the DEIS, total acreages of land use effects changed slightly from the DEIS because the analyses were updated with more accurate data. However, there was no change between the alternatives; therefore, the relative effects of the alternatives are unchanged and valid. The revised acreages of land use effects are provided in Appendix K, *Table of Land Use Effects*. Information has been added for the changed effects of the Granite/Careywood Yellow and the Modified Brown Alternative compared to the Brown Alternative. Detail regarding the alternative effects to the Farragut Recreation Trail is also added.

For land use effects to prime farmland, wetlands, relocation, and displacement see the respective sections in the FEIS Chapter 4, *Environmental Consequences*. Discussion of indirect and cumulative effects to land use and recreation are described in the FEIS Chapter 4, Section 4.18, *Indirect Effects* and 4.19, *Cumulative Effects.*

4.2.1 No Action Alternative

The No Action Alternative remains the same as described in the DEIS. As stated in the DEIS, the No Action Alternative would not support the plans and policies of various state and local governments regarding improvements to transportation and bicycle/pedestrian facilities, nor would it respond to growth projections in local comprehensive plans, utility plans and transportation plans.

4.2.2 Action Alternatives

Plans and Policies. In the DEIS, action alternatives were evaluated for consistency with the state and local land use plans and policies in effect at the time. Bonner County implemented a new Comprehensive Plan in 2005 which is generally consistent with the information presented in the DEIS. The FEIS Chapter 9, *Comments and Coordination* summarizes meetings with local agencies to discuss and coordinate project effects to land use.

The State Transportation Improvement Program (STIP) has been updated and information from the 2009 to 2013 STIP is included in FEIS Chapter 11, *Phased Project Implementation.*

Section 6(f) Lands. The Yellow, Brown and Modified Brown alternatives would be immediately adjacent to the Section 6(f) boundary of the Hoodoo Rest Area; however, they would not encroach upon the property. The Blue Alternative would encroach upon approximately 0.52 acres of the property. If encroached upon and converted to a non-recreational use, it would require coordination with National Park Service (NPS), a land exchange for property of equal monetary and recreational value and additional environmental evaluation of the exchanged land.

Section 4(f) Lands. Effects to Section 4(f) resources are discussed in detail in the FEIS Chapter 10, *Final Section 4(f) Evaluation*.

Utilities. The DEIS describes cable, electric, water, gas, and sewer lines within the project corridor that would be affected and would require relocation. Gas Transmission Northwest's high pressure gas lines and an Avista's fiber optic line are large utilities within the corridor. Utilities affected by the project would be relocated by the utility companies owning the facility and compensation for relocation expenses would be determined in accordance with ITD guidelines. Relocation of utilities would be coordinated during preliminary and final design of the project.

Since the DEIS was published, Sagle Valley Water and Sewer District constructed a new water main on the east side of US-95 in the Sagle Area as well as a distribution system. During DEIS and FEIS development ITD coordinated with the sewer district regarding the location of the water main and therefore it will not be affected by the alternatives.

Land Use Changes. Direct effects to land use would be associated with the actual changes in land use from residential, commercial, or agricultural to freeway or transportation right-of-way. The DEIS Chapter 4, Table 4-1, *Right of Way Acquisition and Affected Existing Land Uses* showed each alternative's effect on different categories of land use. Refinements in analysis, updated parcel and ownership information, and changes in the designation of the land use categories have resulted in changes to the acreage affected by the alternatives. Updated information is provided in the FEIS Appendix K, *Table of Land Use Effects*.

This section of the FEIS qualitatively discusses effects to land use based on projected land use and population patterns. The DEIS and FEIS traffic analysis supports the premise that improved capacity of the action alternatives would improve commuting and travel time on US-95. While the project would not change the resulting land use patterns, it would allow land use pattern changes to occur sooner.

Land uses immediately surrounding interchanges may transition to travel-related service and commercial land uses because access on and off the freeway would become more convenient and safe. Commercial land use could spread out along frontage roads, and make these areas less conducive to residential development, especially near urbanized areas. These land use changes would be limited to the freeway corridor and would not be considered substantially adverse. Even without construction of the action alternatives, growth is expected to occur and be concentrated around the urban areas.

Recreational areas that would have safer and improved access may experience more usage. Usage and growth of recreational facilities would be implemented according to the respective recreational planning documents for the recreational facilities. The FEIS Chapter 4, Section 4.18, *Indirect Effects* and Section 4.19, *Cumulative Effects* describe potential effects to land use and recreation resources.

The rezoning and development of land outside the right-of-way is regulated by local agencies (Kootenai and Bonner counties and the City of Athol). Individual landowners must apply for rezoning and development permits from the local agencies and new development requires review by the local jurisdiction to meet guidelines or restrictions set forth in the Bonner and Kootenai county's comprehensive plans, land use regulations, and other local planning documents.

Chilco Area

As described in the DEIS, two interchanges and frontage roads in this area could change commercial and light industrial uses around the interchanges, as well as residential land use in the immediate vicinity. As this area develops, future zoning may include opportunities for increased commercial and light industrial development along frontage roads near interchanges to serve the needs of the community and the traveling public. All four action alternatives would displace the Rimrock Golf Course and would encroach on the Alpine Store and RV Park south of Garwood Road. Access to the Idaho Panhandle National Forest (IPNF) would be maintained under all four Chilco action alternatives. A marker providing historical interpretive information and a recreational interest sign located on the west side of US-95 near MP 442.6 would be relocated to a new site that will be determined during final design. This information regarding the Yellow, Blue and Brown alternatives from the DEIS remains valid.

Chilco Yellow Alternative. The Chilco Yellow Alternative land use and recreation effects remain valid and unchanged from the published DEIS.

Chilco Blue Alternative. The Chilco Blue Alternative effects to land use and recreation remain valid and are unchanged from the DEIS. Direct effects to land use would be less than other alternatives. The Chilco Blue Alternative would include a second interchange at Ohio Match Road. Frontage roads would maintain freeway access to/from residences and businesses located along the alignment at this location.

Chilco Brown Alternative. The Chilco Brown Alternative effects to land use and recreation would be similar to the Chilco Yellow and Modified Brown alternatives, except that a local access road in the vicinity of the Chilco Mill would connect Chilco Road to the frontage road. Also, an additional overpass is located at Ohio Match Road which may affect commercial and residential land use in the immediate vicinity. This information from the DEIS remains unchanged and valid.

Chilco Modified Brown Alternative. The Chilco Modified Brown Alternative effects to land use and recreation are similar to the Chilco Brown Alternative, described in the DEIS, with the exception that the west frontage road would be west of the Chilco Mill. It would require the largest amount of similar right-of-way acreage, but would have the least operational effects to the Chilco Mill, preserving the industrial land use.

Athol Area

Athol is surrounded by agricultural land and forests. Within city limits local businesses, public services, and residential uses are typical. Zoning and land use changes are already occurring outside the city limits affecting the capacity of local roads and highways and subsequently the rural nature of Athol. Athol Yellow, Blue and Brown alternatives land use and recreation effects would remain unchanged from the DEIS. Construction of the SH-54 interchange would improve safety and access to recreational facilities outside of the project corridor, such as the Farragut State Park. The SH-54 interchange and frontage roads would affect the undeveloped, western side of the Farragut Recreational Trail for all action alternatives. However, the alternatives would provide a recreational benefit by connecting the bicycle/pedestrian facility that would be constructed to the existing Farragut Recreational Trail. Additional information and agency correspondence can be found in Appendix A, *Agency Concurrence Letters.*

Athol Yellow Alternative. The Athol Yellow Alternative would bisect agricultural land. The Rickel Ranch and Silverwood Theme/RV Park would be affected by converting the existing land use to transportation right-of-way as described in the DEIS.

Athol Blue Alternative. The Athol Blue Alternative would not affect agricultural land uses as much as other alternatives, but would affect commercial and private land uses.

Athol Brown Alternative. At the north end and east side of the Athol Area, between MP 445.0 and MP 447.0, the Athol Brown Alternative would traverse agricultural and forested land through areas zoned for rural and commercial development. The interchanges at Bunco Road, Parks Road, and State Highway (SH) 54 would require right-of-way from several existing and planned residential developments to the east of US-95.

Athol Modified Brown Alternative. The Athol Modified Brown Alternative is similar to the Yellow Alternative described in the DEIS through the Silverwood Theme Park area to just south of Parks Road, which means that it would result in the conversion of a small amount of right-of-way from Silverwood Theme Park to transportation use. This conversion, however, would not hinder future recreational use of the property. From Parks Road the Modified Brown Alternative would follow the Brown Alternative alignment north to the Granite/Careywood Area. The east frontage road would connect Parks Road to Remington Road adjacent to the freeway, minimizing effects to forest, farmland, and platted developments compared to the Brown Alternative.

Granite/Careywood Area

The Athol Yellow and Brown alternatives land use and recreation effects would remain unchanged from the DEIS. All four action alternatives would modify access to the area's recreational destinations and result in relocation of the Careywood Fire Station and the solid waste transfer site north of Bayview Road. The Yellow Alternative is slightly different from what was presented in the DEIS but would not have a changed effect to land use or recreation. Discussion regarding effects to the Hoodoo Rest Area was not discussed in the DEIS and have been added below.

Granite/Careywood Yellow Alternative. This alternative would require acquisition of rural residential and commercial property, and publicly owned land, changing the existing land uses to transportation use. Access to recreation facilities outside of the project corridor, such as the Bayview recreational area would be improved through the construction of the interchange near Bayview Road. The west frontage road from approximately MP 456.7 to MP 457.8 in the FEIS would be further west of the alignment than the west frontage road that was analyzed in the DEIS to minimize adverse effects to wetlands and a forested bluff. This shift would result in a slight increase in acres of agricultural and forested land that would be converted to transportation right-of-way. The Yellow Alternative would not affect the Hoodoo Rest Area.

Granite/Careywood Blue Alternative. This alternative would have greater right-of-way effects on the east side of the existing alignment. It has less total land use effects than the Brown Alternative, although effects to forested areas would be the greatest. The Blue Alternative would affect approximately 0.52 acres of the Hoodoo Rest Area; however, since it is not currently being utilized for public recreation there would be no effect to recreational use as a result.

Granite/Careywood Brown Alternative. This alternative would have an interchange at Blacktail Road which could result in commercial development in that location. Between MP 452.8 to MP 454.0 the right-of-way is shifted slightly east of the existing alignment requiring additional agricultural land and affecting agricultural operations to a degree that would be inconsistent with Bonner County's rural designation for the area. The Brown Alternative would not affect the Hoodoo Rest Area.

Granite/Careywood Modified Brown Alternative. This alternative would have an interchange at Bayview Road rather than Blacktail Road which could result in more commercial development around the interchange which is zoned as rural residential. North of Bayview Road, the west frontage road from approximately MP 456.7 to MP 457.8 would shift closer to the freeway, compared to the Brown Alternative. It would be further from farm residences and farm buildings and would minimize segmentation of farm fields. This alternative would not include a utility corridor on the west side of US-95 from MP 456 to MP 461, so utilities would be placed in the frontage road right-of-way (this modification would also extend into the Cocolalla Area). This would minimize effects to wetlands. Private and forested land would be converted to transportation use, but the tighter alignment would reduce the overall corridor width, which would reduce the amount of conversion compared to the Brown Alternative. The Modified Brown Alternative would not affect the Hoodoo Rest Area.

Cocolalla Area

All four action alternatives would use the existing alignment south of Cocolalla Lake and shift the alignment slightly east through agricultural land, which would be converted to transportation use. All four action alternatives would convert residential and commercial land uses to transportation use. General land use effects from the Cocolalla Yellow, Blue, and Brown alternatives remain unchanged from the DEIS. The west frontage road change in the Granite/Careywood Yellow Alternative would extend just a few hundred feet into the Cocolalla Area but effects to land use and recreation would not be different compared to the Cocolalla Brown Alternative as described in the DEIS.

Cocolalla Yellow Alternative. This alignment, including the frontage road, would require agricultural land along the east side of US-95 to the south end of Cocolalla Lake and residential and commercial land on the east side of Cocolalla Lake.

Cocolalla Blue Alternative. The interchange location is further south than the other alternatives that have the interchange location near South Cocolalla Loop Road. This alternative is less convenient for accessing South Cocolalla Loop Road and the parcels east and west of Cocolalla Lake compared to the Cocolalla Yellow, Brown, and Modified Brown alternatives.

Cocolalla Brown Alternative. This alternative would have nearly the same effects on land use as the Cocolalla Yellow Alternative except that there would be no direct access road to the properties at the south end of Cocolalla Lake. Access would be from the west and would connect to other local roads.

Cocolalla Modified Brown Alternative. The west frontage road would continue from the Granite/Careywood Area and would shift outside of the railroad right-of-way through this area. The west frontage road would convert agricultural land to transportation use. Land use effects are similar to the Brown Alternative but the Modified Brown Alternative would affect more forest and agricultural land. The east frontage road at the Cocolalla interchange would be shifted slightly near Southside School Road compared to the Brown Alternative to reduce effects to wetlands, floodplains and associated riparian areas.

Westmond Area

The Westmond Area alternatives would be constructed through steep terrain and through developing suburban parcels at the north end of Cocolalla Lake. All the Westmond alternatives would continue to provide access to the lake at the Sandy Beach Sportsman Access for continued use of the recreational facility. None of the Westmond alternatives would affect the Westmond Cemetery. In the Westmond Area, the effects of the Yellow, Blue and Brown alternatives are the same with the exception of the acreages of land use categories. However the relative effects to land use and recreation stated in the DEIS remains unchanged and valid.

Westmond Yellow Alternative. This alternative follows the existing alignment through the community of Westmond. There would be an interchange at North Cocolalla Loop Road which could potentially change existing land use patterns around the interchanges and frontage roads. Right-of-way would be acquired along both sides of the existing highway.

Westmond Blue, Brown and Modified Brown Alternatives. These alternatives would be aligned to avoid most of the commercial properties and to preserve the commercial land uses in Westmond.

Sagle Area

Travel-related business in the Sagle Area would be affected but could relocate near interchanges most of which are already zoned commercial.

Future land use maps show a “transitional zone” east of Monarch and Sagle roads, which would allow for mixed use development and suburban densities. Increased densities and commercial use could

increase traffic. All action alternatives would improve access to and from this area which would support the increased development.

All of the Sagle alternatives would have similar effects to area recreational resources. Access to recreation facilities outside of the project corridor, such as Round Lake State Park and Willow Bay Marina and RV Park would be improved with an interchange at Dufort Road. Frontage roads would connect with Monarch Road and Sagle Road maintaining and improving access to other recreational facilities outside the project corridor including the Garfield Bay, Glengary Bay, and Bottle Bay recreation areas. The Sagle Yellow, Blue, and Brown alternatives land use effects remain unchanged from the DEIS except for minor variations in acreages. Information is provided for the Sagle Modified Brown Alternative.

Sagle Yellow Options. All Sagle Yellow options would generally follow the existing highway and existing right-of-way. There would be a potential for changes to land use patterns around the interchanges. Commercial operations would be provided access through frontage roads and an interchanges.

- **Sagle Yellow Option 3.** This option would provide one less interchange than the Brown Alternative and the least amount of right-of-way would be required. Right-of-way would be acquired on both sides of US-95, affecting commercial and residential uses.
- **Sagle Yellow Option 4.** This option is similar to Sagle Yellow Option 3, but with an additional interchange near South Gun Club Road and a variation of the frontage road locations through Sagle. This option would require more right-of-way and affect more existing commercial and residential land uses compared to Option 3.
- **Sagle Yellow Option 5.** This option would provide an interchange near Sagle Road, rather than Gun Club/Monarch Roads affecting more residential and commercial parcels on the west side of the existing alignment but less on the east side.

Sagle Blue Alternative. This alternative would deviate substantially from the existing alignment to avoid direct effects to the residential and commercial parcels located adjacent to US-95 through Sagle. This area is currently undeveloped but is a growing residentially zoned area. Substantial right-of-way would be required for this new alignment. This alternative would have greater total right-of-way effects than any of the Yellow Alternative options but less than the Brown or Modified Brown alternatives.

Sagle Brown Alternative. This alternative is similar to the Sagle Yellow Option 3 except that additional right-of-way would be required for local road improvements and an additional interchange. This alternative would require the greatest right-of-way acreage. The freeway would shift northwest into an undeveloped area at South Gun Club Road. There would be greater improvements at Spades Road with this alternative compared to the other alternatives. This alternative would provide convenient access to the interchange at South Gun Club Road.

Sagle Modified Brown Alternative. When compared to the Sagle Brown Alternative, the Modified Brown Alternative would eliminate the railroad overpass near Davis Road and the underpass and at-

grade railroad crossing at Ivy Drive. This change would reduce the amount of land converted to transportation use when compared to the Brown Alternative. This alternative would have two interchanges in Sagle which is consistent with the local agency recommendations and local planning.

4.2.3 Mitigation Measures

Access control along frontage roads by local jurisdictions would help ensure safe roadways and will control land use and development. Additional efforts will be made during preliminary and final design to avoid and minimize effects to agricultural, recreational, residential, commercial, and other types of land use.

The NPS had originally transferred the Farragut Recreational Trail property to Kootenai County to be utilized as a recreational trail that would connect to Farragut Naval Training Station. However, in order for Kootenai County to be in compliance with the Deed of Conveyance, the NPS requires that the impacted trail property be replaced with land with equivalent or greater recreational opportunity. The conditions and documentation needed for this land exchange is outlined in the letter from the NPS to ITD dated 12/31/09 (see Appendix A, *Agency Concurrence Letters).* ITD will exchange property with Kootenai County and the exchanged property will be converted to recreational use, in perpetuity as mitigation for the impacted property. This land exchange will meet the conditions of the NPS and be approved by Kootenai County Land and Waterways.

4.3 PRIME FARMLAND EFFECTS

The DEIS Chapter 4, Section 4.3, *Prime Farmland Effects* explains that there would not be a substantial adverse effect to "prime farmlands" or "farmlands of statewide importance." The DEIS Chapter 3, Section 3.3, *Prime Farmland* explains the methodology and defines prime farmland in accordance with Federal regulations. Effects to farmland not classified as Prime Farmland are explained in the DEIS and FEIS Chapter 4, Sections 4.2, *Land Use Effects* and 4.5, *Economic Effects*. The DEIS Appendix B included a Form AD-1006. Since publication of the DEIS, a new form was developed for rating corridor projects effects to farmland. The FEIS Appendix B, *Farmland Conversion Impact Rating Form (for corridor type projects)* includes the new form, (Form CPA 106) that calculates the farmland soils affected by each alternative. The description of prime farmland has been clarified from what was presented in the DEIS and summarized below.

4.3.1 No Action Alternative

The DEIS Chapter 4, Section 4.3, *Prime Farmland Effects* describes the effects of the No Action Alternative to "prime farmlands**"** and "farmlands of statewide importance." The information from the DEIS remains unchanged and valid.

4.3.2 Action Alternatives

Table 4-1, *Farmland Soils Effects* and Table 4-2, *Prime Farmland Effects*, summarize the farmland effects for all action alternatives.

Table 4-1. Farmland Soils Effects

Action Alternatives (all areas)	Prime Farmland Soils (acres)	Prime Farmland Soils Only When Irrigated (acres)	Farmland Soils (acres)
Yellow Option 3	13.2	583.2	332.9
Yellow Option 4	25.0	593.5	342.4
Yellow Option 5	12.7	598.7	335.9
Blue	13.3	563.3	444.4
Brown	26.9	626.4	442.3
Modified Brown	20.3	597.6	408.5

Table 4-2. Prime Farmland Effects

Action Alternatives (all areas)	Prime Farmland (acres)
Yellow Option 3	3.8
Yellow Option 4	3.8
Yellow Option 5	3.8
Blue	1.6
Brown	9.9
Modified Brown	2.6

Prime farmland is land with soils that have the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, except urban).

According to the DEIS, the conclusions drawn from the Farmland Conversion Impact Rating Form, and field surveys by NRCS there would be no substantial adverse effects to prime farmlands in Kootenai or Bonner counties by any of the action alternatives. The following discussions provide a comparison of effects in each geographic area.

Chilco Area

None of the action alternatives would affect prime farmland in the Chilco Area. The Yellow, Brown, and Modified Brown alternatives would affect less than 1/2-acre of "prime farmland soils." The Blue Alternative would not affect "prime farmland soils." All action alternatives would affect similar acreages of "prime farmland soils only when irrigated," but the Blue Alternative would affect the least acres.

Athol Area

All of the action alternatives in the Athol Area would affect prime farmland, with the Blue Alternative affecting the least acreage and the Brown Alternative affecting the greatest acreage. The Yellow, Brown and Modified Brown alternatives would affect similar acreages of "prime farmland soils," approximately four acres, and the Blue Alternative would affect approximately two acres. All action

alternatives would affect approximately 115 acres of "prime farmland soils only when irrigated," but the Blue Alternative would affect the least at 111 acres.

Granite/Careywood Area

There is no prime farmland in the Granite/Careywood Area project corridor. The Granite/Careywood Yellow Alternative west frontage road was shifted slightly west from what was presented in the DEIS. The Yellow, Blue, and Modified Brown alternatives affect less than one acre of "prime farmlands soils." The Brown Alternative would not affect "prime farmland soils." The Yellow, Blue and Brown alternatives would affect approximately 137 acres of "prime farmland soils only when irrigated," and the Modified Brown Alternative would affect slightly more at 142 acres.

Cocolalla Area

There is no prime farmland in the Cocolalla Area project corridor. No "prime farmland soils" would be affected by any of the alternatives in the Cocolalla Area. All alternatives would affect approximately 30 acres of "prime farmland soils only when irrigated," but the Blue Alternative would affect slightly more at 34 acres.

Westmond Area

There is no prime farmland in the Westmond Area project corridor. No "prime farmland soils" would be affected by any of the alternatives in the Westmond Area. All of the alternatives would affect "prime farmland soils only when irrigated." The Blue, Brown and Modified Brown alternatives would affect 36 acres and the Yellow Alternative would affect 51 acres of "prime farmland soils only when irrigated."

Sagle Area

There is no prime farmland in the Sagle Area project corridor. The action alternatives in the Sagle Area would affect the majority of "prime farmland soil" acreage that exists in the project corridor. The Sagle Yellow options 3 and 5 would affect the least "prime farmland soils" acreage (approximately nine acres) followed by the Blue and Modified Brown alternatives (approximately 13 acres). The Blue and Sagle Yellow Option 4 would affect the most at approximately 21 acres. All action alternatives would affect similar acreages of "prime farmland soils only when irrigated," with Yellow Option 5 affecting the least acreage (93 acres) and the Brown Alternative affecting the most (126 acres).

4.3.3 Mitigation Measures

Implementing the following mitigation measures may not further reduce the acreage of farmland effects; however, it will minimize the construction and operational effects to the farmers that cultivate those fields. These mitigation measures include:

- Provide signage and access for farm equipment crossing the frontage roads.
- Stockpile good topsoil near farming areas so that it can be replaced after construction.
- Coordinate with farmers to ensure access to fields during and after construction.
- Cover disturbed soils immediately to prevent the spread of weeds, especially near areas used for agricultural production.
- Minimize the use of construction equipment on wet soils to minimize soil compaction in active farmland. Soils determined to be compacted that are not specified in the plans will be remediated through soil ripping or other means.

4.4 SOCIAL ENVIRONMENT EFFECTS

Social effects of the No Action, Blue and Brown alternatives remain unchanged and valid as described in the DEIS. The FEIS Granite/Careywood Yellow Alternative alignment was shifted further west compared to the Yellow Alternative presented in the DEIS. This resulted in slight change to social effects in the Granite/Careywood Area. Information has been added comparing the effects of the Modified Brown Alternative to the Brown Alternative. Noise effects are discussed in detail in the DEIS and FEIS Chapter 4, Section 4.7, *Noise Effects*.

4.4.1 Relocation Effects

FEIS Table 4-3, *Displacement Effects* provides updated information regarding displacements from the action alternatives including the Modified Brown Alternative.

Table 4-3. Displacement Effects

Alternative	Estimated Displaced Businesses and Public Facilities	Estimated Displaced Households
Chilco Yellow	4	11
Chilco Blue	4	14
Chilco Brown	4	15
Chilco Modified Brown	6	14
Athol Yellow	6	1
Athol Blue	5	4
Athol Brown	0	2
Athol Modified Brown	2	2
Granite/Careywood Yellow	5	15
Granite/Careywood Blue	5	15
Granite/Careywood Brown	5	15
Granite/Careywood Modified Brown	5	15
Cocolalla Yellow	3	18
Cocolalla Blue	3	17
Cocolalla Brown	3	18
Cocolalla Modified Brown	3	17
Westmond Yellow	7	14
Westmond Blue	0	6
Westmond Brown	0	6
Westmond Modified Brown	0	6
Sagle Yellow Option 3	18	16
Sagle Yellow Option 4	18	16
Sagle Yellow Option 5	18	9
Sagle Blue	8	21
Sagle Brown	23	16
Sagle Modified Brown	25	15
- - - TOTALS – - -		
Yellow Option 3	43	75
Yellow Option 4	43	75
Yellow Option 5	43	68
Blue	25	77
Brown	35	72
Modified Brown	41	69

As described in the DEIS, the 2000 US Census Bureau data indicate that there are enough vacant units in the region to accommodate displaced residents, but some residents may need to move outside of the project corridor. This could change the length of the commute to and from residences and workplaces, community, social, and medical services. This may change transportation costs borne by residents.

As discussed in the previous section, pockets of low-income populations occur primarily in the Sagle Area (Bonner County). Although comparable low-income housing appears to be available in Kootenai County, comparable low-income housing for displacements in Bonner County may be more difficult to acquire in the immediate project corridor (see Table 4-4, *Kootenai and Bonner County Vacant Rental Units).*

Table 4-4. Kootenai and Bonner County Vacant Rental Units

Bonner County	Kootenai County	City of Athol	City of Coeur d'Alene	City of Sandpoint
242	800	6	370	64

Source: US Census Bureau, 2004

ITD has met with representatives of businesses, local governments, organizations, citizen groups, and individuals that live and conduct business in the area. Based on these meetings, familiarity with the area, the availability of vacant land, and the vigorous development activity in Sagle and Athol, comparable business opportunities would be available for businesses displaced by this project.

4.4.2 Demographics and Community Effects

This section of the DEIS describes demographics and community effects in terms of neighborhood cohesion and neighborhood quality. Demographic trends, effects of changed access, effects to neighborhood cohesion and effects to neighborhood quality were all included in the analysis of each of the social effects of the project alternatives.

Neighborhood cohesion is the ability and availability for a community to interact and access community resources. Features that limit cohesion include inconvenient or unsafe access to community services. For example, communities through which US-95 travels are currently affected by the safety of accessing and crossing the highway and railroads at-grade. Providing grade-separated crossings could improve neighborhood cohesion by allowing safer crossings.

Neighborhood quality considers factors such as noise levels and population changes, which may affect the quality of life.

4.4.3 No Action Alternative

The DEIS describes effects as a result of the No Action Alternative. Neighborhood cohesion and neighborhood quality effects for the No Action Alternative as described in the DEIS are unchanged and valid.

- **Neighborhood Cohesion.** There would be no new barriers within neighborhoods to affect neighborhood cohesion. However, the communities of Athol, Westmond, and Sagle that straddle US-95 would experience an increase in separation between parts of the communities because of

increased traffic volumes and safety issues. There would be no displacements under the No Action Alternative.

- **Neighborhood Quality.** Effects would not change except as a result of increased congestion and increased noise from higher traffic volumes.

4.4.4 Action Alternatives

The information for the Yellow, Blue and Brown alternatives presented in the DEIS remains valid and is summarized below. Additional information is provided for the Modified Brown Alternative and to reflect changes to the Yellow Alternative in the Granite/Careywood Area. There would be residential and commercial use displacements with all of the alternatives. All alternatives in this area would follow the existing alignment but would differ in interchange and frontage road locations. These are shown in the DEIS Table 4-4, *Right-of-Way Effects for Each Alternative.* Relocation effects for the alternatives presented in the DEIS remain unchanged and valid and are summarized below. The availability of land in the project area facilitates residential and commercial relocation. Table 4-3, *Displacement Effects*, shows the displacements of all action alternatives. Residential travel is primarily by motor vehicles with little bicycle or pedestrian travel. A permanent, inaccessible barrier to motorists and pedestrians would be created between interchanges of the US-95 facility; however, pedestrian crossings would be made safer, by providing grade-separated access. People living between the interchanges would need to travel on frontage roads to access or cross the freeway. Driveways and informal access would be eliminated except at the overpasses or interchanges; improving safety.

The proposed freeway is a larger footprint and would negatively affect views by adding asphalt, removing tree cover, and constructing overpass structures. As traffic volumes and speeds increase, noise would increase and travel further into adjacent residential areas. The exception is in the Sagle Area just north of Algoma Spur Road which is discussed in FEIS Chapter 4, Section 4.7, *Noise Effects*.

Chilco Area

Chilco Yellow Alternative. The information in the DEIS for the Chilco Yellow Alternative remains unchanged and valid and is summarized below.

- **Neighborhood Cohesion.** The Yellow Alternative would restrict movement across the freeway between SH-53 and Garwood Road, Garwood Road to Ohio Match Road, and Ohio Match Road to Brunner Road (Athol Area). The numbers of residences (11) and business operations (four) displaced would not affect neighborhood cohesion in this rural area as there are no closely-built neighborhoods. Displacing the Alpine Store would remove a local source for groceries and petroleum products. Residents would continue to travel south to Coeur d'Alene in Kootenai County for public and community services.
- **Neighborhood Quality.** There would be visual and noise effects to residential and commercial operations under this alternative as described in the DEIS. An existing multi-use path from Government Way would require realignment. The Chilco Yellow Alternative would displace the Rimrock Golf Course affecting recreational opportunities.

Chilco Blue Alternative. The information in the DEIS for the Chilco Blue Alternative remains unchanged and valid and is summarized below.

- **Neighborhood Cohesion.** The DEIS describes the Chilco Blue Alternative as largely on the existing US-95 alignment with an interchange at Ohio Match Road rather than south of Chilco Road. There would be no new east frontage road between SH-53 and Garwood Road. The Blue Alternative would restrict movement across the freeway between SH-53 and Garwood Road, Garwood Road to just south of Chilco Road, and Chilco Road to Brunner Road (Athol Area). Fourteen residences and four businesses would be displaced as described in the DEIS. In this rural area where there are no closely-built neighborhoods, neighborhood cohesion would not be affected by displacements.
- **Neighborhood Quality**. The neighborhood quality effects (visual, noise and recreation) would be similar for all action alternatives. The Rimrock Golf Course would be displaced affecting recreational opportunities.

Chilco Brown Alternative. The information in the DEIS for the Chilco Brown Alternative remains unchanged and valid and is summarized below.

- **Neighborhood Cohesion.** The Chilco Brown Alternative displacements would be slightly higher than the Blue Alternative with 15 residential displacements and four businesses. This alternative includes an extra overpass that would provide a connection between the communities on the east and west side by the freeway.
- **Neighborhood Quality.** This alternative would have similar effects to neighborhood quality as all action alternatives. The Rimrock Golf Course would be displaced affecting recreational opportunities.

Chilco Modified Brown Alternative. Under this alternative, the west frontage road would be realigned west around the Chilco Mill and the frontage road east of the mill that was presented in the Brown Alternative would be removed. This is preferable for mill operations and the economic vitality of the immediate vicinity.

- **Neighborhood Cohesion.** Neighborhood cohesion would be affected by restricting access across US-95 to SH-53, Garwood Road, Ohio Match Road, and just south of Chilco Road. There would be 14 residential and six business displacements. The additional business displacements include the Garwood Fire Station and the Fire District Substation. Effects associated with restricting access across the freeway would be similar to the Brown Alternative.
- **Neighborhood Quality.** This alternative would have similar effects to neighborhood quality as the other action alternatives, but the alignment is shifted further east at Garwood Road. Additionally, there would be increased noise near the west frontage road due to Chilco Mill truck traffic utilizing the frontage road; however, noise levels would not approach or exceed FHWA Noise Abatement Criteria. The Rimrock Golf Course would be displaced affecting recreational opportunities in the area.

Athol Area

Athol Yellow Alternative. The information for the Athol Yellow Alternative from the DEIS remains unchanged and valid and is summarized below. This describes that effects to the City of Athol would be low, as an interchange at SH-54 proposed under all action alternatives for this area would be east of most existing businesses and the city limits.

- **Neighborhood Cohesion.** The Athol Yellow Alternative would be on the existing US-95 alignment except through Athol. The DEIS describes movement across the freeway and access at interchanges. It describes Union Pacific Railroad (UPRR) and existing US-95 as a barrier due to heavy traffic and high travel speeds. This alternative would displace one residence and six businesses. The remaining businesses would be largely service or retail and those with frontage on US-95 would retain visibility. Community cohesion would not be affected outside of Athol where there are no recognizable neighborhoods. In and near Athol, crossing US-95 to access businesses and churches southeast of SH-54 would only be possible at the interchanges. The existing US-95 alignment would become a local road through the Athol Area and would improve circulation around the elementary school and the businesses on the west side of the freeway.
- **Neighborhood Quality.** The DEIS describes that the interchange at Athol would not substantially affect views and noise levels. From the east, wooded areas would visually screen the interchange from the south and east. Safety would be enhanced for Athol residents and the elementary school.

Athol Blue Alternative. The information for the Athol Blue Alternative from the DEIS remains unchanged and valid, and is summarized below.

- **Neighborhood Cohesion.** This alternative would improve connectivity within Silverwood Theme Park and would enhance safety through reduced speeds for access roads. Restrictions of movement across the freeway and direct access between interchanges is described in the DEIS. The proposed frontage roads at Parks Road and Remington Road would divide that rural area and prevent access to US-95, affecting social networks and community cohesion. At Athol the alignment would be east of US-95 bisecting an area of four rural residences. The effects to community cohesion are not considered substantially adverse. Four residences and five businesses would be displaced. Some businesses would be more isolated, but the freeway may make additional development in that area more desirable, thereby improving cohesion in Athol. A portion of the Silverwood Theme Park property would need to be acquired, but the business would remain operational.
- **Neighborhood Quality.** For the Athol Blue Alternative, the interchange at Brunner Road would have less neighborhood quality effects than the Athol Yellow Alternative because of its smaller size and location next to the UPRR railroad and the Silverwood Theme Park facilities.

Athol Brown Alternative. The information presented in the DEIS regarding the Athol Brown Alternative remains unchanged and valid, and is summarized below.

- **Neighborhood Cohesion.** The Athol Brown Alternative would displace two residential structures and no businesses would be displaced. The effects would not cause a decline in neighborhood cohesion for similar reasons discussed under the other Athol alternatives.
- **Neighborhood Quality.** Effects to neighborhood quality would be similar for the Athol Yellow Alternative.

Athol Modified Brown Alternative. This alignment would follow existing US-95 to Parks Road. North of Parks Road the alignment would shift east of Athol then shift back onto the US-95 alignment north of Athol. There would be a continuous east and west frontage road that would provide local connectivity.

- **Neighborhood Cohesion.** The Athol Modified Brown Alternative would displace two residences and two businesses. Frontage roads would follow existing roads closely and would not affect neighborhood cohesion.
- **Neighborhood Quality.** Effects to neighborhood quality would be similar to the Athol Yellow Alternative from Corbin Hill Road to Parks Road but similar to the Brown Alternative north of Parks Road.

Granite/Careywood Area

Granite/Careywood Yellow Alternative. The information presented in the DEIS remains unchanged and valid with the exception of the west frontage road in the northern part of this geographic area which shifted slightly.

- **Neighborhood Cohesion.** The Granite/Careywood Yellow Alternative would follow existing US-95. It would restrict movement across the freeway but would allow direct access to the Trails End Road and Bayview intersections. This alternative would intensify the existing barriers to convenient access (highway, topography, and the BNSF railroad) and would further decrease neighborhood cohesion. Fifteen residences and five businesses would be displaced. The small size of the community makes the displacement for residences and businesses more substantial than it would be in a larger community. Displacements would include the Careywood Fire Station, Careywood Post Office and a solid waste transfer station; however, these would be relocated.
- **Neighborhood Quality.** Visual effects to the Careywood community would be considerable with the facility footprint altering rural views. Placement of the west frontage road (approximate MP 456.7 to MP 457.8) further west to minimize wetland effects would result in greater indirect effects to existing residences. It would change the rural character of the area and diminish the visual quality, increase noise and change the agricultural/rural setting. There would be no direct effect to recreational faculties, as described in the DEIS.

Granite/Careywood Blue Alternative. The information from the DEIS for the Granite/Careywood Blue Alternative would remain unchanged and valid and is summarized below.

- **Neighborhood Cohesion.** This alternative would displace 15 residences and five businesses.
- **Neighborhood Quality.** Visual effects to neighborhood quality would be similar to what is described for the Granite/Careywood Yellow Alternative in the DEIS except the west frontage road would be farthest from the homes between approximate MP 456.7 and MP 457.5. This better preserves the unique visual qualities of the area by preserving existing forested slopes, the rock bluff, and would keep more farmland intact. It would result in less proximity effects to existing residents in this area.

Granite/Careywood Brown Alternative. This alternative would have a similar alignment as the Granite/Careywood Yellow Alternative but with an interchange at Blacktail Road rather than Bayview Road, as described in the DEIS.

- **Neighborhood Cohesion.** The Granite/Careywood Brown Alternative would displace 15 residences and five businesses, including a repair shop, Beak's Roadhouse, the Careywood Post Office, the Careywood Fire Station, and a solid waste transfer station.

- **Neighborhood Quality.** The Granite/Careywood Brown Alternative would have similar effects to neighborhood quality as the Yellow Alternative. The west side frontage road from approximately MP 456.7 to MP 457.8 would be located at the base of a bluff, close to homes resulting in adverse visual effects from large cut/fill slopes and tree removal on the forested bluff that currently buffers the residences from the highway.

Granite/Careywood Modified Brown Alternative. This alternative would closely follow the Granite/Careywood Brown Alternative described in the DEIS with the exception that the interchange at Blacktail Road would be at Bayview Road as described for the Yellow and Blue alternatives in the DEIS. The west frontage road north of Bayview Road would also be shifted east adjacent to the railroad right-of-way compared to the Brown Alternative.

- **Neighborhood Cohesion.** The west frontage road would be shifted east when compared to the Brown Alternative to avoid historic buildings of the Clement Farm and to minimize farmland and residential effects. This alternative would not affect neighborhood cohesion differently than the Brown Alternative. The Granite/Careywood Modified Brown Alternative would have similar effects to demographics and community as the Granite/Careywood Yellow and Blue alternatives at the interchange near Bayview Road. Fifteen residences and five businesses would be displaced, including a repair shop, Beak's Roadhouse, the Careywood Post Office, the Careywood Fire Station, and solid waste transfer station.
- **Neighborhood Quality.** The west frontage road (between MP 456.7 and MP 457.8) would move the alignment further from the homes and closer to the freeway resulting in a less adverse visual and noise effects. The west frontage road would avoid affecting a forested slope that offers visual screening of the roadway from the residences and it would leave more farmland intact, preserving the agricultural setting of the area.

Cocolalla Area

Cocolalla Yellow Alternative. The information in the DEIS for the Cocolalla Yellow Alternative remains unchanged and valid, and is summarized below.

- **Neighborhood Cohesion.** As described in the DEIS, the Cocolalla Yellow Alternative would restrict movement across the freeway and would direct access to South Cocolalla Loop Road or north to the proposed interchange in Westmond. Frontage roads would be on both sides of the freeway until just south of Cocolalla Lake. This alignment would displace 18 residences and three businesses which would be substantial for this small community. They are already fragmented by the railroad which creates a barrier; however, this separation would be intensified compared to present conditions due to the wider facility. Residents on the west side would be more isolated from the east side and the Southside School. Most people access the school by vehicle as opposed to other modes. This alternative would provide access for residents south of Cocolalla Lake to access the freeway.
- **Neighborhood Quality.** As described in the DEIS, the proposed freeway and frontage roads would dominate the landscape and change existing views looking toward the lake from higher elevations. The elevated portions of the grade-separated crossing would change views substantially for residents in the immediate area. The more densely populated areas on the east side would be close to the new freeway but not the interchange.

Cocolalla Blue Alternative. The information presented in the DEIS regarding this alternative remains unchanged and valid, and is summarized below.

- **Neighborhood Cohesion.** The Cocolalla Blue Alternative would displace 17 residences and three businesses. The displaced residences are south of Cocolalla Lake and would not have property access. This alternative by having an interchange further south of South Cocolalla Loop Road, would have more out of direction travel for people needing to access facilities at South Cocolalla Loop Road.
- **Neighborhood Quality.** Effects associated with neighborhood quality would be similar for all action alternatives. However, the location of the interchange further south with this alternative would increase noise effects to some residents as described in the DEIS Chapter 4, Section 4.7, *Noise Effects.*

Cocolalla Brown Alternative. The information presented in the DEIS for the Cocolalla Brown Alternative remains unchanged and valid, and is summarized below.

- **Neighborhood Cohesion.** The neighborhood cohesion effects associated with this alternative would be identical to the Yellow Alternative with 18 displaced residences and three businesses.
- **Neighborhood Quality.** The neighborhood quality effects associated with this alternative would be similar for all action alternatives.

Cocolalla Modified Brown Alternative. The west frontage road would be realigned slightly to the west of Valley Vista Ranch (MP 458.4) outside of the railroad right-of-way. The east frontage road near Southside School would be shifted slightly east.

- **Neighborhood Cohesion.** The neighborhood cohesion effects associated with this alternative would be similar to the Brown Alternative; however, there would be 17 residential displacements and three business displacements.
- **Neighborhood Quality.** The neighborhood quality effects associated with this alternative would be similar to all action alternatives except with additional noise effects, as discussed in the FEIS Chapter 4, Section 4.7, *Noise Effects*.

Westmond Area

Westmond is divided by US-95 which runs through the center of the community. The BNSF railroad forms an access barrier to residents on the west side. It diverges to the west at the south end of Westmond and separates lots on Cocolalla Lake from the Westmond community. All alternatives would extend Overlake View Drive to Westmond Road for east side access to the frontage road and the interchange. This would introduce new traffic and noise.

Westmond Yellow Alternative. The information presented in the DEIS regarding this alternative remains unchanged and valid, and is summarized below.

- **Neighborhood Cohesion.** The Westmond Yellow Alternative would essentially follow the existing alignment restricting movement across the freeway and directing access to the North Cocolalla Loop Road interchange. This alternative would intensify the barrier created by the highway, further

isolating the residential areas on the west and east sides. This alternative would displace 14 residences and seven businesses. Additionally, this alternative would primarily displace temporary accommodations (travel RVs) on undeveloped land, particularly on the west side. The post office would be displaced. In addition, a convenience store and gas station which are the sole providers of food items in the immediate area would also be displaced. The store and gas station are accessed by foot and vehicle traffic as indicated in the DEIS.

- **Neighborhood Quality.** The freeway and frontage roads would change views of Cocolalla Lake from higher elevations and those closest to the right-of-way. Noise would increase for those adjacent to the freeway. Safety would be improved for pedestrians. Access to Cocolalla Lake would be via the Westmond interchange, as indicated in the DEIS.

Westmond Blue, Brown and Modified Brown Alternatives. The information presented in the DEIS regarding the Blue and Brown alternatives remains unchanged and valid, and is summarized below.

The Westmond Modified Brown Alternative is identical to the Blue and Brown alternatives and would have the same community effects.

- **Neighborhood Cohesion.** The interchange for these alternatives would be located east of the existing US-95 and would become a local access road. Overlake View Drive would be extended to Westmond Road as an east side access to the frontage road and the interchange, which would improve cohesiveness for the areas now divided by US-95. However, residences east of the proposed freeway would be more isolated from businesses, other residents, the community center, and the post office located on the west side of Westmond. Six residences and no businesses would be displaced as indicated in the DEIS.
- **Neighborhood Quality.** The proposed freeway and frontage roads would change western views from elevated areas east of the freeway. The effect would be diminished by the existing visual features of the railroad tracks, the existing highway, and the industrial and commercial developments. Noise would increase with higher traffic speeds and volumes for those adjacent to the freeway. No recreation facilities would be affected, as described in the DEIS.

Sagle Area

Sagle Yellow Options. All of the Sagle Yellow options would follow the general alignment of existing US-95. From MP 465.3 to MP 468.0 the area is sparsely developed and no neighborhoods would be affected. All of the Sagle Yellow options would displace the Sagle Fire District Station. All alternative would include measures for providing bicycle and pedestrian connectivity to frontage roads and across the freeway. Access to numerous businesses and residences from US-95 on both sides of the freeway would be rerouted to frontage roads as described in the DEIS.

Sagle Yellow Option 3. This information from the DEIS remains unchanged and valid and is summarized below.

- **Neighborhood Cohesion.** As described in the DEIS, interchanges would be located at Dufort Road and Gun Club/Monarch Roads in Sagle. In Algoma an underpass would connect Ivy Drive and Algoma Spur Road. The barrier effect of the new freeway would be disruptive to the businesses and the residents immediately adjacent to the facility as isolation of the east and west sides would be

intensified. All businesses and homes between the freeway and the railroad would be acquired, including 16 residences and 18 businesses (including the post office, Sagle Fire Station and a solid waste transfer station) on both sides of US-95. For businesses that rely on drive-by traffic, visibility would be maintained, but access would be indirect. The project would affect the neighborhood pedestrian traffic. Access to the Senior Center Thrift Store would require people living west of US-95 to walk or drive around to the underpass at Gun Club Road for access, but pedestrian safety would improve. Access to community services from the nearby mobile homes would be relatively unaffected.

- **Neighborhood Quality.** Effects to aesthetics, noise levels, and views would increase in Algoma and Sagle, which already have urban neighborhoods. South of the towns, the rural quality would be less intensely affected. Noise would increase for adjacent residents with increased traffic volumes, higher speeds, and vehicles using one access point. A bike path within the existing right-of-way would be relocated, but would not adversely affect the cohesion or quality of the neighborhood as indicated in the DEIS.

Sagle Yellow Option 4. This information from the DEIS remains unchanged and valid.

- **Neighborhood Cohesion.** From MP 465 to MP 467, effects associated with neighborhood cohesion would be similar to the Sagle Yellow Option 3. An interchange located at MP 467.5 and frontage roads on the east and west sides would provide access to community facilities and maintains cohesion. Barriers to circulation would be similar to those described for Yellow Option 3. The neighborhood circulation southwest of the Gun Club/Monarch Road interchange would shift to that road, increasing local traffic. The road would follow the perimeter of this neighborhood, maintaining cohesion. This option would require the displacement of all the structures currently on either side of the freeway, including 16 residences and 18 businesses (including the Sagle Fire Station and solid waste transfer station). Sagle Baptist Church on Gun Club Road would be accessed indirectly from the east side of the freeway as indicated in the DEIS.
- **Neighborhood Quality.** Effects to the quality of life in the Sagle and Algoma neighborhoods would be similar to the Sagle Yellow Option 3. Effects would be intensified between the interchanges and frontage roads. The interchange structure would be visually imposing in an area that now only has an at-grade, two- to five-lane highway. Effects to safety and recreation would be identical to the Sagle Yellow Option 3 as indicated in the DEIS.

Sagle Yellow Option 5. This information from the DEIS remains unchanged and valid.

- **Neighborhood Cohesion.** From MP 465.3 to MP 468.0, effects under this alternative would be similar to Yellow Option 3. In the Sagle Area, movement would be restricted across the freeway and access would be via the interchange south of Sagle Road. The east frontage road from the interchange would shift to Sagle Road and then continue north along a new alignment to Monarch Road. The interchanges and frontage roads would disrupt residences in the immediate vicinity, but would not cause isolation. This alternative would displace nine residences and 18 businesses (including the post office and a solid waste transfer station). The Sagle Baptist Church members that reside east of the freeway would travel indirectly on Gun Club Road.

- **Neighborhood Quality.** The interchange would be in a developed area. While the interchange would have a visual effect to the area, the intensity of the effects to the neighborhood quality would be less because the area is already developed. At Ivy Drive, which is less developed, the interchange structures would be more visually imposing.

Sagle Blue Alternative. This information from the DEIS remains unchanged and valid.

- **Neighborhood Cohesion.** The alignment near Sagle would be farther west than the Yellow alternatives. Travel would be restricted across the freeway and access would be via the Sagle interchange near MP 469. Vehicles would not require substantial out-of-direction travel to US-95 because of the proximity of other interchanges. Existing US-95 would become a frontage road to provide access for the community and remove much of the traffic that currently divides the community of Sagle. The Sagle Blue Alternative would displace 21 residential structures and eight businesses which include the solid waste transfer station. The conversion of existing US-95 to a local road would enhance neighborhood cohesion east of the Sagle Blue Alignment.
- **Neighborhood Quality.** Effects to the rural area would be similar to the Sagle Yellow Option 3 and 4. The wider footprint would create aesthetic changes to the urban area north of MP 468. The freeway west of the existing US-95 would create a new paved corridor through a residential area.

Sagle Brown Alternative. This information from the DEIS remains unchanged and valid.

- **Neighborhood Cohesion.** The Sagle Brown Alternative would have similar effects to the social environment as Sagle Yellow Option 4. Sixteen residences and 23 businesses would be displaced, (including the Sagle Fire Station and solid waste transfer station).
- **Neighborhood Quality.** Effects to neighborhood quality would be similar to the Sagle Yellow options 3 and 4. This is unchanged from the DEIS.

Sagle Modified Brown Alternative. The Sagle Modified Brown Alternative would have an alignment similar to the Brown Alternative described in the DEIS, except the South Gun Club Road interchange would be shifted further to the north. The Davis Road overpass over the railroad and the Ivy Drive underpass would both be eliminated. The connector road between Heath Lake Road and Davis Road would remain to ensure local connectivity on the east side of the freeway. The access near Monarch Road would also be reconfigured compared to the Sagle Brown Alternative.

- **Neighborhood Cohesion.** The Modified Brown Alternative would have similar effects to neighborhood cohesion compared to the Brown Alternative. There would be 15 residences and 25 businesses displaced (including the Sagle Fire Station and a solid waste transfer station). There would be less effect to neighborhood cohesion near Davis Road compared to the Brown Alternative since there would not be a new connector road through the community.
- **Neighborhood Quality.** The Modified Brown Alternative would have similar effects to neighborhood quality as the Yellow options 3 and 4 as described in the DEIS. There would be less effect near David Road compared to the Brown Alternative.

4.4.5 Environmental Justice Effects

The DEIS Chapter 4, Section 4.4.2 describes how Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations directs federal agencies to identify and address disproportionately high and adverse human health and environmental effects, including the interrelated and social and economic effects of their programs, policies and activities on minority and low-income populations in the United States. EO 12898 applies to the No Action and action alternatives.

A disproportionately high and adverse effect would be one predominantly borne by a minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that would be suffered by the non-minority population and/or non-low-income population. In determining disproportionate and high adverse effects, the project must take into account mitigation and enhancement measures and potential offsetting benefits to the affected populations. Other factors that may be taken into account include design, comparative effects, and the relevant number of similar existing conditions in non-minority and non-low-income areas.

Minority Populations

A review of available census data, visual assessment of neighborhoods, and interviews with local governments and food program employees determined there are no minority populations in the project area and there would be no adverse effects to minority populations by the No Action or action alternatives. While there are minorities in the six geographic areas, there were no distinguishable minority populations or groups in any of the areas. Therefore, this project would not have disproportionately high or adverse effects on minority populations per EO 12898. Minority populations are not discussed further in this section of the FEIS.

Low-income Populations

Low-income populations are those whose median household income is at or below the US Department of HHS poverty guidelines. The HHS poverty guidelines are $17,050 for a family of four in 2000,$18,400 for a family of four in 2003, and $22,050 for a family of four in 2009. No low-income populations are found near the project area in the Chilco, Granite/Careywood, and Cocolalla segments. Athol, Westmond and Sagle have small populations of low-income households.

No Action Alternatives

The No Action Alternative would not include construction of improvements to the existing highway and there would be no displacements of or environmental effects to low-income populations. Indirect environmental effects from increased traffic congestion and reduced safety could occur but would not be disproportionate. Therefore, the No Action Alternative would not have a disproportionately high and adverse effect to low-income populations per EO 12898.

Action Alternatives

The details regarding the Yellow, Blue, and Brown alternatives are included in the DEIS and are unchanged and valid.

This section provides information regarding the effects of the Modified Brown Alternative compared to the Brown Alternative.

Chilco Area

While there are low-income households identified in the area, there are no distinguishable populations of low-income populations in this section of the project corridor. Therefore, this project would not have disproportionately high and adverse effects to low-income populations per EO 12898.

Chilco Modified Brown Alternative. While there are low-income households identified in the area, there are no distinguishable populations of low-income populations that would be affected by the Modified Brown Alternative project corridor. Therefore, this alternative would not have disproportionately high and adverse effects to low-income populations per EO 12898.

Athol Area

All of the action alternatives, including the Modified Brown Alternative, would have the same effect to low-income populations and are described together here. There are some low-income populations in Athol, primarily along SH-54, south along 3rd Street and north of SH-54. The Athol Area alternatives are east of the city limits and none of those identified properties would be directly affected. The Athol alternatives were designed so the interchanges would be located near existing major intersections to minimize the direct and indirect effects to residential areas by avoiding the city itself. Low-income populations are all the same distance, approximately 600 feet, from the proposed interchange locations in each alternative.

There would be more indirect effects to non-low-income residences close to the existing US-95 than the identified low-income residences. Higher income properties on the east side of Athol would have greater adverse effects from noise and views. There are no identified low-income areas within the two-dimensionally-modeled noise contours for the new action alternatives.

The entire population of Athol would share benefits of the project. Motor vehicle traffic flow and safety would be improved; increased capacity and safety could stimulate economic development; and pedestrian access across US-95 would be safer due to the grade separation. Likewise construction effects would be similar for area residents.

Based on the previous discussion, the Athol Area alternatives, including the Modified Brown Alternative, would not cause disproportionately high and adverse effects to any low-income populations as defined by EO 12898.

Athol Modified Brown Alternative. The effects of the Modified Brown Alternative to low-income populations is identical to those described for the other action alternatives in the DEIS. As noted in DEIS Chapter 3, Section 3.4, *Social*, there are some small populations of low-income residents in Athol, primarily along SH-54, south along 3rd Street and north of SH-54; however, the Modified Brown Alternative is east of the city limits and no low-income populations would be directly affected. All of the Athol alternatives, including the Modified Brown Alternative, were designed so the interchanges would be located near existing major intersections to minimize the direct and indirect effects to residential areas by avoiding the city itself. Low-income populations are all the same distance, approximately 600 feet, from the interchange locations of the Modified Brown Alternative.

There would be more indirect effects to non-low-income residences close to the existing US-95 than the identified low-income residences. Higher income properties on the east side of Athol would have greater adverse effects from noise and views. There are no identified low-income populations within the two-dimensionally-modeled noise contours for the Modified Brown Alternative.

The entire population of Athol would share benefits of the project. Motor vehicle traffic flow and safety would be improved; increased capacity and safety could stimulate economic development; and pedestrian access across US-95 would be safer due to the grade separation. Likewise construction effects would be similar for area residents.

Based on the discussion, the Modified Brown Alternative would not cause disproportionately high and adverse effects to any low-income populations as defined by EO 12898.

Granite/Careywood Area

There are no low-income populations identified in this section of the project corridor, as described in the DEIS. Therefore, the action alternatives, including the Modified Brown Alternative, would not have disproportionately high and adverse effects to low-income populations per EO 12898.

Cocolalla Area

There are no low-income populations identified in this section of the project corridor, as indicated in the DEIS. Therefore, the action alternatives, including the Modified Brown Alternative, would not have disproportionately high and adverse effects to low-income populations in this area per EO 12898.

Westmond Area

The information regarding effects of the Yellow, Blue, and Brown alternatives in the DEIS remain and is summarized below.

Westmond Yellow Alternative. There are small groups of low-income populations in Westmond, all south of North Cocolalla Loop Road. They are all within a short distance of MP 464 and all but one area has direct access to US-95.

Most of the low-income residences on the west side of Westmond would be displaced by the Westmond Yellow Alternative. The DEIS describes that both low-income and non-low-income residences would be displaced with this alternative. However, this alternative displaces fewer low-income residences than the alternatives that widen US-95 further to the east.

Under this alternative, the remaining low-income residences on the east side of US-95 would experience some out-of-direction travel however safety for the traveling public would be improved. Since the major crossing is already at North Cocolalla Loop Road, this would not adversely affect accessing services in Westmond. Non-low-income residents will experience the same effects as the low-income residents.

Effects to long-distance views would likely affect more non-low-income residents on the slopes above existing US-95. However, the visual and noise effects from the new freeway would affect residents closest to the right-of-way, including many in the low-income area on the east side. Increased traffic

adjacent to mobile home and trailer parks would increase noise, but noise levels would not approach or exceed FHWA Noise Abatement Criteria (NAC). The residences that are predicted to be affected by noise that exceeds the FHWA NAC are already being displaced by the alignment. Refer to FEIS Chapter 4, Section 4.7, *Noise Effects* for more detail about noise.

Based on the discussion above and in the DEIS Chapter 4, Section 4.4, *Social Effects*, this alternative would not cause disproportionately high and adverse effects to any low-income populations as defined by EO 12898.

Westmond Blue, Brown and Modified Brown Alternatives. The Westmond Blue, Brown and Modified Brown alternatives are identical and would be located east of the current alignment avoiding the displacement of the low-income population. Converting US-95 into a local access road would improve connectivity and community cohesion in the central area of Westmond, reduce traffic exposure for low-income residents and improve accessibility to businesses by removing existing barriers by providing controlled intersections. Adverse visual effects would be slightly greater under these alternatives than under the Westmond Yellow Alternative; but as the alignments are farther from the lower-income areas, the effects would be shared more equitably across the community. The effects from these alternatives would not be high and adverse and disproportionately borne by low-income residents.

Sagle Area

The information regarding effects of the Sagle Yellow, Blue and Brown alternatives remain unchanged and valid from the DEIS and is summarized below. New information is provided for the Modified Brown Alternative.

Out of direction travel would occur for all of the action alternatives, that may affect low-income residents, however this is a characteristic of the project that would be shared by both non-low-income and low-income residents and therefore is not considered a disproportionate effect.

Sagle Yellow Options

All Sagle Yellow options would displace more non-low-income than low-income residences. However, numbers vary slightly between options. During a site visit in 2004, there appeared to be some available park spaces within the existing mobile home parks that are farther from US-95 that would not be affected by the Yellow options. Therefore, relocation of mobile home units could be relatively easy if there are still available spaces. To mitigate noise effects in the Sagle Area a noise wall was evaluated and found feasible and reasonable and would provide a visual barrier to the freeway as discussed in FEIS Chapter 4, Section 4.7, *Noise Effects*.

The destruction or degradation of aesthetic values is considered a contributing factor to adverse effects to visual quality as defined by EO 12898. Adverse effects surrounding the low-income residences are likely to be relatively high. Each Yellow option will have somewhat different effects due to differences in configuration. For all of the low-income areas between MP 468.0 and MP 469.5, the freeway would create a large new visual element wherever a resident has a view of US-95 from their residence. It could create a complete visual obstruction from some locations. From an aesthetics standpoint, the new facility would replace the natural vegetation in the area with pavement and additional lighting which

would increase the visual effects to this area. These visual effects are not considered high and adverse considering the off-setting safety and circulation benefits the project would have for area residents.

Construction effects along the alignment, and traffic inconveniences would be borne by all nearby residents, not just those with low-incomes. Construction noise and dust would tend to affect the residents closest to the highway, including the identified low-income areas. All residents within the 2-D noise contours (see DEIS Chapter 4, Section 4.7, *Noise Effects*) would be relocated, so no high and adverse effects from noise would occur for any resident along the corridor.

All Sagle Yellow options would result in aesthetic effects disproportionately borne by low-income residents. However, given the offsetting safety and circulation benefits, combined with no disproportionate displacements, as well as overall low or moderate human and environmental effects, the aesthetic effects are not disproportionately high and adverse as defined by EO 12898.

- **Sagle Yellow Option 3.** This information from the DEIS for the Sagle Yellow Option 3 remains unchanged and valid and is summarized below.

  Sagle Yellow Option 3 would affect identified low-income populations located within 1/2-mile of Sagle Road; however, it would also affect non-low-income populations. Since only one-quarter of total residential displacements has been characterized as low-income and most of the existing low-income residences in this neighborhood would not be displaced, overall displacement effects would not be high and adverse and disproportionately borne by the low-income population.

  Area residents would access the freeway to the north at North Gun Club Road via a new frontage road. The mobile home parks are relatively close to the underpass, so travel, particularly by foot, across US-95, would be less convenient but still available. The Senior Center and Thrift Store on Roy Way would remain within walking distance.

  Southbound access to US-95 would require out-of-direction travel. For low-income residents on the east side, the route to the post office at Schell Road would not require a major change in travel routes or times because of the Ivy Drive underpass.

  Based on the above discussion, this project would not cause disproportionately high and adverse effects on any low-income populations as per EO 12898.

- **Sagle Yellow Option 4.** This information from the DEIS for the Sagle Yellow Option 4 remains unchanged and valid, and is summarized below.

  The direct effects from the new freeway would be slightly less under the Sagle Yellow Option 4 than the Sagle Yellow Option 3. Out of 16 total displacements, three mobile homes closest to existing US-95 at the North Gun Club Road interchange (MP 469) would be displaced. Displacement of low-income residences would represent only a small portion of the total residential displacements. Most of the low-income residences in this area would remain, so displacement would not be

disproportionately borne by the low-income residences. The adverse effects to residents would be to both low-income and non-low-income residences.

Residents at all locations would access the freeway via new frontage roads. The three low-income areas to the south of Sagle Road would be relatively close to the underpass near South Gun Club Road. Travel, particularly by foot, across US-95 would be less convenient but would be grade-separated and would include sidewalks. Access to the Senior Center and Thrift Store on Roy Way would remain within walking distance of low-income residences.

Southbound access to US-95 would require out-of-direction travel to North Gun Club Road. For low-income residents on the east side of the alignment, the route to the post office at Schell Road would not require a major change in travel routes or times because of the location of the Ivy Drive underpass on the east side.

Based on the above discussion, this project would not cause disproportionately high and adverse effects to any low-income populations as per EO 12898.

- **Sagle Yellow Option 5.** This information from the DEIS remain unchanged and valid and is summarized below.

  The direct effects from the new freeway would be lower under this alternative than under the other Sagle Yellow options affecting a smaller percentage of low-income residences. No mobile homes would be displaced. Displacement would not be disproportionately borne by low-income residents and the adverse effects would not be more severe or greater in magnitude compared to non-low-income populations.

  All identified low-income residences would be within a 1/2-mile of the interchange. Travel, particularly by foot, across US-95 would be less convenient but still feasible. Therefore, based on the above discussion, this alternative would not cause disproportionately high and adverse effects to low-income populations as per EO 12898.

Sagle Blue Alternative. The direct effects of the Sagle Blue Alternative to low-income populations would be less under this alternative than under the Sagle Yellow options because the facility would be located farther away from the identified low-income populations. No low-income displacements would be expected. The adverse effects from the Sagle Blue Alternative would not be disproportionately borne by low-income populations.

Effects to the visual quality of the area around the low-income residences would be less than under the other alternatives because the new freeway would be farther away.

Based on the above discussion, this alternative would not cause disproportionately high and adverse effects to low-income populations as per EO 12898.

Sagle Brown Alternative. The direct effects from the new freeway under this alternative would be similar to those under the Sagle Yellow Option 4. A few residences closet to existing US-95 at MP 469 would be displaced. Low-income displacement would represent only a portion of the total residential displacements.

Similar to the Sagle Yellow Option 4, southbound access to US-95 would require out-of-direction travel to North Gun Club Road. This is a characteristic of the project that would be shared by the other non-low-income residents of the area as well, and these effects would not be disproportionately borne by low-income residents.

Visual effects would be borne by all residents along the length of the corridor through Sagle and Algoma, not all of which are low-income; however, effects may be higher for the residents close to US-95. However, alone this effect is not considered high and adverse. Based on the above discussion, this alternative would not cause disproportionately high and adverse effect to low-income populations as per EO 12898.

Sagle Modified Brown Alternative. The effects of the Sagle Modified Brown Alternative would be identical to those discussed in the DEIS for the Sagle Brown Alternative. The Modified Brown Alternative would not cause disproportionately high and adverse effects to low-income populations.

Visual effects would be borne by all residents along the length of the corridor through Sagle and Algoma, not all of which are low-income; however, effects may be higher for the residents close to US-95. However, alone this effect is not considered high and adverse. Based on the above discussion, this alternative would not cause disproportionately high and adverse effects to low-income populations as per EO 12898.

The environmental justice analysis for all of the alternatives demonstrates that the project would not have disproportionately high and adverse environmental or human health effects to minority or low-income populations per EO 12898.

4.4.6 Mitigation Measures

Residents that would be displaced or have access removed by the project would be compensated under the Uniform Relocation Act. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 established minimum standards for federally funded projects that require the acquisition of real property or displace persons from their homes, businesses, or farms. This applies to the acquisition, rehabilitation, or demolition of real property for federally funded projects.

4.5 ECONOMIC EFFECTS

This section of the DEIS describes project effects to long-term economic conditions, including closure of businesses due to right-of-way acquisition, displacement and economic base changes of the corridor associated with changes in traffic circulation and population in the corridor. A long-term effects analysis was presented in the DEIS Chapter 4, Section 4.5, *Economic Effects* and referred to both direct and total job losses. The effects of alternatives bypassing existing commercial areas that are adjacent to US-95 are described. The role of visibility and access in evaluating effects is described and explained in

detail in the DEIS. The DEIS generally stated that business developments along existing US-95 currently have excellent visibility and access. The information presented in the DEIS remains valid.

During FEIS development the businesses described in the DEIS were verified to determine if there were substantial changes in the numbers of affected businesses, economic base and employment. While there were minor changes, they were changes that did not result in a substantial change to the information provided in the DEIS.

The short-term and seasonal effects to employment in freeway construction-related sectors are discussed in the DEIS, but are not determined to be predictably different between alternatives and are therefore not discussed further in the FEIS. The Yellow, Blue and Brown alternatives as presented in the DEIS are unchanged and remain valid and are summarized below. Additional information is provided for the Modified Brown Alternative.

4.5.1 No Action Alternative

The DEIS Chapter 4, Section 4.5.1 describes the No Action Alternative economic effects. This information is unchanged and remains valid as summarized below.

The DEIS explains that the No Action Alternative would not result in any new economic benefits to the region and local communities. There would be no job loss due to right-of-way acquisition or changes in visibility or access. The No Action Alternative would likely have a long-term adverse effect on economic growth of the corridor and the region as growth would eventually be constrained by inadequate transportation facilities, particularly for businesses dependent on trucking and tourism. The effects of declining level of service are further explained in the DEIS. Access and visibility are not anticipated to be directly affected.

4.5.2 Action Alternatives

The Yellow, Blue and Brown alternatives as presented in the DEIS are unchanged and valid. New information about the effects of the Modified Brown Alternative compared to the Brown Alternative is presented below.

The short-term and seasonal effects to employment in freeway construction-related sectors are discussed in the DEIS, but have not been determined to be predictably different between alternatives and therefore are not discussed further in the FEIS.

All action alternatives would result in a sequence of long-term economic effects due to the displacement of businesses and a resulting loss of jobs. These are described in detail in the DEIS and remain valid. The DEIS discusses that the most adverse effects would be for alternatives that follow the existing alignment (generally the Yellow Alternative in each geographic area of the corridor) through commercial areas resulting in the loss of businesses and jobs due to right-of-way acquisition, visibility and access issues. Residents and businesses would be relocated under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as summarized in the DEIS, Appendix C, *Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970.*

Changes in access and visibility affect businesses, although local customers and commuters are familiar with the location of area businesses and would not likely reduce their patronage due to loss of visibility and direct access. Properties will be provided access to the frontage road systems or will be acquired. However, mitigation is not required for changes in visibility and loss of direct access to US-95. Businesses that would be acquired are not included in the discussions about access and visibility.

Business Displacements

During the FEIS development updated county parcel data and the most current aerials were evaluated to determine changes in business displacements since the DEIS was published. Business displacements and associated job losses due to changes in business access and visibility have been added for the Modified Brown Alternative. Information regarding loss of farm income is not readily available and is difficult to quantify but is an important socio-economic component of the area.

Chilco Area

The major employers in the Chilco Area are the industrial facilities on the west side of US-95 to which there would be minimal right-of-way effects. An interchange at Chilco Road would provide improved access to US-95 for the businesses in the Chilco Area. Travelers and commuters have many other options for traveler services in this area. The following summarizes the information from the DEIS for each of the action alternatives and describes effects to the Modified Brown Alternative.

Chilco Yellow Alternative. The Chilco Yellow Alternative would displace four businesses and result in a loss of 31 jobs. Other businesses would lose part of their land and structures and could rebuild these facilities on other portions of their properties or in other locations. There is sufficient land zoned for commercial uses in the area to support relocations.

Chilco Blue Alternative. The Chilco Blue Alternative would require the least right-of-way. It would also displace four businesses; however, these would not be the same businesses as the Yellow Alternative and would result in a loss of 15 jobs.

Chilco Brown Alternative. The Chilco Brown Alternative would displace four businesses and 31 jobs, similar to the Yellow Alternative. One of the businesses, the Chilco Mill, would have affected operations and subsequently would affect the local economy.

Chilco Modified Brown Alternative. The Chilco Modified Brown Alternative would have similar business displacements and frontage road alignment as the Chilco Yellow Alternative (as described in the DEIS) except that it would displace six businesses resulting in 31 jobs lost. The additional businesses affected under this alternative would be the Garwood Fire Station and the Fire District Substation. However, since these would be relocated and would continue to operate, no additional jobs would be lost. During the DEIS public comment period, residents opposed locating the Brown Alternative west frontage road east of the Chilco Mill. This would hinder operations and could negatively affect the local economy and employment in the vicinity. As a result, the Modified Brown Alternative west frontage road was revisited and it was shifted to the west of the Chilco Mill. This change would not hinder the Chilco Mill Operations.

Athol Area

The Athol Area alternatives would effectively bypass most of the Athol businesses located along US-95; however, the existing highway would be used as a business route to provide continued access to these businesses. In the Athol Area, all action alternatives would be aligned to the east of the existing US-95/SH-54 intersection. A new interchange would be constructed where the new US-95 crosses SH-54. Businesses adjacent to US-95 would have the same access, although the highway would be converted to a frontage road. Commuting patterns to work were described in the DEIS and remain valid. The descriptions of affected businesses as described in the DEIS are summarized below and remain valid.

Athol Yellow Alternative. The Athol Yellow Alternative would displace six businesses and result in a loss of 15 jobs.

Athol Blue Alternative. The Athol Blue Alternative would displace five businesses and would result in a loss of 10 jobs.

Athol Brown Alternative. The Athol Brown Alternative would not displace any businesses or result in the loss of jobs. Frontage road right-of-way would require some commercial property acquisition but no commercial buildings.

Athol Modified Brown Alternative. The Athol Modified Brown Alternative would have similar business displacements as the Athol Brown Alternative described in the DEIS. This alternative would require acquisition of two businesses. There would be less right-of-way required compared to the Brown Alternative in the vicinity of Sylvan Road and Remington Road.

The DEIS stated that the remaining businesses would lose an estimated 18 jobs due to changes in business visibility and access from all of the action alternatives, including the Modified Brown Alternative. While no businesses are expected to close due to these effects, sales and employment could suffer for businesses that rely on tourism.

Granite/Careywood Area

All the action alternatives in the Granite/Careywood Area, including the Modified Brown Alternative, would displace five businesses; the Careywood Post Office, the Careywood Fire Station, the solid waste transfer station and two private businesses resulting in the loss of five jobs. The DEIS describes that there would be no additional businesses displaced or jobs lost in this area due to changes to visibility or access.

Granite/Careywood Modified Brown Alternative. The Granite/Careywood Modified Brown Alternative would affect the same five businesses as the Yellow, Blue and Brown alternatives resulting in the same five jobs lost. The Granite/Careywood Modified Brown Alternative would not result in additional business displacements or jobs lost due to changed visibility or access.

Cocolalla Area

All of the action alternatives would follow the existing alignment in the Cocolalla Area. They would all displace three businesses/public facilities located along the highway resulting in a loss of 14 jobs. There would be no additional displaced businesses or jobs lost due to changes in visibility or access.

Cocolalla Modified Brown Alternative. This alternative would have the same businesses displaced and would result in the same job losses as the Cocolalla Yellow, Blue, and Brown alternatives. The Modified Brown Alternative would have no additional business displacements or jobs lost due to changes in visibility or access.

Westmond Area

Expanding the right-of-way along the existing US-95 alignment and constructing a freeway through this area would require acquisition of businesses. Shifting the alignment to the east would avoid the businesses. The information about the Westmond Yellow, Blue and Brown alternatives included in the DEIS remains valid and is summarized below.

Westmond Yellow Alternative. Right-of-way acquisition for the Westmond Yellow Alternative would displace seven businesses that front existing US-95 and result in the loss of 23 jobs. No additional jobs would be lost due to changes to access and visibility. This alternative would affect most of the businesses in the Westmond Area as described in the DEIS.

Westmond Blue, Brown and Modified Brown Alternatives. The Westmond Blue, Brown, and Modified Brown Alternatives would not displace any businesses. However, this alternative would result in an estimated loss of four jobs due to changes in access and visibility.

Sagle Area

Expansion of the right-of-way along the existing alignment and construction of a freeway through this area would displace many businesses fronting US-95 in the Sagle Area. The information about the Sagle Yellow, Blue and Brown alternatives included in the DEIS remains valid and is summarized below. New information is provided for the Modified Brown Alternative.

Sagle Yellow Alternatives

- **Sagle Yellow Option 3.** The Sagle Yellow Option 3 would displace 18 businesses and result in the loss of approximately 76 jobs.
- **Sagle Yellow Option 4.** The Sagle Yellow Option 4 would displace 18 businesses and result in the loss of approximately 69 jobs.
- **Sagle Yellow Option 5.** The Sagle Yellow Option 5 would displace 18 businesses and result in the loss of approximately 69 jobs.

While the number of businesses displaced is the same for the Yellow options, they do not affect the same 18 businesses which results in a difference in numbers of jobs lost. The Yellow options would result in an additional three jobs lost as a result of changes in visibility and access.

Sagle Blue Alternative. The Sagle Blue Alternative would bypass much of the Sagle business district avoiding most of the right-of-way effects associated with the other alternatives. It would displace eight businesses and result in the loss of 32 jobs. An additional 14 jobs would be lost due to changes in visibility and access.

Sagle Brown Alternative. The Sagle Brown Alternative would displace 23 businesses and result in the loss of 84 jobs. An additional eight jobs would be lost due to changes in visibility and access.

Sagle Modified Brown Alternative. The Sagle Modified Brown Alternative would displace 25 businesses resulting in the loss of approximately 84 jobs. It would also result in the loss of an additional eight jobs due to changes in visibility and access, similar to the Sagle Yellow and Brown alternatives.

Economic Base

This section of the DEIS describes types of economic development that are most likely to occur and factors that influence timing and pattern of development in the corridor. This information is unchanged from the DEIS and additional information regarding forecasted development is included in the FEIS Chapter 4, Section 4.19, *Cumulative Effects.*

4.5.3 Mitigation Measures

Businesses that would be displaced, or have access removed by the project would be compensated under the Uniform Relocation Act. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 established minimum standards for federally funded projects that require the acquisition of real property or displace persons from their homes, businesses, or farms. This applies to the acquisition, rehabilitation, or demolition of real property for federally funded projects.

4.6 AIR QUALITY EFFECTS

This section contains supplemental information to the DEIS Chapter 4, Section 4.6, *Air Quality Effects*, regarding air quality effects in the project corridor and Mobile Source Air Toxics (MSAT) . Information from the DEIS regarding the No Action and action alternatives' effects to air quality is unchanged and remains valid. A discussion of the air quality effects of the Modified Brown Alternative is provided.

As stated in the FEIS Chapter 3, Section 3.6, *Air Quality*, the US-95, Garwood to Sagle project corridor is in attainment for all criteria pollutants and there are no specific analysis requirements for transportation projects in attainment areas. It is not expected that there would be adverse air quality effects resulting from the project to any sensitive use properties (such as daycare facilities, hospitals or parks) or people (elderly, individuals with lung or respiratory conditions). In addition, the project corridor is not within an Idaho Department of Environmental Quality (IDEQ) air quality area of concern for criteria pollutants (carbon monoxide or particulate matter).

4.6.1 No Action Alternatives

Information regarding air quality effects from the No Action Alternative has not changed from the DEIS. The No Action Alternative would not be expected to result in adverse air quality effects. Also, air quality effects from roads are rare in rural environments because transportation-related air quality effects usually occur as a result of high traffic volumes and congestion.

4.6.2 Action Alternatives

Air quality effects associated with operational aspects of the project are not expected to occur under the Modified Brown Alternative. The overall amount of vehicular traffic along the project alignment is projected to increase slightly over the No Action Alternative. Depending on the highway segment, project-generated average daily traffic (ADT) volumes are projected to increase over the No Action Alternative. This increase in traffic volume would likely be offset by the fact that air emissions from mobile sources are projected to decrease over time due to technological advances and mobile source control programs instituted by the EPA (see FEIS Chapter 3, Section 3.6, *Air Quality*).

MSATs are a subset of the 188 air toxics defined by the Clean Air Act. MSATs are compounds emitted from highway vehicles and non-road equipment and which are known or suspected to cause serious health and environmental effects. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The amount of MSATs emitted under the No Action Alternative and action alternatives (including the Modified Brown Alternative) would be proportional to the vehicle miles traveled (VMT); assuming that other variables such as fleet mix are the same for each alternative. The traffic analysis for the project states that commercial traffic is forecasted to make up approximately 13 percent of the ADT in 2030, and that the same mix of commercial and passenger auto traffic discussed under the No Action Alternative would apply to the action alternatives. The VMT estimated for the action alternatives is slightly higher than that for the No Action Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. Total No Action Alternative VMT in 2030 is estimated at approximately 522,000 VMT per day. Total action alternatives VMT in 2030 is estimated at approximately 643,000 VMT per day. This increase in VMT would lead to higher MSAT emissions for the action alternatives along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE6 emissions model, emissions of all of the priority MSATs except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decreases would offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models.

The EPA projects that in 2030 the *Control of Hazardous Air Pollutants from Mobile Sources* rule would reduce total [national] emissions of MSATs by 330,000 tons and volatile organic compound (VOC) emissions (precursors to ozone and Particulate Matter (PM) 2.5) by over 1 million tons (EPA, 2007). MSAT emissions in the design year will likely be lower than present levels as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the action alternatives would have the effect of moving some traffic closer to nearby homes, schools and businesses; therefore, under the action alternatives there may be localized areas where ambient concentrations of MSATs could be higher under the action alternatives than the No Action Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections. However, as discussed above, the magnitude and the duration of these potential increases compared to the No Action Alternative cannot be accurately quantified due to the inherent deficiencies of current models. When a highway is widened and, as a result, moves closer to receptors, the localized level of MSAT emissions for the action alternatives could be higher relative to the No Action Alternative, but this would be offset by increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs would be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Temporary adverse air quality effects could occur during construction and are addressed below in the FEIS Chapter 4, Section 4.17, *Construction Effects*.

4.6.3 Mitigation Measures

ITD Standard Specifications will be followed during construction which will have provisions to minimize air quality effects.

4.7 NOISE EFFECTS

A complete description of the analysis of anticipated noise effects from the project are included in the *Technical Noise Report*. The information from the DEIS for the Yellow, Blue, and Brown alternatives is unchanged and valid. Information regarding noise effects of the Modified Brown Alternative has been added to this section. The effectiveness and cost of noise abatement is also described.

Noise effects were predicted for a future design year of 2030. The analysis of potential noise effects was conducted in phases. First, a two-dimensional (2-D) screening level noise analysis was conducted for the alternatives described in the FEIS Chapter 2, *Alternatives*. Second, a detailed three-dimensional (3-D) analysis was completed for specific locations where residences were more densely clustered, and where noise mitigation had the potential to meet ITD's feasibility and cost-effectiveness criteria.

The screening level analysis uses a 2-D modeling technique in conjunction with the FHWA TNM that conservatively assumes the project corridor has no significant topographical features, and the roadways are straight lines. Inputs to the model include US-95 mainline vehicle volumes within defined vehicle classes, and vehicle speeds. This screening level analysis is designed to aid in the understanding of project corridor noise levels and to provide a method of determining the potential for noise impacts. It allows for a general comparison of the total number of potentially noise-impacted properties between alternatives with numbers of potentially noise-impacted properties under the existing condition and the No Action Alternative. The distance from the roadway centerline to the absolute residential (66 dBA) and commercial (71 dBA) noise impact contour is determined and the numbers of properties that fall within the contours are counted. The results of the screening level analysis for the existing conditions are shown in the DEIS and FEIS Chapter 3, Section 3.7, *Noise.* The screening level analysis is not

intended to provide accurate noise level predictions at specific receptor locations. The 2-D analysis was also used together with the ambient noise measurements shown in Table 3-4, *Comparison of Modeled and Measured Noise Levels* (see FEIS Chapter 3, Section 3.7, *Noise*), to assess the likelihood of substantial noise increases of 15 dBA or more occurring at properties in the vicinity of the alternatives.

In addition to the 2-D screening analysis described above, an enhanced 2-D analysis was also performed for the Modified Brown Alternative to provide additional details about potential noise levels in the project corridor. For the FEIS phase analysis of the Preferred (Modified Brown) Alternative, the simplified 2-D noise modeling analysis was updated and the results compared to the existing condition and the No Action Alternative. The 2-D analysis of the Modified Brown Alternative calculated the distance from the highway and frontage road centerlines to the noise impact criteria contours for the purposes calculating potential noise impacts with greater detail and accuracy. Where frontage roads were located adjacent to the proposed highway alignment, combined noise levels from both roadways were calculated. The results of this analysis were also used to verify the areas where potentially noise-impacted properties were grouped closely enough together for mitigation to be potentially feasible.

The results of the 2-D screening level analysis were used to identify areas where potentially impacted residential properties were more densely clustered, and where mitigation was potentially reasonable and feasible. In these areas, 3-D modeling was conducted using TNM. Inputs to the model in the 3-D analysis include descriptions of the freeway and frontage road alignments; design hour vehicle volumes within defined vehicle classes; vehicle speeds and traffic control devices; as well as data on the characteristics and locations of specific ground types, topographical features, and other features likely to influence the propagation of vehicle noise between the roadway and the receptor.

The 2-D noise contour maps depicting the locations of the residential and commercial noise contours and effects under the Modified Brown Alternative are included in the *Technical Noise Report*. The *Technical Noise Report* also includes maps showing the areas modeled as part of the 3-D analysis. The DEIS describes both 2-D and 3-D modeling results for the No Action, Yellow, Blue and Brown alternatives. That information is unchanged and remains valid and is summarized below.

4.7.1 No Action Alternative

A two-dimensional screening level analysis was conducted to calculate the distance from the roadway centerline to the absolute residential (66 dBA) and commercial (71 dBA) noise impact criteria contours for the No Action Alternative. The results are shown in Table 4-5, *2-D Noise Contour Analysis Results - No Action Alternative*. The results from the screening level analysis are intended to allow a comparison of the number of potential effects predicted to occur under the No Action Alternative to those predicted under the existing condition and to the Modified Brown Alternative.

Table 4-5. 2-D Noise Contour Analysis Results - No Action Alternative

Geographic Area	From	To	NO ACTION ALTERNATIVE Number of Residential Impacts	Number of Commercial Impacts
Chilco	MP 438.2	MP 445.0	13	8
Athol	MP 445.0	MP 451.3	8	5
Granite/Careywood	MP 451.3	MP 457.7	12	2
Cocolalla	MP 457.7	MP 463.0	15	3
Westmond	MP 463.0	MP 465.3	25	5
Sagle	MP 465.3	MP 470.7	38	10
		TOTALS	111	33

4.7.2 Action Alternatives – Comparison of Modified Brown Alternative to DEIS Alternatives

This section explains the potential noise effects for each alternative. These results of the 2-D screening level noise analysis of all the alternatives but the Modified Brown Alternative can be found in DEIS Chapter 4, *Environmental Consequences.* The Modified Brown Alternative was analyzed during the FEIS development as the Preferred Alternative and for the purposes of comparing the results to the alternatives analyzed in the DEIS except that the Blue Alternative impacts were corrected. The summary of results for the DEIS alternatives presented in this chapter are unchanged from those presented in the DEIS. A summary of the results of the 2-D analysis performed for alternatives are shown in Table 4-6, *2-D Noise Contour Analysis Results*. In the majority of cases, the action alternatives had fewer predicted noise effects than the No Action Alternative due to right-of-way acquisitions.

Table 4-6. 2-D Noise Contour Analysis Results

Noise Impact Type	ALTERNATIVES No Action	Yellow Option 3	Yellow Option 4	Yellow Option 5	Blue	Brown	Modified Brown
Residential	111	28	36	36	31	36	48
Commercial	33	1	1	1	3	1	2

Table 4-7, *2-D Noise Contour Analysis Results – Modified Brown Alternative* shows a more detailed breakdown of potential noise impacts under the Modified Brown Alternative by project segment.

Table 4-7. 2-D Noise Contour Analysis Results - Modified Brown Alternative

Geographic Area	From	To	MODIFIED BROWN ALTERNATIVE Number of Residential Impacts	MODIFIED BROWN ALTERNATIVE Number of Commercial Impacts
Chilco	MP 438.2	MP 445.0	9	2
Athol	MP 445.0	MP 451.3	2	0
Granite/Careywood	MP 451.3	MP 457.7	2	0
Cocolalla	MP 457.7	MP 463.0	6	0
Westmond	MP 463.0	MP 465.3	2	0
Sagle	MP 465.3	MP 470.7	27	0
		TOTALS	**48**	**2**

The results of the 2-D analysis for the Modified Brown Alternative show that in the majority of cases, the predicted noise impacts under the Preferred Alternative are less than the number predicted under the existing condition and the No Action Alternative. One exception occurs in the Sagle segment, where predicted impacts under the Modified Brown Alternative would be greater than the existing condition (which are 24 residential impacts), but still less than the No Action Alternative (which are 38 residential impacts). The reduced number of impacts under the Modified Brown Alternative is due in many cases to the fact that the widening of US-95 necessitates property acquisitions close to the roadway, where noise levels would be highest. Additionally, some sections of the Modified Brown Alternative alignment are aligned far enough away from the existing alignment of US-95 where property density is less than currently exists adjacent to the existing roadway.

The 2-D analysis methodology was also employed to assess the potential for noise impacts resulting from new connector roads included in the design of the Modified Brown Alternative that are located in areas where roadways currently do not exist. The new connectors assessed in this part of the analysis were:

- The new connector road on the west side of US-95, originating at the proposed interchange at milepost (MP) 442, and proceeding north to the intersection of Chilco Road, and then onto become the frontage road adjacent to US-95 around the existing location of Estates Road (see Figure 2-10, *Chilco Area – Brown and Modified Brown Alternatives*).
- The new connector road on the west side of US-95, originating at the proposed interchange just north of MP 454 and proceeding north to the interchange at Barnhardt Road, and then on to the intersection with North Cocolalla Loop Road (see Figure 2-14, *Granite/Careywood Area – Brown and Modified Brown Alternatives).*
- The new connector road on the west side of US-95, originating at the intersection with North Cocolalla Loop Road and proceeding north to the intersection with Dufort Road (see Figure 2-16, *Cocolalla/Westmond Area – Brown and Modified Brown Alternatives* and Figure 2-19, *Sagle Area – Brown and Modified Brown Alternatives).*

- The new connector road on the west side of US-95 originating at the intersection with Dufort Road, and proceeding north to become the frontage road adjacent to US-95, approximately 1,100 feet north of Dufort Road (see Figure 2-19, *Sagle Area – Brown and Modified Brown Alternatives).*
- The new connector road on the east side of US-95, originating at the intersection with Beers Humbird Drive, and proceeding north to the intersection with Dufort Road (see Figure 2-16, *Cocolalla/Westmond Area – Brown and Modified Brown Alternatives* and Figure 2-19, *Sagle Area – Brown and Modified Brown Alternatives).*
- The new connector road on the east side of US-95, originating at the intersection with Dufort Road, and proceeding north to connect with the existing alignment of Davis Road (see Figure 2-19, *Sagle Area – Brown and Modified Brown Alternatives).*

The distances from the roadway centerline to the 2-D residential impact contours for the new connector road on the west side of US-95, originating at the proposed interchange at MP 442, were calculated to be approximately 60 feet south of Chilco Road, and approximately 45 feet north of Chilco Road. No residences fall within these contours, so no noise impacts as a result of this new roadway are predicted under the Modified Brown Alternative.

The distance to the 2-D residential impact contours for the other five connectors was calculated to be less that the width of the right-of-way for these roadways. This is due to very low peak hour volumes predicted for these roadways in 2030 under the action alternatives. Peak hour volumes for these roadways range from 10 to 140 vehicles per hour. The minimum right-of-way for these new roadways is 30 feet on either side of the roadway centerline. No noise effects are predicted for these new roadways.

4.7.3 Action Alternatives – Enhanced 2-D Analysis for the Modified Brown Alternative

During the FEIS development, the simplified 2-D noise modeling analysis was enhanced to provide additional detail on potential adverse impacts under the Modified Brown Alternative. The enhanced 2-D analysis of the Modified Brown Alternative calculated the distance from the freeway and frontage road centerlines to the noise impact criteria contours for the purposes calculating potential noise impacts. Where frontage roads were located adjacent to the proposed freeway alignment, combined noise levels from both roadways were calculated for improved accuracy and impact quantification. The results of this analysis, shown in Table 4-8, *Enhanced 2-D Noise Contour Analysis Results – Modified Brown Alternative* were used to provide additional information on the location of potential noise impacts and were used to verify the areas where potentially noise-impacted properties were grouped closely enough together for mitigation to be potentially feasible. In these areas, detailed 3-D TNM modeling was conducted, and noise mitigation for noise-impacted properties was evaluated. The results of the noise analyses are presented below.

Table 4-8. Enhanced 2-D Noise Contour Analysis Results - Modified Brown Alternative

Geographic Area	From	To	MODIFIED BROWN ALTERNATIVE Number of Residential Impacts	Number of Commercial Impacts
Chilco	MP 438.2	MP 445.0	21	4
Athol	MP 445.0	MP 451.3	2	0
Granite/Careywood	MP 451.3	MP 457.7	3	0
Cocolalla	MP 457.7	MP 463.0	7	0
Westmond	MP 463.0	MP 465.3	2	0
Sagle	MP 465.3	MP 470.7	43	1
		TOTALS	78	5

The results of the enhanced 2-D analysis for the Modified Brown Alternative show that in the majority of cases, the predicted noise effects are less than or equal to the number predicted under the existing condition described in Chapter 3, *Affected Environment* and the No Action Alternative. Exceptions to this occur in the Chilco and Sagle areas. In the Chilco Area, predicted residential impacts under the Modified Brown Alternative (which are 21 residential impacts, as shown in Table 4-5, *2-D Noise Contour Analysis Results - No Action Alternative*) would be greater than the impacts predicted under the existing condition (10 residential impacts), and impacts predicted under the No Action Alternative (which are 13 residential impacts).

In the Sagle Area, predicted residential impacts under the Modified Brown Alternative (43 residential impacts, as shown in Table 4-5, *2-D Noise Contour Analysis Results - No Action Alternative)* would be more than the impacts predicted under the existing condition (which are 24 residential impacts), and impacts predicted under the No Action Alternative (which are 38 residential impacts). The reduced number of impacts under the Modified Brown Alternative in all other segments of the project corridor is due in many cases to the fact that the widening of US-95 requires displacing structures that are close to the roadway, where noise levels would be highest. In addition, some sections of the Modified Brown Alternative alignment would be aligned away from the existing alignment of US-95 in areas where the property density is less, thereby reducing future noise impacts to residential properties.

New frontage roads that would be located adjacent to the existing or future alignment of US-95 were included in the 2-D screening analysis, but traffic noise resulting from relatively low volumes of frontage road traffic at relatively low speeds were not found to be as significant as noise levels from the high volumes of high speed traffic of US-95, which is the dominant noise source in the area (when both sources are located side-by-side). Peak hour volumes for frontage roads range from 10 to 550 vehicles per hour.

4.7.4 Action Alternatives – Detailed 3-D Analysis for the Modified Brown Alternative

Based on the 2-D analysis results for the Modified Brown Alternative, three areas were selected for detailed modeling and mitigation analysis. These are areas where potentially impacted residential properties are clustered closely together, and where there is the potential for cost-effective and efficient noise mitigation. The three areas modeled were:

- The area around the intersection of US-95 and Corbin Hill Road in the Chilco Area
- The area between Westmond Road and MP 464 in the Westmond Area
- The area between the southbound off-ramp of the new US-95 interchange just south of Ivy Drive and the new US-95 interchange at Gun Club Road in the Sagle Area

The worst-case 2030 traffic data for each area was used to estimate locations of noise impacts under the Modified Brown Alternative. Additional details about the results of the 3-D analysis, as well as maps showing receptor locations and the configuration of the Modified Brown Alternative that was modeled are shown in the *Technical Noise Report.*

The results of the detailed 3-D analysis for the location in the Chilco Area show that there would be three residential properties in this area that are expected to exceed the ITD residential noise abatement criteria (66 dBA) under the No Action Alternative, and two residential properties expected to exceed the criteria under the Modified Brown Alternative (see Table 4-9, *3-D Predicted Noise Levels).* The noise levels at modeled properties under the Modified Brown Alternative would range from 62 to 67 dBA.

The detailed analysis does not predict that noise impacts would occur in the section of the Westmond Area included in the detailed modeling. The noise levels at modeled properties under the Modified Brown Alternative would range from 61 to 63 dBA.

The results of the detailed analysis for the Sagle Area show that there would be seven residential properties that are expected to exceed the ITD residential noise abatement criteria (66 dBA) under the No Action Alternative, and eight residential properties expected to exceed the criteria under the Modified Brown Alternative. The noise levels at modeled properties under the Modified Brown Alternative would range from 46 to 70 dBA (see Table 4-9, *3-D Predicted Noise Levels).*

A mitigation analysis was performed for the Chilco and Sagle areas, where effects are predicted to occur in 2030 under the Modified Brown Alternative.

ITD defines effectiveness and cost thresholds by which noise walls (ITD's primary noise abatement measure) can be shown to be feasible and reasonable. The cost-effectiveness of noise walls is determined by multiplying the total number of benefited residences by $22,500 (the allowable costs per household for mitigation) and subtracting the estimated cost of constructing a noise wall. The cost of constructing noise walls is calculated by multiplying the total area by $21 per square foot for walls over a quarter of a mile long, or by $26.50 per square foot for proposed walls less than 1/4-mile long.

Table 4-9. 3-D Predicted Noise Levels

Receptor	# Residential Units	Existing Noise Levels (dBA)	Future No-Action Noise Levels (dBA)	Future Modified Brown Noise Levels without Mitigation (dBA)
Chilco 1	1	68	70	-
Chilco 2	1	65	68	-
Chilco 3	1	63	66	67
Chilco 4	1	61	64	66
Chilco 5	1	59	62	64
Chilco 6	1	57	60	62
Sagle 1	1	61	64	60
Sagle 2	1	56	59	65
Sagle 3	1	60	63	70
Sagle 4	1	59	61	67
Sagle 5	2	60	63	70
Sagle 6	2	58	61	67
Sagle 7	2	58	61	67
Sagle 8	1	64	67	64
Sagle 9	4	68	71	65
Sagle 10	1	53	56	61
Sagle 11	1	59	62	64
Sagle 12	1	57	60	62
Sagle 13	2	56	60	61
Sagle 14	2	55	59	60
Sagle 15	2	55	61	59
Sagle 16	1	67	71	61
Sagle 17	1	65	68	60
Sagle 18	2	40	43	51
Sagle 19	3	41	44	46
Sagle 20	1	40	42	48
Sagle 21	1	39	43	50

Source: Technical Noise Report (2010)
Note: Noise levels above ITD noise impact thresholds are shown in bold

To be considered "benefited," under ITD's Noise Policy, a property must obtain a noise reduction of at least 5 dBA as a result of the noise wall. Predicted noise levels are shown only for residential properties since noise mitigation (in the form of noise walls) tends to obscure views from the roadways, which is seen as a disadvantage to businesses. Construction of noise walls is also contingent on the preferences of local residents. Noise walls will not be constructed if the majority (more than 50 percent) of the affected residents are in opposition or indifferent to the mitigation.

4.7.5 Mitigation Measures

Two noise walls were modeled using TNM for the Modified Brown Alternative. The first wall was modeled on the right-of-way line of the frontage road on the east side of US-95, just south of Corbin Hill Road (approximately between MP 444.70 and MP 444.76). The wall was evaluated in this location to shield the residences on the west side of Corbin Hill Road, just south of the intersection with US-95. The *Technical Noise Report* contains a map of the modeled wall location. Table 4-10, *Chilco Barrier*

Cost Effectiveness shows the proposed dimensions of a wall/barrier, the wall performance (data showing noise reductions obtained with the wall) and cost-effectiveness calculations. The analysis of a wall in this location showed that the wall was not able to meet the cost-effectiveness criteria. The relative placement of the residences, US-95, and the right-of-way makes a wall in this location ineffective due to the low level of shielding that it is able to provide. Therefore, a noise wall in this location is not recommended.

Table 4-10. Chilco Barrier Cost Effectiveness

# Barrier Panels	Barrier Panel Height (ft)	Barrier Length (ft)	Barrier Area (ft^2)	Cost per square foot ($)	Total Barrier Cost ($)	Cost per Benefited Residence ($)	Minimum Insertion Loss for Benefited Units (dBA)	Maximum Insertion Loss for Benefited Units (dBA)
5	9	40	1800	26.50	79,500	39,750	5	5
3	10	40	1200					

Source: Technical Noise Report (2010)

The second wall was modeled in the community of Sagle. In this location, two wall options were evaluated. The first option was a noise wall on the right-of-way line to the west of the Ivy Drive frontage road, just north of the existing alignment of Ivy Drive (approximately between MP 468.69 and MP 468.82). The wall was evaluated in this location to shield the mobile home facilities located on the west side of US-95. The second option was a noise wall designed to shield the same residences, but located on the east side of the Ivy Drive frontage road, between the frontage road and US-95. The two options were modeled because of potential issues related to access to the mobile home facilities associated with the first option.

Table 4-11, *Sagle Barrier (Option 1) Cost Effectiveness* shows the wall dimensions, wall performance (data showing noise reductions obtained with the wall) and cost-effectiveness calculations for the first wall location evaluated. The *Technical Noise Report* contains a map of the modeled wall locations. The analysis of a wall in this location showed that an effective and cost-effective noise barrier could be constructed in this location. Issues potentially related to access to the mobile home facility would need to be addressed to ensure that constructing a wall in this location with no gaps is practical and would not restrict access.

Table 4-11. Sagle Barrier (Option 1) Cost Effectiveness

# Barrier Panels	Barrier Panel Height (ft)	Barrier Panel Length (ft)	Barrier Area (ft^2)	Cost per square foot ($)	Total Barrier Cost ($)	Cost per Benefited Residence ($)	Minimum Insertion Loss for Benefited Units (dBA)	Maximum Insertion Loss for Benefited Units (dBA)
12	9	40	4320	26.50	178,000	11,900	5	10
6	10	40	2400					

Source: Technical Noise Report (2010)

Table 4-12, *Sagle Barrier (Option 2) Cost Effectiveness* shows the wall dimensions, wall performance (data showing noise reductions obtained with the wall) and cost-effectiveness calculations for the second wall location evaluated. The *Technical Noise Report* contains a map of the modeled wall locations. The analysis of a wall in this location showed that an effective and cost-effective noise barrier could be constructed in this location. Issues potentially related to access to the mobile home facility would need to be addressed to ensure that constructing a wall in this location with no gaps is practical and would not restrict access.

Table 4-12. Sagle Barrier (Option 2) Cost Effectiveness

# Barrier Panels	Barrier Panel Height (ft)	Barrier Panel Length (ft)	Barrier Area (ft^2)	Cost per square foot ($)	Total Barrier Cost ($)	Cost per Benefited Residence ($)	Minimum Insertion Loss for Benefited Units (dBA)	Maximum Insertion Loss for Benefited Units (dBA)
18	11	720	7,920	26.50	210,000	19,000	5	8

Source: Technical Noise Report (2010)

A noise wall is reasonable and determined feasible on the west side of the freeway between MP 468.69 and MP 468.82. During FEIS development, a landowner and occupant meeting was held to discuss the noise wall location in Sagle and to obtain an opinion from residents regarding its construction. Additional landowner and resident surveys will be completed in final design. Final decisions on construction of noise abatement will be made during the final design phase of the project.

The results of the noise analysis will be made available to local agencies so that the information can be used to guide local land use decisions concerning development or redevelopment of land parcels along the project alignments. Land directly adjacent to US-95 may have noise levels that are generally not suitable for residential development without the use of noise-reducing construction methods.

Stationary construction equipment that would be sources of construction noise (such as pumps, generators or compressors) will be located as far from sensitive receptors (e.g. schools, medical facilities, daycare centers) as possible.

4.8 WATER RESOURCES EFFECTS

This section contains information that was not analyzed as part of the DEIS, including information regarding wells, source water delineation areas, springs and descriptions of physical stream features. Therefore, this information is provided for all of the alternatives.

As noted in the DEIS, the project is located in an area with extensive water resources and all of the action alternatives would affect surface waters, aquifers, source water including wells. Effects could result from increased runoff from new impervious surfaces, general construction activities including demolition or reconstruction of bridges and utility relocation, replacement and extensions of culverts, placement of fill, and construction and operation of the freeway over aquifers. While many of these could contribute to adverse effects to water resources, there would also be a benefit from providing stormwater treatment in areas where none currently exist. Runoff from the freeway and frontage roads would be directed to bio-swales within the right-of-way for filtration prior to discharging into surface

waters and groundwater. Applications of culverts and bridges would be determined during the final design, however, some bridge or culvert locations are indicated below and in the FEIS Chapter 4, Section 4.9, *Floodplain Effects*.

4.8.1 No Action Alternative

Currently stormwater from US-95 runs off of the roadway and in most areas flows into roadside ditches. However, there are many areas along the alignment that do not have ditches and stormwater runs onto adjacent land and in many cases enters directly into waterways and wetlands. This would continue with the No Action Alternative. Many of the existing culverts are filled with sediment and do not operate at full capacity. This could worsen with the No Action Alternative.

4.8.2 Action Alternatives

Effects to surface water and groundwater that is common to all action alternatives are discussed. Elements of the roadway that would be common to all action alternatives are described in the DEIS and FEIS Chapter 2, Section 2.5.1, *Elements Common to All Alternatives*.

Surface Water. As described in the DEIS, increases in impervious surface and clearing of vegetation, especially riparian vegetation, are two prominent actions that could affect water quality in this project.

All action alternatives in all the geographic areas except Athol would require in-water work. The action alternatives would involve constructing bridges and culverts of varying lengths and widths to cross Cocolalla Creek, Westmond Creek, Butler Creek, Fish Creek, wetlands and several unnamed streams. The details of the design and construction would be determined during preliminary and final design. These features would be designed for fish passage and to pass the 50-year flood event in the majority of areas and the 100-year flood events in floodplain areas as discussed in FEIS Chapter 4, Section 4.9, *Floodplain Effects.* Westmond Creek and freeway and frontage road crossings of Cocolalla Creek would use bridge structures. The remaining crossings would be evaluated during final design to determine if a bridge or culvert would be constructed.

The number of stream crossings for each action alternative is shown in Table 4-13, *Water Resources Effects*. Construction and demolition of bridges and culverts would cause temporary modifications of stream flow and channel configuration. Some permanent stream channel modifications may be necessary for wider bridge and culvert installations or where roadways would encroach length wise upon streams. Modifications of stream channels could result in temporary removal of riparian vegetation that is important for shade and erosion control.

Stormwater is not typically a source of bacterial pollutants; therefore, the proposed project would not likely increase bacterial pollutants. As described in the DEIS, vehicle exhaust and roadside fertilizer are potential sources of phosphorus which can contribute to increased nutrient levels if untreated. ITD's winter maintenance includes using sand and salt brine. Sand is used when the ambient temperature is below 10 degrees Fahrenheit. Salt brine is used as a de-icer the remainder of the time. The amount of sand and salt used in the project corridor would increase as more lanes would need to be treated. All action alternatives would treat stormwater along the length of the project by capturing road runoff and removing sediment, salt and other pollutants before discharging into surface water and groundwater.

Table 4-13. Water Resources Effects

Alternative	Impervious Surface (acres)	Impervious Surface over Aquifers (acres)	Number of Stream[1] Crossings	Length of Streams[2] in Right-of-way (ft)	In stream work anticipated?
Chilco Yellow	112	34	2	324	Yes
Chilco Blue	105	31	4	408	Yes
Chilco Brown	114	34	2	324	Yes
Chilco Modified Brown	120	37	3	383	Yes
Athol Yellow	107	53	0	0	No
Athol Blue	91	58	0	0	No
Athol Brown	108	59	0	0	No
Athol Modified Brown	117	64	0	0	No
Granite/Careywood Yellow	109	52	7	1,770	Yes
Granite/Careywood Blue	111	63	10	2,273	Yes
Granite/Careywood Brown	112	58	8	1,967	Yes
Granite/Careywood Modified Brown	116	65	6	1,627	Yes
Cocolalla Yellow	88	62	11	2,278	Yes
Cocolalla Blue	84	63	15	4,661	Yes
Cocolalla Brown	87	60	9	2,076	Yes
Cocolalla Modified Brown	86	59	11	2,216	Yes
Westmond Yellow	40	36	3	932	Yes
Westmond Blue	38	36	2	261	Yes
Westmond Brown	38	36	2	261	Yes
Westmond Modified Brown	38	36	2	261	Yes
Sagle Yellow 3	75	59	2	706	Yes
Sagle Yellow 4	78	69	4	637	Yes
Sagle Yellow 5	76	65	3	794	Yes
Sagle Blue	67	60	2	374	Yes
Sagle Brown	89	80	6	882	Yes
Sagle Modified Brown	83	75	3	379	Yes
- - - TOTALS - - -					
Yellow Option 3	530	296	25	6,011	Yes
Yellow Option 4	534	306	27	5,942	Yes
Yellow Option 5	532	302	26	6,099	Yes
Blue	496	311	33	7,977	Yes
Brown	547	327	27	5,511	Yes
Modified Brown	560	336	25	4,867	Yes

[1] Stream lengths were measured for the entire right-of-way. Alternatives would not always result in modification for the entire channel length.

[2] Water resources without a defined channel such as wetlands and lakes were excluded from this analysis.

Increases in impervious surface area and vegetation removal could increase water temperatures and erosion, but it is not anticipated to increase temperature or sedimentation due to the size of the receiving waters. New impervious surface areas would be created and vegetation would be removed as a result of any of the action alternatives. As runoff moves over warmed paved surfaces, the temperature of the water could rise and could result in lowered dissolved oxygen levels in receiving waters. Incorporating stormwater treatment will reduce the amount of runoff directly entering receiving waters and will treat

the water prior to discharge. Some areas that are currently erosive would be vegetated after the stormwater facilities are constructed. Revised numbers for new impervious surface area for each alternative are shown in Table 4-13, *Water Resources Effects*. It is assumed that with greater acreage of impervious surface and increased volume of runoff, more treatment area is needed to filter pollutants.

Groundwater. As stated in the DEIS and FEIS Chapter 3, Section 3.8, *Water Resources*, the project corridor overlies the SVRP and Southside Aquifers. The SVRP Aquifer is considered a "Sensitive Resource" which mandates that all construction in the area of the SVRP Aquifer apply Standard Operation Procedures, as outlined in the Aquifer Protection Manual and as described in the FEIS Chapter 12, *Environmental Commitments.*

Increased traffic on the roadway and new impervious surface areas may increase roadway runoff and pollutant transport. As discussed in the DEIS and FEIS Chapter 4, Section 4.10, *Wetlands/Waters of the US Effects*, all of the action alternatives would result in wetland fill in the project corridor. Wetlands act as filters for runoff and pollutants, filling these wetlands could result in the area having a reduced capacity for filtering out pollutants before reaching surface or groundwater. The SVRP and Southside Aquifers are porous, with fast infiltration rates which makes them more susceptible to pollution. The combined effects of new impervious surface, wetland fills, and removal of riparian vegetation could increase the rates at which pollutants discharge onto land over the aquifers. Stormwater treatment would allow for filtration of pollutants before entering groundwater. Mitigation to reduce the potential adverse effects is described below in Section 4.8.3, *Mitigation Measures*.

Wells. Pollutants entering wells can affect the sole source aquifer and drinking water quality. Wells are considered source water and are included in the IDEQ Source Water Protection Area Program. The wells that would be affected within the right-of-way are used mostly for domestic, single-family residences.

Table 4-14, *Source Water Delineation Area Within Right-of-Way* details the source water protection delineation area within three, six and 10-year times of travel within the proposed right-of-way under each alternative for the geographic area. Source water affected in three-year time of travel zones is at higher risk than one that is affected in a 10-year time of travel zone. The table also summarizes the number of wells within the alternatives' right-of-way. Affected wells would be determined during final design, decommissioned, and replaced as necessary prior to construction.

Relocation of wells may cause a short-term disruption of service for owners but will be minimized by close coordination with residents regarding timing. Drinking water may be temporarily affected by suspended sediments caused by well drilling activity. Relocation or installation of wells and other water utilities will be specified during final design.

Below are descriptions of water resource affects by alternative for each geographic area. When effects are similar to or minimal for action alternatives detail is not provided in the descriptions below and the tables above can be referred to for a full list of water resources effects.

Table 4-14. Source Water Delineation Area within Right-of-Way

Alternative	TIME OF TRAVEL 3-Year (acres)	6-Year (acres)	10-Year (acres)	Total Right-of-Way (acres)	Number of Wellheads within ROW
Chilco Yellow	8.2	0.1	0.2	8.5	1
Chilco Blue	8.1	0.1	0.2	8.4	1
Chilco Brown	8.7	0.1	0.2	9.0	3
Chilco Modified Brown	8.2	0.1	0.3	8.6	3
Athol Yellow	1.0	11.5	2.1	14.6	5
Athol Blue	0.8	12.4	2.0	15.1	2
Athol Brown	1.8	15.8	2.1	19.7	2
Athol Modified Brown	0.5	13.5	1.8	15.8	7
Granite/Careywood Yellow	35.8	0.0	0.2	36.0	2
Granite/Careywood Blue	42.6	0.00	0.6	43.3	2
Granite/Careywood Brown	50.2	0.0	0.6	50.8	1
Granite/Careywood Modified Brown	41.1	0.0	0.6	41.7	4
Cocolalla Yellow	72.0	0.0	0.0	72.0	6
Cocolalla Blue	88.1	0.0	0.0	88.1	6
Cocolalla Brown	68.2	0.0	0.0	68.2	6
Cocolalla Modified Brown	68.4	0.0	0.0	68.4	6
Westmond Yellow	40.2	0.0	0.0	40.2	14
Westmond Blue	42.5	0.0	0.0	42.5	25
Westmond Brown	42.5	0.0	0.0	42.5	25
Westmond Modified Brown	42.5	0.0	0.0	42.5	25
Sagle Yellow 3	36.8	1.6	3.2	41.6	18
Sagle Yellow 4	40.2	2.5	5.0	47.7	24
Sagle Yellow 5	37.5	2.5	2.8	42.9	11
Sagle Blue	3.0	0.3	18.2	21.5	22
Sagle Brown	40.7	3.1	5.4	49.2	13
Sagle Modified Brown	40.6	3.1	5.4	49.1	13
- - - TOTALS - - -					
Yellow Option 3	194.1	13.2	5.8	213.0	46
Yellow Option 4	197.4	14.1	7.6	219.0	52
Yellow Option 5	194.8	14.1	5.4	214.2	39
Blue	185.1	12.8	21.0	218.9	58
Brown	212.0	19.0	8.3	239.3	50
Modified Brown	201.4	16.7	8.1	226.2	58

Chilco Area

There are no 303(d) listed streams that would be affected in this area. An unnamed stream at MP 441 and the Sage Creek drainage area near MP 444 would be affected by the construction of the freeway mainline, frontage roads and associated roadway elements for any of the action alternatives. Widening the roadway would require replacing or extending the culverts. Effects to water resources from impervious surfaces would be similar for any of the action alternatives in this area.

Chilco Yellow Alternative. This alternative's right-of-way would overlie 8.5 acres of source water delineation area. One well is located within the right-of-way and would likely be displaced.

Chilco Blue Alternative. This alternative includes about 8.4 acres of source water delineation area. The Chilco Blue Alternative affects the fewest number of acres of the 3-year time of travel area. One well is located within the right-of-way and would likely need to be moved. This alternative would have the least amount of impervious surface over the aquifer but the greatest effect to the unnamed stream.

Chilco Brown Alternative. This right-of-way would include nine acres of source water delineation area. Three wells are located within the right-of-way and would likely need to be moved.

Chilco Modified Brown Alternative. The Chilco Modified Brown Alternative would include approximately 8.5 acres of source water delineation area. Three wells are located within the right-of-way and would likely need to be moved. This alternative would have the greatest amount of impervious surface over the SVRP Aquifer.

Athol Area

No creeks in the Athol Area would be affected by the project for any of the action alternatives. Impervious surfaces over the SVRP Aquifer would be similar for each of the action alternatives ranging from 53 to 64 acres.

Athol Yellow Alternative. The Athol Yellow Alternative would overlie 14.6 acres of source water delineation area and has five wells within the right-of-way. The Yellow Alternative would have the least impervious surface over the aquifer.

Athol Blue Alternative. The Athol Blue Alternative would overlie 15.1 acres of source water delineation area, but only includes two wells within the right-of-way.

Athol Brown Alternative. The Athol Brown Alternative would overlie 19.7 acres of source water delineation area, and would have more impervious surface over the SVRP Aquifer than the Yellow or Blue alternatives. This area also includes two wells within the right-of-way.

Athol Modified Brown Alternative. The Athol Modified Brown Alternative would overlie 15.8 acres of source water delineation area and the greatest amount of impervious surface over the SVRP Aquifer at 64 acres. Seven wells are located within the right-of-way for this alternative.

Granite/Careywood Area

Cocolalla Creek and three unnamed streams would be affected by the Granite/Careywood alternatives. Cocolalla Creek is listed as impaired under Section 303(d) of the Clean Water Act (CWA). There is one municipal well located near MP 454.6 between the frontage roads and mainline. All alternatives in this area would affect the well by being located within its three-year time of travel delineation area.

Granite/Careywood Yellow Alternative. Under this alternative there would be a total of seven creek crossings. Two bridge crossings of Cocolalla Creek would be required that includes a freeway bridge and a frontage road bridge on the east side of US-95. The unnamed stream would be crossed in two locations with culverts; one freeway crossing and a crossing for the east frontage road. There would also be a bridge crossing of a tributary to Cocolalla Creek by the west frontage road. The bridge abutments would be constructed outside of the stream channel to avoid effects to flow and aquatic

habitat. The rest of the creek crossings would either be culverts or bridges which will be determined during final design.

The right-of-way for this alternative would overlie 36 acres of source water delineation area, and would include two wells. An additional well located at approximately MP 454.6 is a municipal well with its three-year time of travel boundary within the Yellow Alternative right-of-way. This alternative would create the least amount of impervious surface at 109 acres with 52 acres located over the SVRP Aquifer, although this does not substantially exceed the impervious surface of the other alternatives. In addition, the location of the west frontage road along the bluff furthest from Cocolalla Creek and the springs would reduce effects to water resources in the area compared to the Brown Alternative.

Granite/Careywood Blue Alternative. Under the Granite/Careywood Blue Alternative, there would be a total of 10 creek crossings, four crossings of Cocolalla Creek: one for the freeway using a bridge, one for the east frontage road and two for the west frontage road (bridge or culvert). This alternative would overlie 43.3 acres of source water protection area, have about 63 acres of impervious surface over the SVRP Aquifer, and could require the relocation of two wells.

Granite/Careywood Brown Alternative. Under the Granite/Careywood Brown Alternative, there would be a total of eight creek crossings, three of which would be bridges over Cocolalla Creek, the mainline and two on/off ramps. Impervious surface over the aquifer would be 58 acres. The right-of-way included in the Granite/Careywood Brown Alternative would overlie the greatest amount of source water delineation area in the geographic area at 50.8 acres. One well would be replaced within this alternatives right-of-way.

Granite/Careywood Modified Brown Alternative. The Granite/Careywood Modified Brown Alternative would require a total of six creek crossings, two of which would be bridges for Cocolalla Creek, the mainline and east side frontage road. The remainder of the crossings would either be bridges or culverts. The right-of-way included in the Granite/Careywood Modified Brown Alternative would overlie 41.7 acres of source water delineation area, and include four wells. There would be 65 acres (seven more acres than the Brown Alternative) of impervious surface over the SVRP Aquifer.

Cocolalla Area

Fish Creek and Butler Creek are tributaries to Cocolalla Creek and are 303(d) listed; Fish Creek is listed for sediment and temperature, and Butler Creek for temperature. Cocolalla Creek is a tributary to Cocolalla Lake, and both are designated Special Resource Waters in this geographic area. Cocolalla Lake is 303(d) listed for organic enrichment, low dissolved oxygen, and phosphorus. The Cocolalla Area includes the greatest amount of three-year time of travel source water delineation area. All action alternatives would have approximately 60 acres of impervious surface over the Southside Aquifer in this geographic location. Additionally, all action alternatives have six wells within the right-of-way to be decommissioned.

Cocolalla Yellow Alternative. The Cocolalla Yellow Alternative would have 11 creek crossings. Cocolalla Creek would be crossed five times. The Cocolalla Yellow Alternative's right-of-way would overlie 72 acres of three-year time of travel source water delineation area.

Cocolalla Blue Alternative. The Cocolalla Blue Alternative would have 15 creek crossings. Cocolalla Creek would be crossed a total of 11 times. Cocolalla Creek would have to be modified and possibly realigned to construct the interchange. The west frontage road would also cross Fish Creek once (bridge or culvert). Butler Creek crossings would be identical to those described for the Cocolalla Yellow Alternative. Because it would cross Cocolalla Creek 11 times, this alternative would result in more disturbance of the stream channel than the Yellow, Brown, and Modified Brown alternatives.

The Cocolalla Blue Alternative right-of-way would overlie 88.1 acres of the three-year time of travel area which affects the most acreage in this geographic area.

Cocolalla Brown Alternative. The Cocolalla Brown Alternative would have nine creek crossings. Six of these crossings would be over Cocolalla Creek. This alternative would result in 60 acres of impervious surface over the aquifer. The Brown Alternative would overlie the fewest acres of three-year source water delineation area.

Cocolalla Modified Brown Alternative. The Modified Brown Alternative would result in a total of 11 creek crossings. Six of these crossings would be over Cocolalla Creek. This alternative would have 59 acres of impervious surface over the aquifer. Almost 68.4 acres of three-year water source protection area is included in the right-of-way.

Westmond Area

Westmond Creek is the only surface water that would be affected by action alternatives in the Westmond Area. Westmond Creek, which is not 303(d) listed but drains into Cocolalla Lake, a 303(d) listed water, it would be bridged at the freeway under all action alternatives. Impervious surface over the Southside Aquifer would be 36 acres for all action alternatives in this area.

Westmond Yellow Alternative. Under this alternative, there would be five bridge crossings of Westmond Creek; one freeway mainline, two frontage roads and two freeway ramp crossings. This alternative includes 14 wells within the right-of-way. A municipal well is located at MP 464.0, about 300 feet east of the edge of the existing alignment. This alternative is within the three-year time of travel area for the well. In total 40.2 acres of source water delineation area underlie the alternative all in the three-year time of travel area, but is the least amount in this area when compared to the other alternatives.

Westmond Blue, Brown and Modified Brown Alternatives. Under these alternatives, there would be two freeway bridge crossings of Westmond Creek. None of the frontage roads proposed under these alternatives would require crossing Westmond Creek. Right-of-way would overlie 42.5 acres of the three-year travel time area and would include 25 wells.

Sagle Area

Action alternatives in this area will affect two unnamed streams, Algoma Lake, and would overlie the Southside Aquifer. One of the unnamed streams is associated with Wetland W, a forested wetland near MP 468 and is described in DEIS and FEIS Chapter 3, Section 3.10, *Wetlands/Waters of the US*. The second stream is associated with Algoma Lake. Impervious surface calculations vary between alternatives from 67 to 89 acres.

Sagle Yellow Alternatives

- **Sagle Yellow Option 3.** The freeway and west frontage road cross the unnamed stream associated with Wetland W with a culvert. This alternative would create 59 acres of impervious surface over the aquifer, the least amount of any of the alternatives. This option would overlie 41.6 acres of source water delineation area, the least amount in this geographic segment. Eighteen wells within the right-of-way under this option would be decommissioned.
- **Sagle Yellow Option 4**. There would be four culvert crossings of the unnamed stream associated with Wetland W: one for the freeway, one for the west frontage road, one for the west freeway ramp and one for the east frontage road. Impervious surfaces over the aquifer would be 69 acres. The Sagle Yellow Option 4 would include 47.7 acres of source water delineation area and 24 wells within the right-of-way would be decommissioned.
- **Sagle Yellow Option 5.** There would be two culvert crossings of the unnamed stream associated with Wetland W: one for the freeway and one for the west frontage road. Additionally, there would be one east frontage road crossing of an unnamed stream that flows into Algoma Lake. Impervious surfaces over the aquifer would be 65 acres. The Sagle Yellow Option 5 would include 42.9 acres of source water delineation area and 11 wells within the right-of-way would be decommissioned.

Sagle Blue Alternative. There would be two culvert crossings of the unnamed stream associated with Wetland W: one for the freeway and one for the east frontage road. Additionally the right-of-way for this alternative would have a direct effect on Algoma Lake (see FEIS Chapter 4, Section 4.10, *Wetlands/Waters of the US Effects).* The Sagle Blue Alternative would create 60 acres of impervious surface over the Southside Aquifer. This alternative would overlie the least acreage of source water delineation area totaling 21.5 acres. Twenty-two wells would be decommissioned.

Sagle Brown Alternative. This alternative would cross the unnamed stream associated with Wetland W six times with culverts. There would be one crossing for the freeway, two for the east frontage road, one for the west frontage road and two for the freeway ramps. This alternative would create the largest amount of impervious surface over the Southside Aquifer at 80 acres. The Brown Alternative would overlie 49.2 acres of source water delineation area and include 13 wells within the right-of-way which would be decommissioned.

Sagle Modified Brown Alternative. This alternative would cross the unnamed stream associated with Wetland W three times with culverts. The Sagle Modified Brown Alternative would overlie 49.1 acres of source water delineation area. Thirteen wells located in the right-of-way would be decommissioned. This alternative would create 75 acres of impervious surface over the aquifer.

4.8.3 Mitigation Measures

The project design and construction will comply with ITD standards and specifications, which includes the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for any construction phase with greater than one-acre of soil disturbance and the potential to discharge to waters of the US. A Spill Prevention Plan will also be prepared and implemented as required. The proper implementation of the outlined BMPs will protect and minimize adverse effects to water resources. For construction phases with less than one-acre of soil disturbance or with no potential to discharge pollutants into waters of the US, an Erosion and Sediment Control Plan (ESCP) will be developed and

implemented. Mitigation measures are identified in this section and repeated in the FEIS Chapter 12, *Environmental Commitments.* Monitoring and maintenance of the BMP implementation will be the responsibility of the ITD. Bonner and Kootenai counties would have an opportunity to review the SWPPP and Spill Prevention Plan.

Under all action alternatives, stormwater will be treated for quantity and quality before discharging into surface water and groundwater. Culverts would be aligned to follow the natural channel of the stream or creek whenever practicable to limit effects to natural channel morphology, flow characteristics, and sediment deposition. Culverts will be designed to pass storm events and provide for fish passage as applicable. Equipment work area restrictions within surface waters, clearing and grubbing delineation, and seasonal work windows will help protect source water quality. This project will be designed and constructed to comply with federal and state water quality standards.

Project Specific Protection Measures for Critical or Sensitive Areas. Since some surface waters in the area are 303(d) listed for sediment, temperature and phosphorus, actions above and beyond the typical measures may be required to protect beneficial uses. Sediment and phosphorus in Cocolalla Creek, its tributaries and Cocolalla Lake have TMDLs established, therefore the ITD will ensure that the project would not result in effects that would exceed the specified load limits through proper BMPs selection, use and maintenance, while monitoring sediment levels during construction as required. Sediment and phosphorus reducing BMPs especially near impaired streams and their tributaries will be implemented and maintained to ensure a properly functioning system.

Some of the streams are 303(d) listed for temperature impairments, mostly due to up-stream forest harvesting. Slopes will be vegetated where possible, with low-growing shrubs placed along disturbed shorelines where practicable. A re-vegetation plan will be included in the SWPPP and final design.

Specific measures to protect water resources in the project corridor include:

- Install bio-infiltration swales meeting IDEQ's, EPA's and Idaho Panhandle District Health standards and approval in areas overlying either a sole source aquifer or wells supplying protected source water. Injection drywells will be situated in bio-swales meeting at a minimum, the IDEQ BMPs Manual standards for pre-treatment before discharge.
- File a Notice of Intent to comply with the National Pollutant Discharge Elimination System (NPDES) permit for construction projects with greater than one-acre of soil disturbance and with the potential to discharge pollutants into waters of the US.
- Construction activities shall abide by the Idaho Department of Water Resources well drilling and decommissioning rules. If a well is encountered during construction, it will be abandoned and sealed in conformance with the appropriate regulations to ensure prevention of groundwater contamination.
- Prepare a Spill Prevention Plan that includes measures for prevention, containment and spill or leak cleanups. Emergency phone numbers will be located in the contract and on the construction project site. If spills, leaks or odors are detected, ITD will document the incident and call emergency services if necessary.

- Implement BMPs and permit conditions that could include conducting in-stream work during low-flow conditions and isolating the work area from flowing water using containment measures.

Drinking Water Wells

Drinking water well locations will be shown in final design plans to avoid contamination from runoff. Each well that could be potentially contaminated will be relocated. For example, wells which may be buried under fill and wells within stormwater treatment areas will be relocated to protect the beneficial use of the well.

4.9 FLOODPLAIN EFFECTS

This section of the DEIS describes the effects of the alternatives to floodplains in each of the geographic areas. All alternatives would affect FEMA designated floodplains including floodplains associated with: Sage Creek in the Chilco Area; the unnamed creek in the Granite/Careywood Area; Cocolalla Creek in the Granite/Careywood and Cocolalla areas; and adjacent to Algoma Lake in the Sagle Area. Hydraulic analyses were prepared for Sage Creek and Cocolalla Creek. Floodplains that would not be affected by the Modified Brown (Preferred) Alternative or would have minor floodplain encroachments were not included in the hydraulic analyses. The results of the hydraulic modeling of Cocolalla Creek were used to estimate whether there would be a significant effect to floodplains. A significant effect would be a rise in the base flood elevation greater than one-foot. This is consistent with local floodplain regulations.

During preparation of the FEIS, the Brown Alternative was modified to address public and agency comments and the changes are reflected in the Modified Brown (Preferred) Alternative. As discussed in the FEIS Chapter 2, *Alternatives* the Modified Brown Alternative includes measures to avoid and minimize encroachments to the floodplain and effects to base flood elevations. These measures are explained under FEIS Chapter 4, Section 4.9.2, *Action Alternatives* under *Minimization of Floodplain Effects and Measures to Restore and Preserve the Beneficial Floodplain Values.* Floodplains are mapped and discussed in detail in the *Floodplain Technical Report* and *Addenda*.

4.9.1 No Action Alternative

The No Action Alternative would not result in effects to floodplains beyond what occurs under existing conditions.

4.9.2 Action Alternatives

Each of the action alternatives would encroach on floodplains (Flood Zone A or Flood Zone B) at several locations, except in the Athol and Westmond areas. US-95 parallels Cocolalla Creek for approximately five miles and crosses the creek three times. There would also be multiple creek crossings for any of the action alternatives by the mainline, frontage roads, ramps, and local roads. Encroachments on the floodplain are shown on Figures 4-1, *Floodplain Encroachments, Granite/Careywood Area (Yellow and Blue Alternatives),* Figure 4-2, *Floodplain Encroachments, Granite/Careywood Area (Brown and Modified Brown Alternatives),* Figure 4-3, *Floodplain Encroachments, Cocolalla Area (Yellow and Blue Alternatives),* Figure 4-4, *Floodplain Encroachments, Cocolalla Area (Brown and Modified Brown Alternatives).* This section provides information on encroachments on floodplains by each of the alternatives including the Modified Brown Alternative. It also provides information as whether the alternatives would result in greater than a one-foot rise in base

flood elevations. Table 4-15, *Estimated Floodplain Encroachments* shows the acreages of encroachments by alternative.

Chilco Area

All of the action alternatives would encroach on approximately 2.3 acres of the floodplain (Zone A) in the Chilco Area. Subsequent to the DEIS, *The Sage Creek Final Hydraulic Report* was completed for the floodplain associated with the Sage Creek drainage near MP 444. Based on the results of that report, all actions alternatives were modified to include culverts on US-95 and the adjacent frontage road designed to accommodate the 100-year flood event and would not raise base flood elevations greater than one-foot. Therefore, there would be no significant effect to the floodplain in this area for any of the action alternatives.

Athol Area

There are no FEMA designated floodplains in this area.

Granite/Careywood Area

All of the action alternatives would encroach on floodplains in several locations as shown on Figure 4-1, *Floodplain Encroachments, Granite/Careywood Area (Yellow and Blue Alternatives)* and Figure 4-2, *Floodplain Encroachments, Granite/Careywood Area (Brown and Modified Brown Alternatives).* There would be encroachments on the east side of the freeway due to the US-95 mainline the east side frontage road and the interchange. On the west side of the freeway and the railroad, the encroachment would be from the west side frontage road. Due to these floodplain encroachments, there would be a rise in base flood elevations greater than one-foot for all alternatives except the Modified Brown Alternative.

Table 4-15. Estimated Floodplain Encroachments

Alternative	Zone A[1] (acres)	Zone B[2] (acres)	Greater than one foot rise in base flood elevation
Chilco Yellow	2.3		no
Chilco Blue	2.3		no
Chilco Brown	2.3		no
Chilco Modified Brown	2.3		no
Granite/Careywood Yellow	5.2		yes
Granite/Careywood Blue	9.3		yes
Granite/Careywood Brown	6.7		yes
Granite/Careywood Modified Brown	11.9		no
Cocolalla Yellow	48.0		yes
Cocolalla Blue	65.3		yes
Cocolalla Brown	47.2		yes
Cocolalla Modified Brown	44.5		no
Sagle Yellow Option 3		0.3	no
Sagle Yellow Option 4			no
Sagle Yellow Option 5			no
Sagle Blue	0.1		no
Sagle Brown		0.1	no
Sagle Modified Brown			no
- - TOTALS - -			
Yellow Option 3	55.5	0.3	yes
Yellow Option 4	55.5	0	yes

Alternative	Zone A[1] (acres)	Zone B[2] (acres)	Greater than one foot rise in base flood elevation
Yellow Option 5	55.5	0	yes
Blue	77.0	0	yes
Brown	56.2	0.1	yes
Modified Brown	58.7	0	no

[1] Flood Zone A – 100-year floodplain
[2] Flood Zone B – 500-year floodplain

Granite/Careywood Yellow Alternative. This alternative would have the interchange near Bayview Road rather than near Blacktail Road which would have less effect to the floodplain on the east side of the freeway. The west frontage road between MP 456.7 to 457.8 was shifted from the alignment in the DEIS onto a bluff west of the floodplain.

Construction of the freeway and frontage roads would affect 5.2 acres of 100-year floodplain (Zone A) and would result in a greater than one-foot rise in base flood elevations. The rise in base flood elevations could be reduced to less than one-foot by removing three driveway crossings of Cocolalla Creek as discussed for the Modified Brown Alternative. However, this is not incorporated into the Granite/Careywood Yellow Alternative.

Granite/Careywood Blue Alternative. This alternative would have the interchange near Bayview Road similar to the Yellow and Modified Brown alternatives. However, in the Careywood Area, the west frontage road would be closer to Cocolalla Creek compared to the other alternatives and would include two additional creek crossings.
This alternative would encroach on 9.3 acres of 100-year floodplain (Zone A) and would result in a greater than a one-foot rise in base flood elevation. This would be a greater floodplain effect compared to the Yellow Alternative. Eliminating the driveways in this area would not reduce the rise in base flood elevations to less than one-foot.

Granite/Careywood Brown Alternative. The interchange for this alternative would be located near Blacktail Road (MP 456.5) rather than farther south near Bayview Road (MP 456.0) as it is with the other action alternatives. The Blacktail Road interchange location would increase 100-year floodplain (Zone A) encroachment by 1.5 acres, compared to an interchange at Bayview Road.

On the west side of US-95 and the railroad between MP 456.7 and 457.8, the frontage road would be located at the base of the bluff west of the Cocolalla Creek. This alternative would encroach on 6.7 acres of the 100-year floodplain (Zone A) and would result in a greater than a one-foot rise in base flood elevations. Eliminating the driveways in this area would not reduce the rise in base flood elevations to less than one-foot.

Granite/Careywood Modified Brown Alternative. This alternative would have the interchange near Bayview Road. Between MP 457.3 and 469.9, the west frontage road would be closer to Cocolalla Creek compared to the Yellow and Brown alternatives.

This alternative would encroach on 11.9 acres of 100-year floodplain (Zone A) which is the greatest acres of floodplain effects. However, it would have less than a one-foot rise in base flood elevations. Three existing culverts where driveways cross Cocolalla Creek between MP 457.1 and 457.6 will be removed since access to US-95 for the property owners would be provided through a frontage road. Removing these culverts would improve the flow conveyance, reduce the floodplain effects and result in less than a one-foot rise in base flood elevations on the west side of the freeway and railroad.

Cocolalla Area

All of the action alternatives would encroach on the floodplain in several locations as shown on Figure 4-3, *Floodplain Encroachments, Cocolalla Area (Yellow and Blue Alternatives)* and Figure 4-4, *Floodplain Encroachments, Cocolalla Area (Brown and Modified Brown).* There would be encroachments on the east side of the US-95 due to construction of the mainline, the east side frontage road and the interchange. To reduce effects to the floodplain, two existing driveways that cross Cocolalla Creek on the east side of US-95 south of the South Cocolalla Loop interchange (MP 459.7 to MP 460.8) would be replaced with larger culverts or bridges.

Cocolalla Yellow Alternative. The interchange would be at South Cocolalla Loop Road. The east side frontage road would be adjacent to the freeway crossing Cocolalla Creek just west of the railroad.

In order to minimize encroachment to the floodplain due to the east side frontage road, Cocolalla Creek would be realigned and restored in this vicinity to improve the flow conveyance and reduce but not eliminate encroachments on the floodplain. This alternative would affect 48.0 acres of 100-year floodplain (Zone A) and would result in a greater than a one-foot rise in base flood elevations.

Cocolalla Blue Alternative. This alternative would have the interchange location approximately one mile farther south (MP 460) than the other alternatives and would have a greater effect to the floodplain than the Yellow, Brown and Modified Brown alternatives.

This alternative would encroach on 65.3 acres of 100-year floodplain (Zone A) and would result in a greater than a one-foot rise in base flood elevations and a greater effect to floodplains than any of the other alternatives in the Cocolalla Area.

Cocolalla Brown Alternative. The Cocolalla Brown Alternative would be similar to the Yellow Alternative but would not have a west side frontage road that extends from South Cocolalla Loop Road to Cocolalla Lake so it would have slightly lower effects to the floodplain than the Yellow Alternative. This alternative would encroach on 47.2 acres of floodplain and it would result in a greater than one-foot rise in base flood elevations.

Cocolalla Modified Brown Alternative. The Cocolalla Modified Brown Alternative would be similar to the Brown Alternative except the east side frontage road from South Cocolalla Loop Road to approximately 1/4-mile to the north would be shifted east of Cocolalla Creek so it would be adjacent to Southside School Road. This shift in alignment would minimize effects to a wetland and the floodplain.

The Cocolalla Modified Brown Alternative would encroach on 44.5 acres of 100-year floodplain (Zone A) but would not result in a greater than one-foot rise in base flood elevations.

Westmond Area

None of the action alternatives would encroach on the Cocolalla Creek floodplain within the Westmond Area. Westmond Creek does not have a FEMA designated floodplain.

Sagle Area

Three of the action alternatives would encroach on floodplains in the Sagle Area. This is the only geographic area where any of the alternatives could affect a 500-year floodplain (Zone B). None of the encroachments would result in a rise in base flood elevation greater than one-foot.

Sagle Yellow Alternative. The Sagle Yellow Option 3 would result in 0.3 acres of encroachment on the 500-year floodplain (Zone B), but Yellow options 4 and 5 would have no floodplain encroachment.

Sagle Blue Alternative. The Sagle Blue Alternative would encroach on 0.1 acres of 100-year floodplain (Zone A).

Sagle Brown Alternative. The Sagle Brown Alternative would result in 0.1 acres of encroachment on the 500-year floodplain (Zone B).

Sagle Modified Brown Alternative. This alternative would not encroach on floodplains in this area.

4.9.3 Executive Order 11988 and 23 CFR 650 Subpart A

FHWA Guidelines, Technical Advisory 6640.8A (FHWA, 1987b) require that the FEIS address Executive Order (EO) 11988, Floodplain Management (May 24, 1977) if the Preferred Alternative includes a floodplain encroachment that would have a significant effect. EO 11988 established Federal policy "to avoid to the extent possible the long-term and short-term adverse effects associated with the occupancy and modification of floodplains and to avoid direct or indirect floodplain effects wherever there is a practicable alternative." The Modified Brown (Preferred) Alternative would not result in a greater than a one-foot rise in base flood elevations and would not have a significant effect to floodplains. The other action alternatives would affect floodplains; therefore, the following discussion is provided to address compliance with EO 11988.

Based on EO 11988, the FHWA adopted regulations governing the development of projects that could have impacts on floodplains [23 CFR 650 Subpart A]. These regulations state that FHWA will not approve a project that involves a "significant encroachment" on a floodplain unless FHWA finds that the proposed significant encroachment is the "only practicable alternative" [23 CFR 650.113].

Flooding Risk

As discussed in the previous section, the Modified Brown Alternative would have less than a one-foot rise in base flood elevations and would minimize the potential flooding risk. Local floodway ordinances will regulate development within the floodplain to not allow a greater than a one-foot rise in base flood elevations in floodplains in compliance with the National Floodplain Insurance Program (NFIP). Therefore, the Modified Brown Alternative is in compliance with the local floodplain regulations.

Natural and Beneficial Floodplain Values

Natural and beneficial floodplain values are defined to include fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aqua-culture, and forestry, natural moderation of

floods, water quality maintenance, and groundwater recharge. Wetlands, riparian areas and other habitat types are important components of a functional floodplain. These resources as they are applicable to this project are discussed in the FEIS Chapter 3, Section 3.8, *Water Resources*, Section 3.10, *Wetlands/Waters of the US*, and Section 3.11, *Wildlife and Vegetation*. The value of the affected area for providing open space, aqua-culture and outdoor recreational opportunities would not be affected.

Support of Probable Incompatible Floodplain Development

Based on the results of the HEC-RAS model of Cocolalla Creek, the Modified Brown (Preferred) Alternative would have less than a one-foot rise in base flood elevations and therefore would not be considered to have a significant effect to floodplain. This alternative is also consistent with local floodplain regulations which do not allow greater than a one-foot rise in base flood elevations.

As described in the FEIS Chapter 4, Section 4.2, *Land Use Effects*, the Modified Brown Alternative is consistent with current plans for development and would not contribute to incompatible floodplain development.

Minimization of Floodplain Effects and Measures to Restore and Preserve the Beneficial Floodplain Values

A multi-step process was used to develop the action alternatives evaluated for the project and to minimize adverse effects, including effects to floodplains. Each step included engineering and environmental studies, as well as input from the public, federal, state and local agencies. At each step, more detailed environmental and engineering analysis than the previous step was performed on the alternatives that were evaluated. As floodplains and other sensitive environmental resources were identified the alternatives were refined to avoid them where practicable, and minimize effects at locations where they could not be avoided. The purpose and need as well as project goals were important considerations during this process. Not all of the avoidance measures were applied to all of the alternatives. The Modified Brown Alternative was developed by combining elements of other alternatives to the Brown Alternative and further alignment refinements after review of comments on the DEIS were received and additional studies were performed for some locations. During the hydraulic modeling, the Modified Brown Alternative was modified to further avoid and/or minimize floodplain encroachments and effects to base flood elevations. The following measures are incorporated into the Modified Brown Alternative. With these measures the effects to floodplains would result in less than a one-foot rise in base flood elevations.

One of the primary benefits of floodplains in this area is flood attenuation. Measures to restore the floodplain and preserve the natural and beneficial floodplain values have been incorporated into the Modified Brown Alternative. These measures will avoid and minimize harm to floodplains as much as practicable and are described in the following sections.

- **General.** US-95 would remain as close to its current alignment as possible to minimize the need for new right-of-way. The existing US-95 alignment would be used as a frontage road and/or local access road where possible when the freeway diverges from the current alignment.
- **Interchange Locations.** The interchange location near Bayview Road in the Granite/Careywood Area was selected rather than the interchange near Blacktail Road to minimize effects to Cocolalla

Creek and its floodplain. The east side frontage road near this interchange was aligned to use the Old Highway 95 alignment for all alternatives.

- **Utility Corridors**. The utility corridor was removed to reduce effects to floodplains and wetlands through the Granite/Careywood, Cocolalla and Sagle areas at the following locations:
  - South of Cocolalla Lake for two miles (MP 459 to MP 461)
  - Adjacent to Algoma Lake (MP 466 to MP 467.8)

- **Reduced Median Width.** The median width in the typical section was reduced from a 50-foot grass lined median to a narrower 22-foot median through several areas to avoid environmental effects related to floodplains and other sensitive resources. When combined with elimination of the utility corridor as discussed above, this reduces the total right-of-way width from 240 feet to 184 feet thus reducing effects on the floodplain. This reduction is applied at the following locations:
  - South of Cocolalla Lake for 2-1/2 miles (MP 459 to MP 461.5)
  - Adjacent to Algoma Lake (MP 466 to MP 467.8)

- **Frontage Roads.** Continuous frontage roads would be constructed on both sides of US-95 to provide local access for most of the corridor and to meet the project purpose and need except as listed below. The explanation of why continuous frontage roads are needed is contained in FEIS Chapter 2, Section 2.5 *Action Alternatives* under the description of *Elements Common to All Action Alternatives*. Section 4.10.3, *Executive Order 11990* addresses why not providing continuous frontage roads in the Careywood area are not practicable.
  - In the Cocolalla Area, the west frontage road alignment was moved farther west from the Blue Alternative and was incorporated into the Modified Brown Alternative to minimize effects to floodplains and to the historic Valley Vista Ranch at MP 459.6.
  - The east side frontage road near South Cocolalla Loop Road was shifted east of Cocolalla Creek, partially along the alignment of Southside School Road.
  - In the Cocolalla Area, an access road would not be constructed along the west side of the railroad track from South Cocolalla Loop Road north to the properties on Cocolalla Lake (MP 460.9 to MP 461.4). The properties west of the railroad adjacent to Cocolalla Lake would no longer have access.
  - The west frontage road was eliminated adjacent to Algoma Lake to avoid the lake and its floodplain.

- **Bridge Crossings.** There are no regulatory floodways established in the project corridor at this time. Additional hydraulic analysis will be completed during the design process to model the floodway. New bridges over Cocolalla Creek will be designed to allow conveyance of the 100-year flood.
- **Remove or Replace Existing Driveway Crossings of Cocolalla Creek.** The Modified Brown Alternative will construct the west frontage road in the Careywood Area between the residences and Cocolalla Creek. As a result, three driveway crossings of Cocolalla Creek with undersized culverts

will be removed. This will improve the flow conveyance, allow channel migration allowing for a more functional floodplain and will reduce or eliminate the rise in base flood elevations. In addition, two driveways that cross Cocolalla Creek on the east side of US-95 south of the South Cocolalla Loop interchange (MP 459.7 to MP 460.8) will be replaced with larger culverts or bridges which would reduce effects to the base flood elevation. These two driveways may not be removed because the driveways provide the only access to the properties.

Findings

There are no regulatory floodways that would be affected by the project. There would be encroachments on floodplains as result of the Modified Brown Alternative. However, the effects of these encroachments would not be significant and are in compliance with the requirements of EO 11988 and 23 CFR 650, Subpart A.

The Preferred Alternative would create no substantial risk to human life and would not cause probable future property damage. Measures to minimize floodplain effects have been incorporated into the project as have measures to restore and preserve the natural and beneficial floodplain values.

Agencies and the public had an opportunity to review and comment on the DEIS during the public comment period. Copies of the letters, comments and responses are included in FEIS Chapter 9, *Comments and Coordination*.

The Modified Brown (Preferred) Alternative would affect the floodplain, but would not cause a greater than a one-foot rise in base flood elevations.

4.9.4 Mitigation Measures

The following mitigation measures will be implemented at the appropriate time in the design and permitting process.

There are no regulatory floodways established in the project corridor at this time. If at the time of design, a regulatory floodway has not yet been established, additional hydraulic analysis will be completed to establish the regulatory floodway. New bridges over Cocolalla Creek will be designed to meet FEMA and local requirements. They will be designed to allow conveyance of the 100-year flood event. The roadway crossings of Cocolalla Creek will use bridge structures as opposed to culverts to minimize fill, to ensure hydrological connectivity, to allow channel migration and to maintain a functional floodplain.

Measures to restore the floodplain and preserve the natural and beneficial floodplain values include:

- Removing existing driveway and associated culverts in the Careywood area will improve the flow conveyance, allow channel migration and reduce encroachments into the floodplain.
- Replacing existing driveway culverts on Cocolalla Creek east of US-95 south of South Cocolalla Loop Road with larger culverts or bridges will improve the flow conveyance.

- Restoring Cocolalla Creek east of the South Cocolalla Loop Road interchange so it will flow between US-95 and the east side frontage road and restoring the stream channel configuration to include more meanders will reduce floodplain encroachments and benefit wetland restoration.



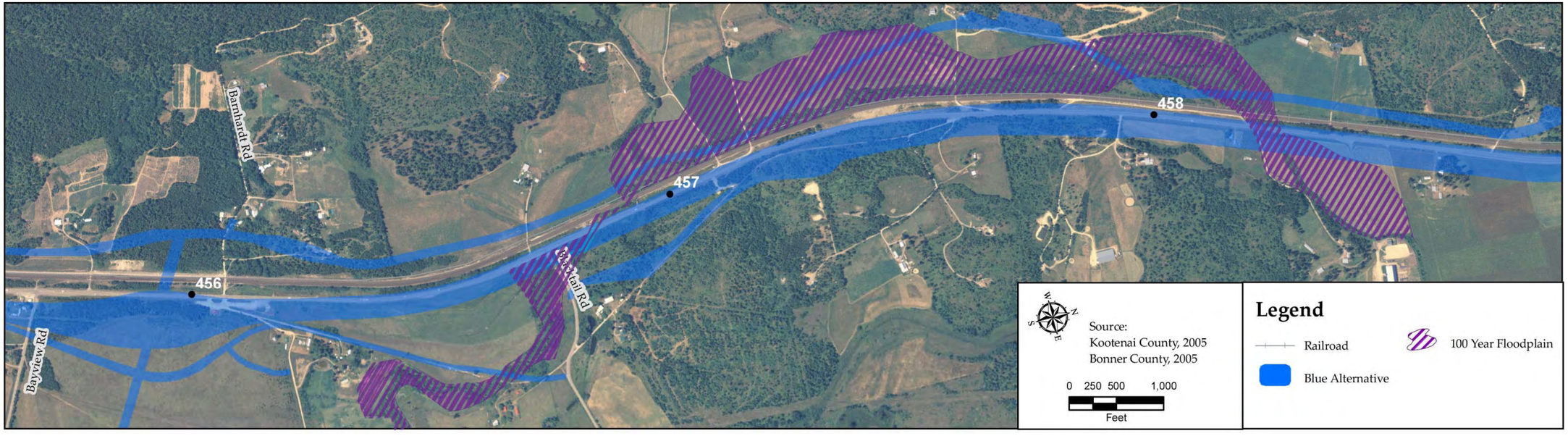


Figure 4-1. Floodplain Encroachments, Granite/Careywood Area (Yellow and Blue Alternatives)



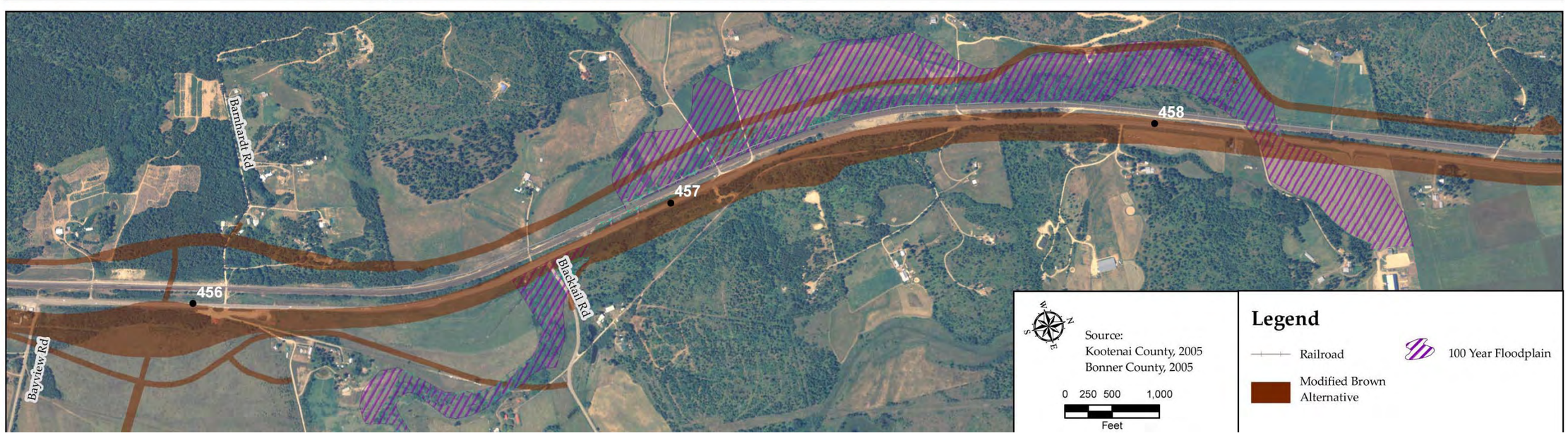
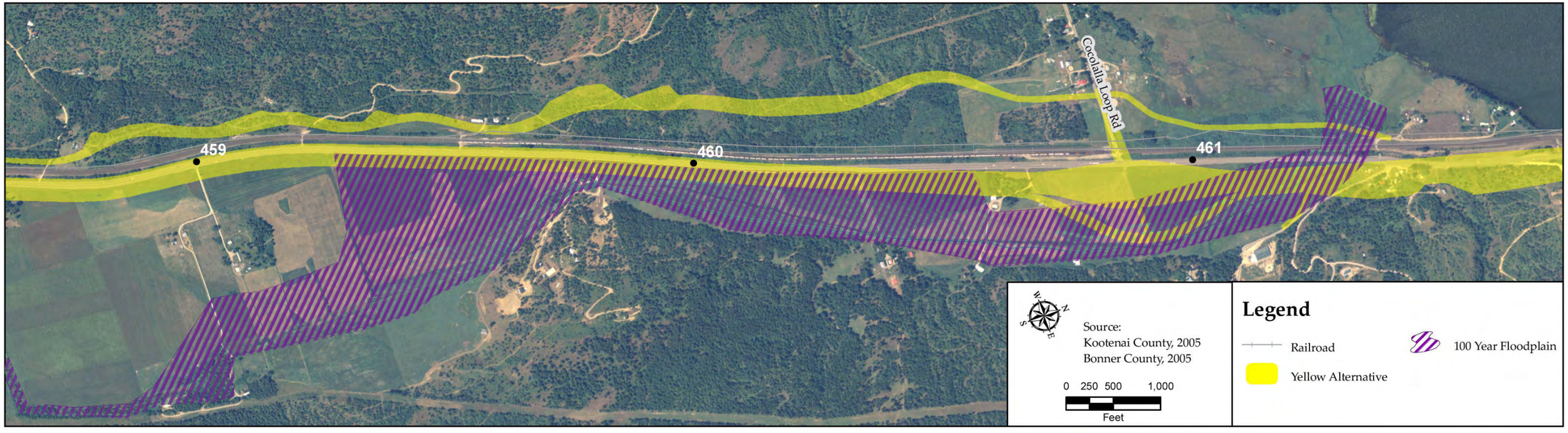


Figure 4-2. Floodplain Encroachments, Granite/Careywood Area (Brown and Modified Brown Alternatives)



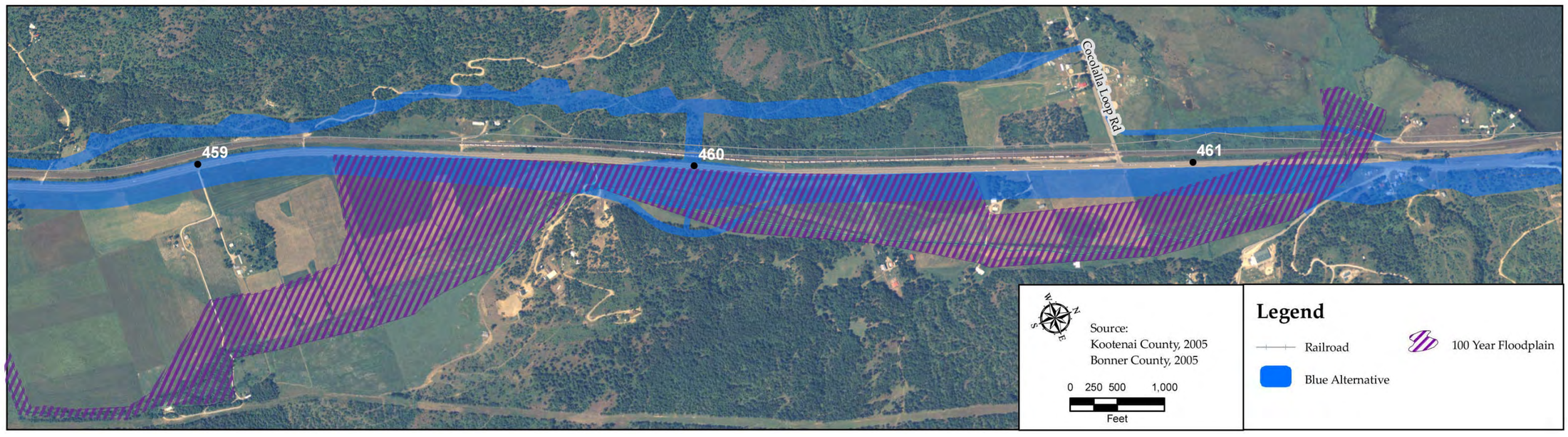
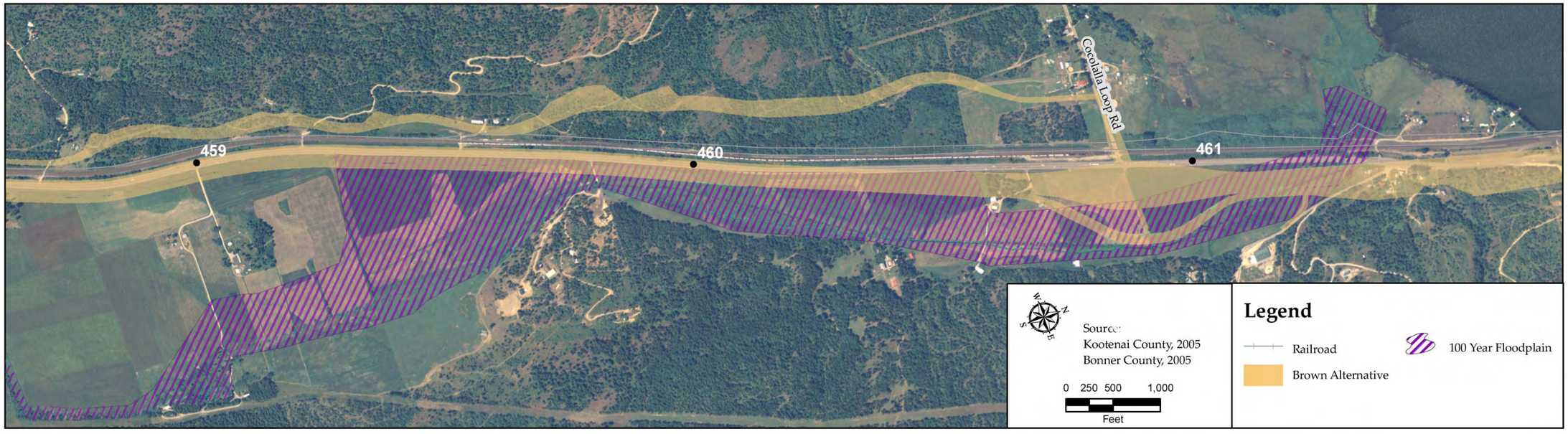


Figure 4-3. Floodplain Encroachments, Cocolalla Area (Yellow and Blue Alternatives)



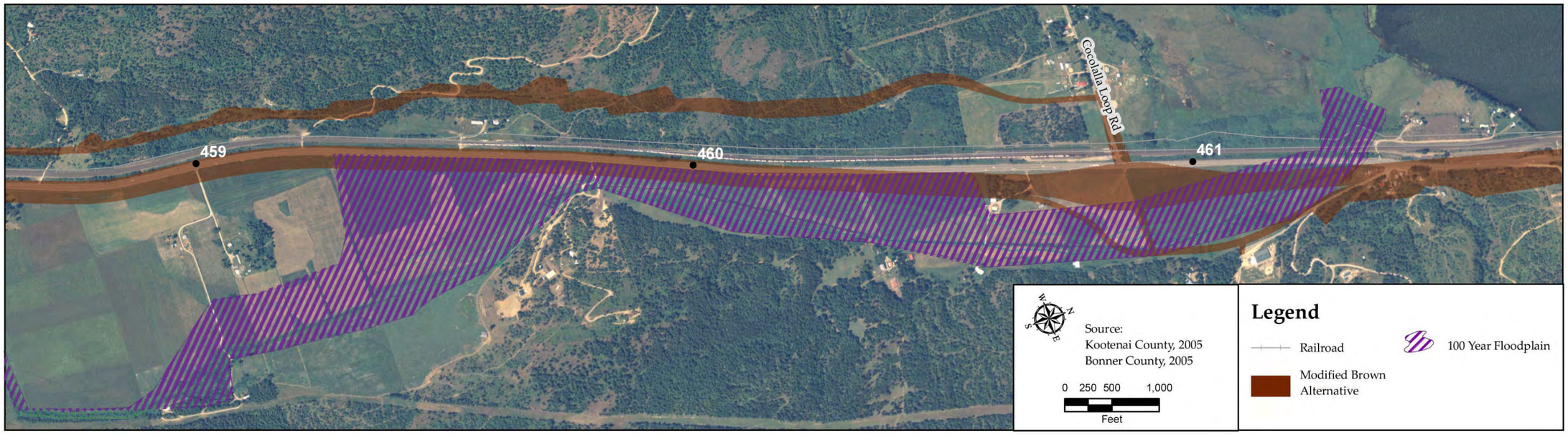


Figure 4-4. Floodplain Encroachments, Cocolalla Area (Brown and Modified Brown Alternatives)

4.10 WETLANDS / WATERS OF THE US EFFECTS

This section of the DEIS describes effects of the Yellow, Blue and Brown alternatives to wetlands. The information from the DEIS Table 4-24, *Effects to Wetlands* is unchanged for the Blue Alternative but is slightly different for the Brown and Yellow alternatives due to refinement of the analyses since publication of the DEIS and a change to the Granite/Careywood Yellow Alternative. The Modified Brown Alternative effects to wetlands are also added. There is additional discussion regarding affected functions and values, new maps and detail regarding effects to area wetlands and discussion regarding compliance with EO 11990. Effects to 303(d) listed (impaired) waters of the US including Westmond Creek, Fry Creek, Cocolalla Creek, Fish Creek, Butler Creek, Cocolalla Lake and Algoma Lake are described in the FEIS Chapter 4, Section 4.8, *Water Resources Effects*.

This section of the FEIS has been updated to include analysis of the Modified Brown Alternative and EO 11990. Table 4-16, *Wetland Effects by Alternative* presents the total direct effects to wetlands by each of the action alternatives by wetland functional categories and National Wetlands Inventory (NWI) classification. The locations of the individual wetlands are identified in the DEIS and FEIS Chapter 3, Section 3.10, *Wetlands/Waters of the US*. The calculations for direct effects to wetlands were based on the right-of-way footprint for each action alternative.

Table 4-16. Wetland Effects by Alternative

	Yellow Option 3 (acres)	Yellow Option 4 (acres)	Yellow Option 5 (acres)	Blue (acres)	Brown (acres)	Modified Brown (acres)
Effects by Wetland Category						
Category II	0.7	5.2	0.9	2.7	5.7	2.6
Category III	91.0	88.1	87.0	104.8	95.5	89.1
Total by Category	91.7	93.3	87.9	107.5	101.2	91.7
Effects by NWI Classification						
Palustrine Forested	4.7	8.1	4.9	5.9	8.1	6.1
Palustrine Emergent	80.5	77.7	76.7	92.8	85.3	78.5
Palustrine Scrub-shrub	6.5	7.5	6.3	8.8	7.6	6.9
Palustrine Aquatic Bed	0	0	0	0	0.2	0.2
Total by Classification	91.7	93.3	87.9	107.5	101.2	91.7

4.10.1 No Action Alternative

As discussed in the DEIS, the No Action Alternative would not result in direct effects to wetlands or waters of the US. The No Action Alternative would continue to expose roadside wetlands to automobile-related contaminants (e.g., automobile exhaust and particulate matter) and pollutants carried in stormwater runoff. Most drainage from US-95 moves from the roadway surface toward the edges of the right-of-way in the form of sheet flow or into ditches. However, there are areas along the highway with no ditches where pollutants including heavy metals, sediment, and salt could discharge into surface and groundwater.

Routine road maintenance activities within existing ITD right-of-way would continue. These activities would include mowing, trimming, plowing, repaving and seal coating activities; periodic herbicide applications for weed control; and winter de-icing (salt brine and sand) and anti-skidding sanding

applications. Deposits of sand and gravel left behind in accumulated snow from plowing operations could fill portions of roadside wetlands after snowmelt. The water quality protection function of wetlands, however, would help to filter and remove some highway-related sediment and attached contaminants before they discharge into groundwater or surface water.

4.10.2 Action Alternatives

This section of the DEIS describes direct and indirect effects to jurisdictional wetlands, non-jurisdictional wetlands, and waterways associated with the action alternatives. It describes, quantifies and summarizes the effects to wetlands and waters of the US by geographic area and alternative. With the exception of action alternatives located in the Chilco and Athol areas, all other action alternatives (such as those located in the Granite/Careywood, Cocolalla, Westmond, and Sagle areas) would adversely affect wetlands.

For the Blue and Brown alternatives, the analysis results presented in the DEIS Chapter 4, Table 4-24, *Effects to Wetlands/Waters of the US* are mostly unchanged, but there is a small variation in acreages due to refinement of analysis. The Granite/Careywood Yellow Alternative effects are slightly different due to a shift in the west frontage road near the Careywood Area. New information regarding the Modified Brown Alternative effects is presented in this section. In addition, more detailed information regarding effects of interchanges at Bayview Road, Blacktail Road, South Cocolalla Loop Road, and Westmond was added to address public and agency comments.

All of the action alternatives would have common elements such as a freeway mainline with Type V access control, interchanges, frontage roads, utility corridors, bicycle/pedestrian facilities, bridges, medians, stormwater treatment and other elements. Details regarding these elements are provided in the FEIS Chapter 2, Section 2.5.1 *Elements Common to All Alternatives*. Stormwater treatment and mitigation measures to protect water quality are further described above in the FEIS Chapter 4, Section 4.8, *Water Resources Effects*.

The action alternatives in the Granite/Careywood, Cocolalla, Westmond and Sagle areas would also affect non-wetland waters of the US. Direct and indirect effects to wetlands, discussed in detail in the DEIS, could include the loss of the wetlands/waterways due to the placement of fill; modification or loss of the wetlands and waterways functions and values due to increased water temperature or changes in vegetation; and loss of habitat. The affected functions and values have been added to the discussion of effect in the FEIS. Complete descriptions of individual wetlands are contained in the *Wetland Delineation Technical Report*. Table 4-17, *Modified Brown Alternative Effects to Wetlands* lists updated effects to wetlands from the Modified Brown Alternative.

Table 4-17. Modified Brown Alternative Effects to Wetlands

Wetland	MODIFIED BROWN ALTERNATIVE Granite/ Careywood (acres)	Cocolalla (acres)	Westmond (acres)	Sagle (acres)	Wetland Jurisdiction [2]
A					NJ
BB				0.2	NJ
C	0.1[1]				NJ
CC					NJ
D					NJ
E					NJ
F	0.1				NJ
G	0.1[1]				NJ
H	0.3				J
I					J
J	5.3				J
K	9.5	3.8			J
L					J
M		0.2			J
N					NJ
O					NJ
P		0.1[1]			J
Q		0.2			J
R					NJ
S		62.7			J
T	4.8	0.1			J
U			0.2		J
V				1.8	J
W				2.4	J
Y					NJ
Z				0.1[1]	NJ
Total Wetland Effects	19.9	67.1	0.2	4.5	

[1] Wetland effects less than 0.1 acres are rounded up
[2] NJ = Non-jurisdictional by the USACE but regulated by FHWA; J = Jurisdictional by the USACE and FHWA

The action alternatives were developed to avoid wetlands to the extent practicable. Of 26 wetlands in the project corridor, only one (Wetland J) would be almost completely within the right-of-way. Wetland delineations and effects analysis were conducted within the project right-of-way.

When compared to the Brown Alternative, the Modified Brown Alternative design would decrease wetland effects in the Granite/Careywood, Westmond and Sagle areas through alignment modifications.

Wetland Effects from Interchanges

The Modified Brown Alternative has an interchange near Bayview Road and affects 0.3 acres of Wetland H. The Brown Alternative that located the interchange near Blacktail Road had the least wetland effects to Wetland H (0.1 acres) but higher effects to Wetlands J (15.5 acres) and Wetland T

(5.9 acres). Wetland T is a higher functioning wetland in a riparian corridor compared to Wetland H. All alternatives affect Wetland J (5.3 acres) due to the need to widen the existing facility to meet project purpose and need for improved capacity.

The DEIS does not provide detail about the interchange for the Cocolalla Area. The interchange would be located at South Cocolalla Loop Road for the Cocolalla Yellow, Brown, and Modified Brown alternatives and further south for the Cocolalla Blue Alternative. Effects to wetlands within the immediate vicinity (approximately 2000 feet) of South Cocolalla Loop Road were calculated. The interchange for the Cocolalla Yellow Alternative would affect 36.0 acres of wetlands. The Cocolalla Blue Alternative would not have an interchange at this location, but would still affect 26.4 acres of wetlands. The interchange for the Cocolalla Brown Alternative would affect 33.4 acres of wetlands. The interchange for the Cocolalla Modified Brown Alternative would affect 30.2 acres of wetlands. The primary difference between the effects to the Cocolalla Yellow and the Brown and Modified Brown alternatives would be due to the access road at the south end of Cocolalla Lake that exists in the Cocolalla Yellow Alternative and not the Brown or Modified Brown alternatives. The Modified Brown Alternative east ramp near Southside School Road would also be shifted east to minimize wetland and floodplain effects.

Effects to wetlands in the Westmond Area were recalculated after review of the DEIS. The Westmond Yellow Alternative interchange would directly affect 0.1 acres of wetlands and the Westmond Blue, Brown, and Modified Brown alternatives would directly affect 0.2 acres of wetlands.

4.10.3 Executive Order 11990

Regulatory Environment

Executive Order (EO) 11990, Protection of Wetlands, requires federal agencies to avoid undertaking or providing assistance for new construction located in wetlands unless there are no practicable alternatives that avoid wetlands and all practicable measures to minimize harm to wetlands have been implemented. This section demonstrates that the Modified Brown (Preferred) Alternative is in compliance with EO 11990.

Practicable alternatives are those alternatives that are available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purposes. Practicable alternatives must meet the project purpose and need [40 CFR 230.10 (a)].

Section 5 of EO 11990 states that in making this finding the head of the agency may take into account economic, environmental and other pertinent factors. In carrying out the activities described in Section 1 of this Order, each agency shall consider factors relevant to a proposal's effect on the survival and quality of the wetlands. Among these factors are:

- Public health, safety, and welfare, including water supply, quality, recharge and discharge; pollution; flood and storm hazards; and sediment and erosion;

- Maintenance of natural systems, including conservation and long term productivity of existing flora and fauna, species and habitat diversity and stability, hydrologic utility, fish, wildlife, timber, and food and fiber resources; and
- Other uses of wetlands in the public interest, including recreational, scientific, and cultural uses [42 CFR 269.61].

Introduction

To meet the requirements of EO 11990, potential effects to all wetlands within the project would be avoided to the maximum extent. For wetlands effects that would be unavoidable, steps would be taken to minimize the effects. Mitigation of these unavoidable effects is described in the FEIS Chapter 4, Section 4.10.4, *Mitigation Measures*. The EO 11990 discussion presents the following information:

- Generally describes the wetlands in the project area
- Describes avoidance alternatives for some wetlands and why they were eliminated during the screening of alternatives
- Explains modifications to the Modified Brown (Preferred) Alternative that would minimize wetland effects
- Explains why the remaining effects to wetlands would be unavoidable and could not be further minimized
- Describes how the action alternatives including the Modified Brown (Preferred) Alternative elements would affect each wetland and the reasons these elements would be needed in these locations
- Provides information regarding the practicability of other action and location alternatives evaluated in the Careywood Area for effects of the Granite/Careywood west frontage road to Wetland K
- It also explains other less quantifiable considerations for the placement of the Careywood Area west frontage road
- States the findings for the compliance of the Modified Brown (Preferred) Alternative with EO 11990

Even after measures to avoid and minimize adverse effects were incorporated into the Modified Brown (Preferred) Alternative, there would still be unavoidable adverse wetland effects. In some cases, the Modified Brown (Preferred) Alternative would have the least effect to wetlands. Wetland function and value and wetland category were considered when making decisions regarding wetland effects. In other areas a different alternative would have the least effect to wetlands; however, it may not be considered practicable because it would not meet the project purpose and need to the same extent as the Modified Brown (Preferred) Alternative; or would result in adverse effects to public safety, and welfare; or have other adverse environmental or social effects.

Avoidance of Wetlands

EO 11990 requires that wetland effects be avoided where practicable. The initial screening of alternatives identified several alignment alternatives which would have avoided some wetlands in this

corridor but were eliminated from detailed analysis. These are described in detail in the *Screening of Alternatives Technical Report*. Two notable alternatives are described below:

- **West Alternative (Hoodoo Valley).** This alternative would have constructed a new highway through the Hoodoo Valley, which is further west of existing US-95. It would have connected to US-95 north of Westmond and south of Chilco. While this alternative may have avoided most of the wetlands in the project corridor except Wetlands V and W, it was not advanced for the following reasons:
  - A highway through a new, undeveloped area would result in indirect effects to a number of resources due to increased pressure for development through what is presently a rural area.
  - Overall effects to natural resources such as wetlands, floodplains, farmland, visual resources, aquatic resources, and wildlife habitat would be high due to construction along an entirely new alignment.
  - Neither the Kootenai County nor Bonner County Comprehensive Plans or Transportation Plans identify a major transportation route in the Hoodoo Valley Area.
  - Since the entire highway would be on a new alignment, it could not properly function as a north-south alternative route until the entire corridor was constructed.
  - An alternative alignment separated from US-95 would still require ITD to maintain and improve the existing highway after construction of the new facility.

- **Cocolalla Lake West C-1.** This alternative would have realigned US-95 to the west of Cocolalla Lake connecting with the existing highway approximately two miles south of the lake and connecting back with the highway north of Westmond near Dufort Road. It would have avoided several wetlands in the Cocolalla and Westmond areas; Wetlands P, Q, U, V and Y. It would also have minimized effects to Wetland S. Although this alternative would have less wetland effects, it would pass through an area where there are many homes that currently are secluded from the highway. Current local transportation plans do not include a freeway on the west side of the lake. A new freeway through this area may induce right-of-way acquisition and indirect effects in a rural area that could change its rural character, which would not be consistent with the County‘s Comprehensive Plan. The alternative would bypass the community of Westmond to the west. Access to existing businesses along US-95 would still be available on the existing highway, as the existing road would be converted from the primary arterial to a local road or business route. However, businesses that depend upon through traffic could be adversely affected by loss of visibility, loss of easy access to the new freeway and length of connecting route. There was little support for this alternative from the public and the Community Working Group (described in the FEIS Chapter 9, Section 9.8, *Community Working Group),* and the Bonner County Commissioners recommended that this alternative not be advanced.

Minimization of Harm and Unavoidable Effects

EO 11990 requires that all practicable measures to minimize harm to wetlands be implemented. After the screening of alternatives, the No Action and three action alternatives were forwarded for detailed analysis in the DEIS. Following the DEIS review period, the Modified Brown Alternative was developed to address public and agency comments and became the new Preferred Alternative. The

Modified Brown (Preferred) Alternative would incorporate desirable features from the other alternatives and would include the following measures to avoid and minimize harm to wetlands and other resources.

General

- Align frontage roads close to US-95 to reduce wetland effects and right-of-way needs.
- Convert existing US-95 to be used as a frontage road or local access where the new alignment of US-95 diverges from the existing alignment, avoiding the need to construct new frontage roads through wetland areas.

Interchange Locations

- Incorporate the interchange near Bayview Road to minimize effects to Cocolalla Creek and adjacent forested/scrub-shrub wetlands. The frontage road would be realigned to use Old Highway 95.
- Shift the South Gun Club interchange north to minimize wetland effects.

Utility Corridor

- Eliminated the utility corridor in the following locations:
  - From MP 456 to MP 461, which would narrow the typical section
  - Adjacent to Algoma Lake at MP 460 to MP 467.8

Frontage Roads

- Eliminate frontage roads at the following locations:

  - On the west side of US-95 between Homestead Road and Old House Road.
  - In the Cocolalla Area along the west side of the railroad track from South Cocolalla Loop Road north to the properties on Cocolalla Lake.
  - In the Cocolalla Area (near MP 459.6) to minimize effects to wetlands and to a historic resource.
  - In the Algoma area between MP 466 and MP 467, the west frontage road was removed to avoid affecting Algoma Lake and its associated wetlands.

Reduced Median Width

The median width for the typical section would be a 50-foot median, but it would be reduced to 22-feet near selected areas including near wetlands. When combined with elimination of the utility corridor on one side, it would reduce the typical section from 240 feet to 184 feet. Narrow medians would be used to minimize wetland effects in the following locations:

- Adjacent to Algoma Lake at MP 460 to MP 467.8
- MP 456 to MP 461.5

Bridge Crossings

- Crossings of wetlands and other waters of the US would be designed to minimize wetland effects.
- Freeway, frontage roads, ramps and local road crossings of Cocolalla Creek would use bridges as opposed to culverts to minimize wetland fill, to ensure hydrological connectivity, and to maintain a functional floodplain.
- Freeway, frontage roads, ramps and local roads crossings of Westmond Creek will use bridges as opposed to culverts.

Any remaining wetland effects are a result of adding an additional lane in each direction, Type V Access control, continuous frontage roads, and interchanges.

Additional Lanes and the associated components of the typical section (shoulders, stormwater treatment areas, and utility corridors) must be added through the project corridor to accommodate existing and future traffic and to improve safety. This is required to meet the project purpose and need for improved capacity.

Type V fully controlled access for the roadway was a design decision made during the concept phase of the project and is necessary to increase capacity and to provide a safe facility for the traveling public and for the transport of commercial goods locally, regionally and internationally. Fully controlling access would eliminate at-grade driveways and intersections and would direct traffic to safe and efficient access to the freeway through the interchanges. Separating the directions of traffic with a median and eliminating left turn conflicts at at-grade intersections would improve safety as well as increase capacity. This would best meet the project purpose and need of improving safety and capacity for all users.

Continuous frontage roads are needed to provide convenient and safe access for residents, businesses, emergency services and school buses. Frontage roads are necessary because access onto and off of the freeway will only be allowed through interchanges. At-grade approaches onto US-95 will be eliminated. Continuous frontage roads were requested by local agencies, school districts, emergency service providers, and road maintenance personnel to allow safe and convenient access to the communities and freeway. This would best meet the purpose and need to improve safety and capacity.

Interchanges. The design standard is a facility with Type V access control which would increase capacity and improve safety by eliminating at-grade access onto the freeway. Access would be provided through frontage roads and interchanges. Interchanges would eliminate the left turn conflicts at at-grade intersections which would improve safety and increase capacity. Interchange locations were selected early in the planning process and were placed to tie into existing intersections and road systems and to be consistent with zoning, and planned development. This is important to best meet the project purpose and need.

Wetland Effects Resulting from the Modified Brown (Preferred) Alternative

The following section describes the affected wetlands, their functions and values, and describes how they are affected by the Modified Brown (Preferred) Alternative. It also explains why the effects would be necessary even though it has greater wetland effects than the other alternatives in certain areas. Wetlands that are jurisdictional and non-jurisdictional by the USACE are included in this discussion. There are no wetlands in the Athol Area along the corridor. While there is one wetland in the Chilco Area it is not affected by any of the action alternatives.

The project corridor contains 26 delineated wetlands totaling 757.2 acres. These wetlands are predominantly Category III palustrine emergent and scrub-shrub wetlands based on the functional assessment that was conducted. There are four higher quality Category II wetlands occurring in the northern half of the project corridor (Wetlands Q, O, V and W). The Category II wetlands tend to be situated adjacent to perennial streams and have greater structural diversity with combined tree, shrub,

and herbaceous vegetation stratums. See the FEIS Chapter 3, Section 3.10, *Wetlands/Waters of the US* and the *Wetland Delineation Technical Report* for a complete description of the functions and values of the wetlands in the project corridor. The amount of wetlands in the project corridor by category is presented in Table 4-18, *Wetlands in Project Corridor.* Wetlands affected by the action alternatives are discussed below.

Table 4-18. Wetlands in Project Corridor

Geographic Area	Wetland Acres	Category
Chilco	5.7	III
Athol	0	N/A
Granite/Careywood	147.5	III
Cocolalla	294.9	II, III
Westmond	39.3	III
Sagle	269.8	II, III
Total	757.2	II, III

Wetland C (MP 452.6). This emergent, Category III wetland is located on the west side of US-95 in the Granite/Careywood Area. This wetland is associated with a seasonal drainage that flows from Granite Lake. Wetland C has moderate function and value ratings for general wildlife habitat, sediment, nutrient and toxicant removal, and production export and food chain support. Wetland C does not have any function and values rated as high. The Modified Brown Alternative affects less than 0.1 acres of Wetland C. The action alternatives run along the existing US-95 alignment in this area and are between Wetland C and Wetland F. Shifting the alignment to the east to avoid Wetland C would cause greater adverse effects to Wetland F.

Wetland F (MP 452.5). This emergent, Category III wetland located on the east side of US-95 in the Granite/Careywood Area is hydrologically connected to wetland C. Wetland F does not have any function and values that are rated as high. This wetland has moderate function and value ratings for general wildlife habitat, flood attenuation, short and long term surface water storage, sediment, nutrient and toxicant removal and production export and food chain support. The Modified Brown Alternative would affect 0.1 acres of Wetland F. While the Blue and Brown alternatives would not affect Wetland F they would have slightly higher effects to Wetland C.

Wetland G (MP 454.7). This emergent, Category III wetland is in the Granite/Careywood Area. It is located on the western side of US-95 in a topographically low area. It would be affected by the Modified Brown (Preferred) Alternative that connects the continuous east frontage road to Blacktail Road, an area surrounded by wetland. This frontage road is important to provide users of Blacktail Road access to either the interchange near Bayview Road or the South Cocolalla Loop Road interchange. This alignment is the most direct route with the least wetland effects. Access to the interchange from Blacktail Road is needed to meet the purpose and need of the project. Less than 0.1 acres of wetland is affected by the Modified Brown Alternative.

Wetland H (MP 456) is a scrub-shrub, Category III wetland located in the Granite/Careywood Area near Bayview Road. Function and value ratings are high for short-term and long-term surface water

storage; sediment, nutrient, and toxicant removal; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat, flood attenuation, and uniqueness. The Modified Brown (Preferred) Alternative would affect about 0.3 acre of this wetland.

Wetland J (MP 456.3 to 456.6) is an emergent, Category III wetland located in the Granite/Careywood Area. Function and value ratings are high for short-term and long-term surface water storage, and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; flood attenuation; and sediment, nutrient, and toxicant removal. The Modified Brown (Preferred) Alternative would affect about 5.3 acres of this wetland.

Wetland T (MP 456.2 to MP 458.2) is a scrub-shrub, Category III, palustrine wetland located in the Granite/Careywood Area. It also extends into the Cocolalla Area located between Wetland K and Cocolalla Creek. Function and value ratings are high for flood attenuation; sediment and shoreline stabilization; short-term and long-term surface water storage; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; general fish and aquatic habitat; sediment, nutrient, and toxicant removal; and uniqueness. It is heavily grazed. The Modified Brown (Preferred) Alternative would affect about 4.8 acres of this wetland in the Granite/Careywood Area. The Blue Alternative would affect 6.8 acres of Wetland T.

Wetland K (MP 456.8 to 458.2) is an emergent, Category III wetland that extends into the Cocolalla Area. Function and value ratings are high for short-term and long-term surface water storage; sediment, nutrient, and toxicant removal; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat and flood attenuation. The portion adjacent to Cocolalla Creek has a scrub-shrub component. It has adjoining ditches, and on the western side at the toe of the slope several springs feed the wetland. It is heavily farmed and grazed.

The Modified Brown Alternative would affect 13.3 acres of Wetland K. The Yellow, Blue, and Brown alternatives would affect 4.3 acres, 7.0 acres, and 3.7 acres respectively. However, neither the Yellow, Blue or Brown alternatives were identified as the Preferred Alternatives in this area because of higher adverse effects to rural residences, agricultural activities, floodplains, and Section 4(f) resources in the Careywood area. The need to avoid Cocolalla Creek, the springs, and the scrub-shrub wetlands near the creek were also important considerations. The practicability of the Granite/Careywood west frontage road alignments and their effects to Wetland K are discussed below in *EO 11990, Practicability of Granite/Careywood West Frontage Road.*

Wetland M (MP 458.2) is an emergent, Category III wetland located between US-95 (to the east) and the railroad. This wetland abuts Wetland T and is adjacent to Cocolalla Creek. Wetland M has a high function and value rating for sediment, nutrient and toxicant removal and moderate ratings for general wildlife habitat, short and long term surface water storage and production export and food chain support. All of the action alternatives use the existing highway in this area and affect 0.2 acres of Wetland M. Shifting the alignment further to the east to avoid wetland M would increase adverse effects to Wetland T, Cocolalla Creek and farmland.

Wetland P (MP 460.6 to 460.7). Wetland P is a forested, Category III wetland located in the Cocolalla Area on the western side of US-95 and the BNSF railroad in a topographically low area. It is heavily grazed. All action alternatives affect less than 0.1 acres of this wetland due to the mainline and the need to add additional lanes for capacity.

Wetland Q (**MP 460.3 to 460.5).** This wetland is a scrub-shrub Category II wetland located in the Cocolalla Area on the western side of US-95 and the BNSF railroad. The higher-rated functions and values of wetland are general wildlife habitat features, flood attenuation, short- and long-term surface water storage, sediment/nutrient/toxicant removal, production export/food chain support, and uniqueness through structural diversity.

Wetland effects were minimized for all action alternatives by placing the west frontage road west of the wetland. The Modified Brown (Preferred) Alternative affects 0.2 acres, which is similar to all of the other alternatives.

Wetland S (MP 458.9 to 461.7). Wetland S is an emergent, Category III wetland located in the Cocolalla Area adjacent to both sides of US-95 and the railroad. It is bordering and contiguous to Cocolalla Creek, unnamed tributaries to Cocolalla Creek, and Fish Creek. It is heavily farmed. Function and value ratings are high for flood attenuation; short-term and long-term surface water storage; and production export and food chain support. Function and value ratings are moderate for general wildlife habitat; general fish and aquatic habitat; sediment, nutrient, and toxicant removal; and sediment and shoreline stabilization.

The presence of wetlands adjacent to both sides of US-95 and the need to add additional lanes in each direction to meet purpose and need makes avoidance of this wetland not practicable. The interchange for the Cocolalla Area is located at South Cocolalla Loop Road for the Yellow, Brown, and Modified Brown alternatives and further south for the Blue Alternative. The interchange for the Yellow, Brown and Modified Brown alternatives would increase wetland effects. The Blue Alternative which does not have an interchange at this location would reduce wetland effects; however, the Blue Alternative has a wide median through this area and therefore still has the most wetland acres of effect (80.2 acres). The Blue Alternative interchange location would require a substantial length of Cocolalla Creek to be realigned. Having the interchange further to the north avoids Cocolalla Creek and ties in directly with South Cocolalla Loop Road. This provides better access and circulation for emergency service providers, the fire station, and the nearby school.

All alternatives evaluated include an east side frontage road through this area and would adversely affect Wetland S. The location of Modified Brown Alternative west frontage road through this area would result in this alternative having the least wetland effects (62.7 acres).

Wetland U (MP 464). This 37-acre scrub-shrub, Category III wetland is located in the Westmond Area. It includes riparian areas of Westmond Creek and Bridgeview Creek. The Blue, Brown and Modified Brown are the same in this area, each resulting in 0.2 acres of wetland effects to Wetland U. The Yellow Alternative follows the existing US-95 more closely and has a slightly different alignment and configuration resulting in 0.1 acres of wetland effects but it would have more residential and

business displacements. These represent substantial socio-economic effects to this small community and therefore this alternative is not practicable. Wetland effects from the Modified Brown (Preferred) Alternative in this area were minimized to the extent feasible by bridging over the wetland. The 0.2 acres of wetland effect would result from placing bridge piers in Wetland U.

Wetland BB (MP 465.2) is an aquatic bed, Category III wetland that is not associated with any other surface waters. This wetland located in the Sagle Area is an impoundment (pond) on private property and is hydrologically isolated. Wetland BB has high function and value ratings for sediment, nutrient and toxicant removal and moderate function and value ratings for general wildlife habitat, flood attenuation, short and long term surface water storage, and production export and food chain support. The Modified Brown (Preferred) Alternative affects 0.2 acres of Wetland BB. While the Yellow Options and the Blue alternative does not affect Wetland BB, the Modified Brown Alternative better achieves the purpose and need in this area by providing better access to residents on the east side of US-95.

Wetland V (MP 465.9 to MP 467.2). This emergent, Category II wetland is associated with Algoma Lake in the Sagle Area. Wetland V has high function and value ratings for general wildlife habitat, short and long term surface water storage, sediment, nutrient and toxicant removal and production export and food chain support. Wetland V has moderate function and value ratings for flood attenuation and uniqueness.

Wetland W (MP 467.3 to 467.9). Wetland W is a Category II wetland located in the Sagle Area. It borders Fry Creek. All action alternatives eliminated the west frontage road between MP 466 and 467 to minimize wetland effects. The Sagle Yellow Option 5 has the least effect to Wetlands W and V (2.6 acres) compared to the Modified Brown (Preferred) Alternative (4.2 acres) largely due to the Yellow Option 5 having no interchange near South Gun Club Road (MP 468) and the absence of a continuous east side frontage road between Heath Lake Road and Algoma Spur Road. However, the Yellow Option 5 does not provide the level of access and circulation consistent with recommendations of the local agencies and businesses. Substantial public and agency comment was received supporting a continuous east side frontage road through the area and describing the importance of an interchange at South Gun Club Road.

Wetland Z (MP 467.3). Wetland Z is located in the Sagle Area. It is a 0.3 acre palustrine emergent Category III wetland. The Modified Brown (Preferred) Alternative east side frontage road affects less than 0.1 acres of Wetland Z. The Yellow Options and Blue Alternative avoid Wetland Z but do not provide as direct of access as the Modified Brown Alternative does in this area.

EO 11990: Practicability of Granite/Careywood West Frontage Road

The Modified Brown Alternative is the Preferred Alternative and considers effects to other resources in this area in addition to wetlands. This discussion explains the practicability of the alternatives in the location of the Granite/Careywood west frontage road. It discusses alternatives' effects to Wetland K, which is the affected wetland in that area. Figure 4-5, *Yellow and Blue Alternatives Wetland Effects (MP 456 to 458)*, Figure 4-6, *Brown and Modified Brown Alternatives Wetland Effects (MP 456 to 458)*, Figure 4-7, *Yellow and Blue Alternatives Wetland Effects (MP 459 to 461)* and Figure 4-8, *Cocolalla Area (North) – Brown and Modified Brown Alternative* show the action alternatives effects to Wetland

K and wetlands near the frontage road. Wetlands C, F and G are in the Granite/Careywood Area approximately one mile south of the west frontage road location.

In the Granite/Careywood Area, the Modified Brown Alternative west frontage road does not affect the fewest acres of effect to Wetland K. The following is a discussion of the action alternatives, their effects to Wetland K, other location alternatives that avoid or minimize effects to Wetland K and their advantages and disadvantages.

Yellow Alternative. The Yellow Alternative is located at the top of a bluff furthest to the west of Wetland K. While it would have less effects to wetlands (3.9 acres) and floodplain in this area compared to the Modified Brown (Preferred) Alternative (see Figure 4-5 and Figure 4-7), it has the following adverse effects:

- The Yellow Alternative would have greater effects to the Clement Farm, a Section 4(f) resource, compared to the Modified Brown (Preferred) Alternative.
- The Yellow Alternative would affect 0.6 acres of the property including a portion of the driveway and would construct a frontage road approximately 115 feet from the Clement Farm out buildings which would affect the setting and feel of the cluster of historic buildings. The Modified Brown (Preferred) Alternative would be further from the cluster of buildings and would only affect a small portion (0.2 acres) of the driveway.
- This alternative would be approximately 100 feet from two homes, 200 feet from one home and 300 to 500 feet from three homes increasing, visual, noise and other indirect effects.
- This alternative would disturb the hydraulic flow of the springs that are used for farming at the north end of the frontage road.
- This alternative would require construction of two bridges or extensive fills over steep ravines.
- This alternative would require a 1,180-foot long cut ranging in height from 15 feet to 60 feet through a hillside and rock face that would result in an adverse visual effect.

Blue Alternative. This frontage road alternative is located partially within the railroad right-of-way immediately adjacent to Cocolalla Creek (see Figure 4-5 and Figure 4-7). While this was the frontage road alternative preferred by the landowners in this area, it has the following adverse effects:

- This alternative would have greater effects to the Clement Farm (a Section 4(f) resource) compared to the Modified Brown (Preferred) Alternative. The Blue Alternative would displace three buildings; the house, root cellar and outhouse and would affect 1.7 acres of the Section 4(f) resource.
- This alternative would affect 7.6 acres of scrub-shrub wetland vegetation along Cocolalla Creek in the Careywood Area.
- This alternative would encroach upon 7.3 acres of floodplain in the Careywood Area and would result in a greater than a one-foot rise in the base flood elevation.

- This alternative is closest to Cocolalla Creek and has more potential for stormwater to enter Cocolalla Creek resulting in greater water quality degradation. Cocolalla Creek is a 303(d) listed water for temperature and phosphorus.
- The west frontage road associated with this alternative would have more crossings of Cocolalla Creek compared to the Modified Brown (Preferred) Alternative and would require creek realignment.

Brown Alternative. The Brown Alternative west frontage is located along the bluff at the south side of the frontage road and at the toe of the slope as it continues to the north (see Figure 4-6 and Figure 4-8). It has the following adverse effects:

- This alternative would have greater effects to the Clement Farm compared to the Modified Brown (Preferred) Alternative. A frontage road would be constructed closer to the Clement Farm house, barns, and cluster of buildings. The Brown Alternative would displace three buildings; the house, root cellar and outhouse, and would affect 1.5 acres of the Section 4(f) resource.
- This alternative would be approximately 17 feet from one home, 200 feet from two homes and 300 to 500 feet from three homes increasing visual, noise and other indirect effects.
- This alternative would interrupt springs at the base of the hill, which provides hydrology for the down slope wetlands.
- This alternative would result in clearing mature forested slopes to the west of Wetland K.
- This alternative would result in the fill or bridging of a ravine located near an intermittent stream.
- This alternative would remove the rock outcropping that is located south of the Clement Farm causing a visual effect.

Modified Brown (Preferred) Alternative. This alternative would have the Granite/Careywood west frontage road located in the wet meadow between Cocolalla Creek and the bluff (see Figure 4-6 and Figure 4-8). This frontage road location was included as part of the Modified Brown (Preferred) Alternative for the following reasons:

- The Modified Brown Alternative has the least effect to the Clement Farm. Constructing a frontage road where an existing driveway already exists affects the historic significance of the farmstead less compared to displacing the house and/or up to three other farm structures and the farmable fields. The Modified Brown Alternative would affect a portion of the driveway (0.2 acres) and places the road approximately 430 feet further from the historic buildings. The Modified Brown Alternative is close to railroad right-of-way and would keep the frontage road closer to the freeway.
- The Modified Brown Alternative would be closer to Cocolalla Creek than the Yellow and Brown alternatives. It would have less effect to Cocolalla Creek compared to the Blue Alternative due to fewer crossings and being further from the creek. This would also have less construction costs compared to the Blue Alternative.
- The Blue and Modified Brown alternatives would leave as much farmland intact as possible by shifting the Granite/Careywood west frontage road as far east of the farm fields as possible. The

Yellow and Brown alternatives are located closer to the west side of the wet meadow and would result in greater segmentation of the farm fields.

- The Blue and Modified Brown alternatives would have the least effect to the residences to the west. The closest home is approximately 300 feet.
- The Modified Brown Alternative would affect Wetland K through an area that is highly disturbed by active haying, grazing and previous disturbance. The Blue and Modified Brown alternatives would avoid the higher functioning, less disturbed area of Wetland K that is close to the base of the bluff.
- The Modified Brown Alternative would not result in a greater than one-foot rise in base flood elevations.
- The Blue and Modified Brown alternatives would preserve transitional habitat between Wetland K and the upland bluff that is utilized by both terrestrial and aquatic species.

Three other alignment options were evaluated for the Careywood west frontage road location. These were eliminated from further consideration for the reasons stated below.

Barnhart Road Option. This alternative would be located west of the existing residences and would tie into Barnhart Road, a rural county road. It has the following adverse effects:

- It would require construction on a steep hillside requiring extensive cuts and fills.
- It would require expansive bridge structures or fills to cross two existing ravines.
- It would require construction of extensive amounts of new driveway for homes to access the road from the west.
- It would add costs to landowners for driveway maintenance and for Bonner County due to the need to maintain a longer frontage road.
- It would have greater effects to local residents along Barnhart Road. It would be 300 to 500 feet from two homes.

East of Railroad Option. This alternative would involve shifting the US-95 alignment to the east and constructing the west frontage road between US-95 and the existing railroad. It has the following adverse effects:

- It would not improve safety since five driveways would be left with at-grade railroad crossings.
- It would require one additional overpass over the railroad for the west frontage road.
- While there would be less effect to local residents on the west side of US-95, it would result in greater effects to five homes on the east side of US-95.
- It would have additional wetland effects on the east side of the roadway.
- It would have additional floodplain effects on the east side of the roadway.
- It would require clearing of forest vegetation on the east.

- It would require one additional bridge over Cocolalla Creek.

Partial Frontage Road Option. This west frontage road location alternative would follow the same alignment as the Yellow Alternative but would not be continuous. It would have a cul-de-sac near US-95 MP 457.3 and MP 457.7 to minimize wetland effects. This option was eliminated because it would not provide a continuous frontage road. Emergency service providers, school districts, and county officials encouraged continuous frontage roads as part of the project.

Other Considerations for Effects to Wetland K

The Modified Brown Alternative was also considered as the only practicable alternative by FHWA in this area due to other less quantifiable factors including visual screening, farming, uniqueness in context, and water quality as discussed below.

Visual Screening. Locating the Modified Brown Alternative through the wetland meadow, compared to the Brown and Yellow alternatives would preserve the forested slopes to the west and continue to visually screen the local residences from the freeway. The Brown Alternative would require clearing a portion of the forested slope which would eliminate a portion of the visual screening.

Farming. During the DEIS public comment period local farmers provided testimony that the Brown and Yellow alternative frontage roads would bisect their farm fields making farming inefficient and by constructing through the most productive farm fields. The frontage road would cut off the water supply from the existing springs at the base of the hillside that provide sub-irrigation for the fields and livestock watering. These effects would make farming less efficient, less profitable and would severely affect the farming lifestyles. The agricultural activities on these properties include production of timothy hay, and raising cattle and horses. Local farmers commented that they preferred the Blue Alternative to the Brown Alternative as it was partially located in railroad right-of-way and left more of their fields intact. Constructing the Modified Brown Alternative west frontage road closer to the railroad right-of-way is similar to the Blue Alternative.

Uniqueness in Context. The area landscape character and visual setting are difficult values to assess. These values are primarily subjective in nature and could be valued differently by many individuals.

There are no other areas within the project limits as topographically and scenically unique as the extended bluff on the western side of the Granite/Careywood valley. To the south, the landscape is primarily comprised of gentle hills, agricultural fields and forests. As the alignment continues northward to this Careywood Area, the road climbs and begins winding through a more rugged mountainous section, where there are remnants of historic roadways and railroads. Near the peak of this climb and around a curve is where the landscape opens to rural farm settings and a view of hayed fields and wetland meadow. Cocolalla Creek runs along the eastern edge; historic barns and buildings are set against a backdrop of forested hills to the west.

The Yellow Alternative would place the frontage road on this plateau, which is set back from the edge of the forested bluff and very close to the existing houses. A frontage road in this location would greatly intrude upon the integrity of the unique rural landscape by introducing roadway cuts and fills, and constructing bridges. The Yellow Alternative would cut through 1,180 feet of a rock escarpment, with

cuts ranging from 15 to 60 feet in height. It would create substantial cuts and fills through a steep slope, cross two ravines with sizable bridge structures then continue through another steep grade at the north end of the plateau. However, constructing the Modified Brown Alternative in the wetland meadow also disrupts the setting of this rural agrarian setting and introduces visual modifications in the form of line, color, texture, and land form changes.

While there are other areas along the corridor where frontage roads and freeway alignments are shifted closer to residents, they are in areas where the landscape character is already compromised. Therefore, the intensity of effect in those areas would not be comparable to introducing a new roadway (up on the plateau) into this uniquely isolated rural farm setting with historic structures.

Water Quality. The springs that flow from the hillside are interrupted by constructed lateral ditches in areas which eventually flow to Cocolalla Creek, a 303(d) listed stream for temperature and phosphorus. Both alternatives would avoid the hill slope and would maintain canopy cover on the hillside, the springs, and the wetland. Maintaining canopy cover over surface water would help to minimize increases in water temperature. Maintaining vegetative cover, especially large trees and shrubs would also stabilize the soil reducing the risk of erosion.

Careywood Location Summary. The Modified Brown Alternative is identified as the only practicable alternative for the frontage road alignment in the Careywood Area due to the high and adverse effects as a result of the Blue, Yellow and Brown alternatives.

4.10.4 Mitigation Measures

As described in the DEIS, compensatory mitigation will be provided for unavoidable effects to waters of the US, including wetlands as required under Section 404 of the CWA and EO 11990 [33 CFR 332] and [40 CFR 230]. Mitigation will be provided to ensure that no net loss of wetland functions and values occur as a result of the project.

The wetland functions and values most affected include sediment, nutrient and toxicant removal, flood attenuation, groundwater recharge/groundwater discharge, and wildlife and aquatic habitat. A *Conceptual Wetland Mitigation Plan* has been developed as a DEIS technical report for the project. The purpose of the plan is to document potential mitigation opportunities, to identify the mitigation process, to reduce the total adverse effects to wetlands from the project, and to achieve replacement of the affected functions and values. This plan establishes the parameters and requirements necessary to prepare subsequent detailed mitigation plans that would be processed through the USACE as part of individual Section 404 Permits and in concert with the design phase(s) of the project. The plan identifies aspects and availability of sufficient compensatory mitigation opportunities within the vicinity of the project.

The proposed wetland mitigation will include development of mitigation sites to replace affected functions and values through a combination of creation, enhancement, and restoration of wetlands. The Cocolalla watershed remains the preferred location for potential compensatory mitigation sites however; opportunities outside the watershed are also being evaluated and considered. As part of the ongoing efforts, approximately 35 sites have been identified that have desirable attributes for mitigation sites. These were screened and site visits conducted to determine the extent of existing wetland, available

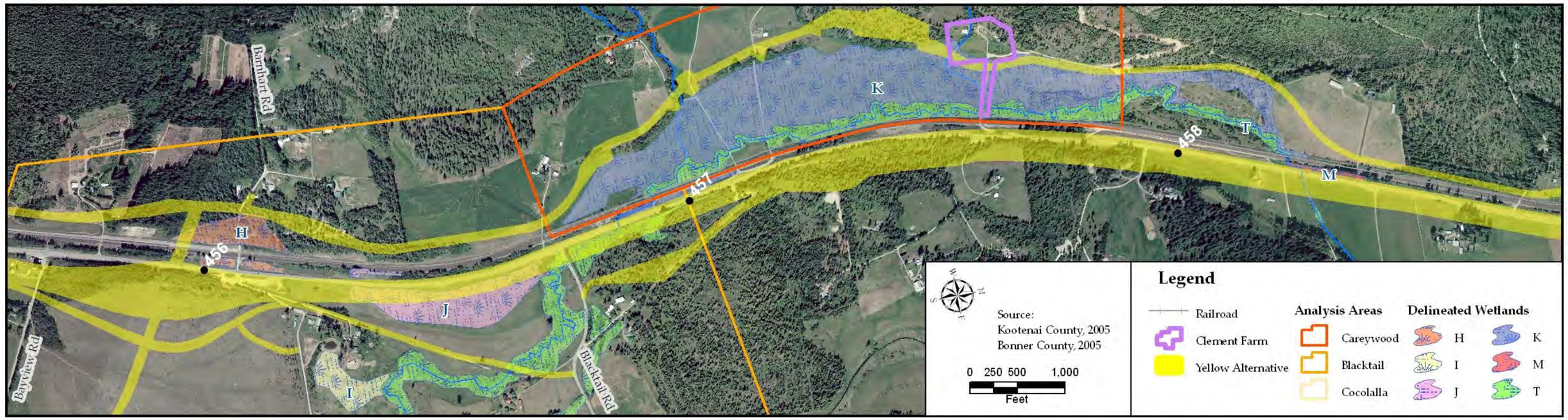
hydrology, soil types, and other factors important for successful mitigation. After priority sites have been identified, discussions will be initiated with landowners to determine interest. ITD purchased property for mitigation purposes and will continue to develop a comprehensive mitigation plan through project development. Acquisition of high priority wetland mitigation sites has begun through the Special Experimental Program (SEP-15) described in Chapter 11, *Phased Project Implementation*.

Specific components of the detailed mitigation plans will include:

- Removal of livestock from mitigation sites adjacent to Cocolalla Creek and recommending livestock fencing to reduce contribution of nutrients, sediments and toxicants.
- Creating wetland areas adjacent to Cocolalla Creek to aid in flood attenuation and the restoration of a functional floodplain for Cocolalla Creek.
- Planting diverse native trees, shrubs, and groundcovers to provide wildlife habitat, shade and soil stabilization adjacent to Cocolalla Creek.
- Adding large woody debris, sinuosity, and other measures to increase stream diversity and provide rearing habitat for fish species.
- Constructing stormwater treatment areas such as bio-swales to treat existing and future stormwater prior to it infiltrating into surface and groundwater.
- Constructing culverts and bridges to allow for effective wildlife crossing, fish passage and hydraulic passage of 100-year flood events.
- Using innovative engineering solutions such as retaining walls during final design to further reduce wetland effects where practicable.
- Recommending alternative livestock watering to ensure ranching may continue in the area while still protecting water quality.
- Using erosion control BMPs to reduce sedimentation and erosion through the project corridor.
- Vegetating exposed soils immediately with sustainable indigenous plant species adapted to site conditions.
- Utilizing porous substrates or other engineering methods to construct road beds in wetland areas, so that effects to wetland hydrology are minimized.

Wetland Finding

Based upon the above considerations and mitigation described in the following section, ITD and FHWA has determined that there is no practicable alternative to the proposed construction in wetlands and that the Modified Brown (Preferred) Alternative includes all practicable measures to minimize harm to wetlands, which may result from such use.



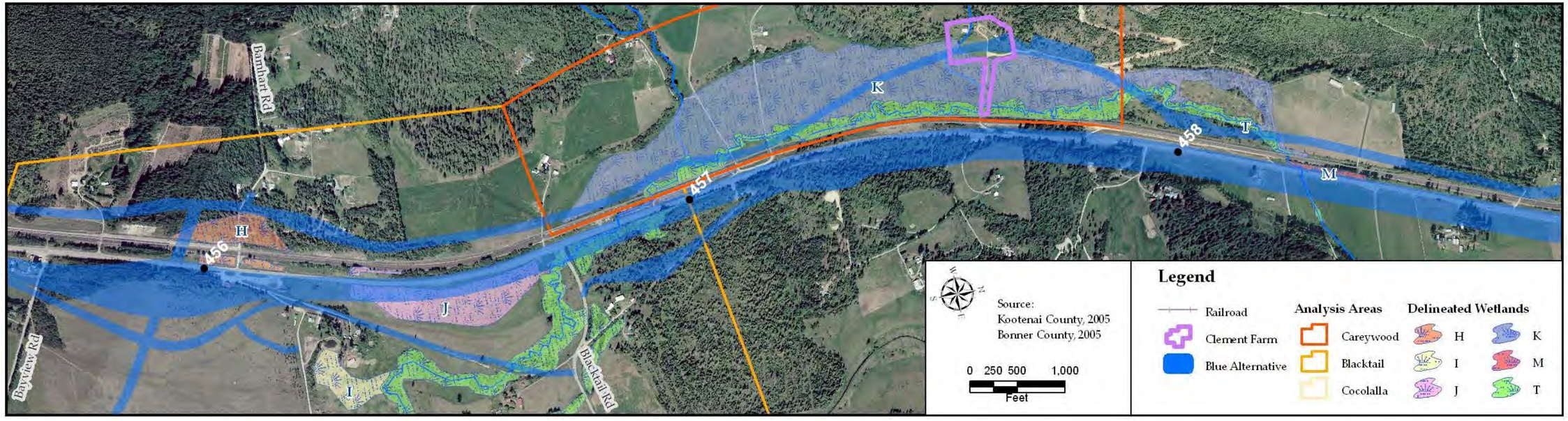
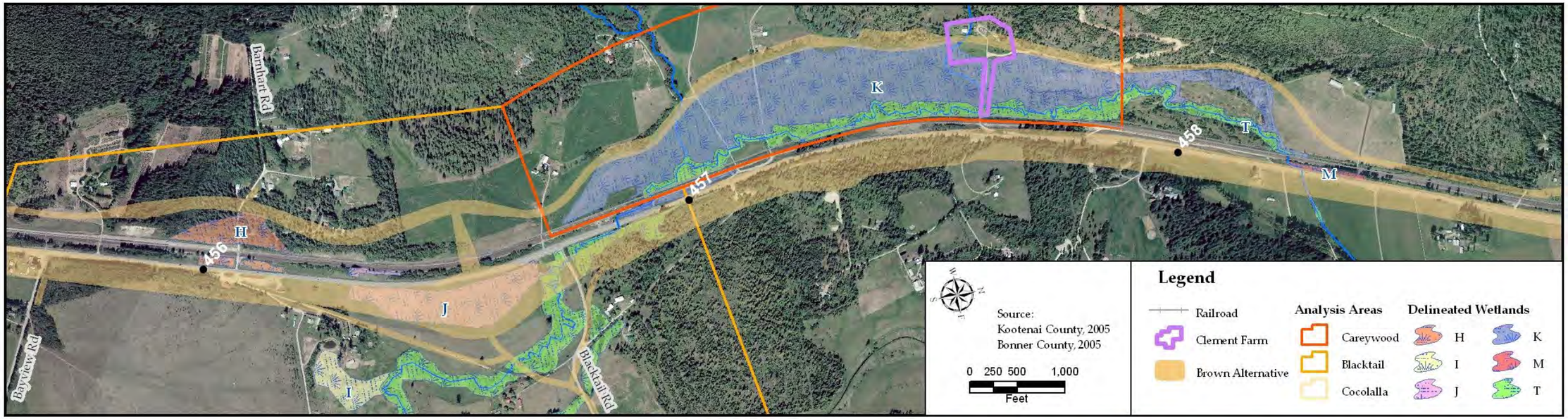


Figure 4-5. Yellow and Blue Alternatives Wetland Effects (MP 456 to 458)



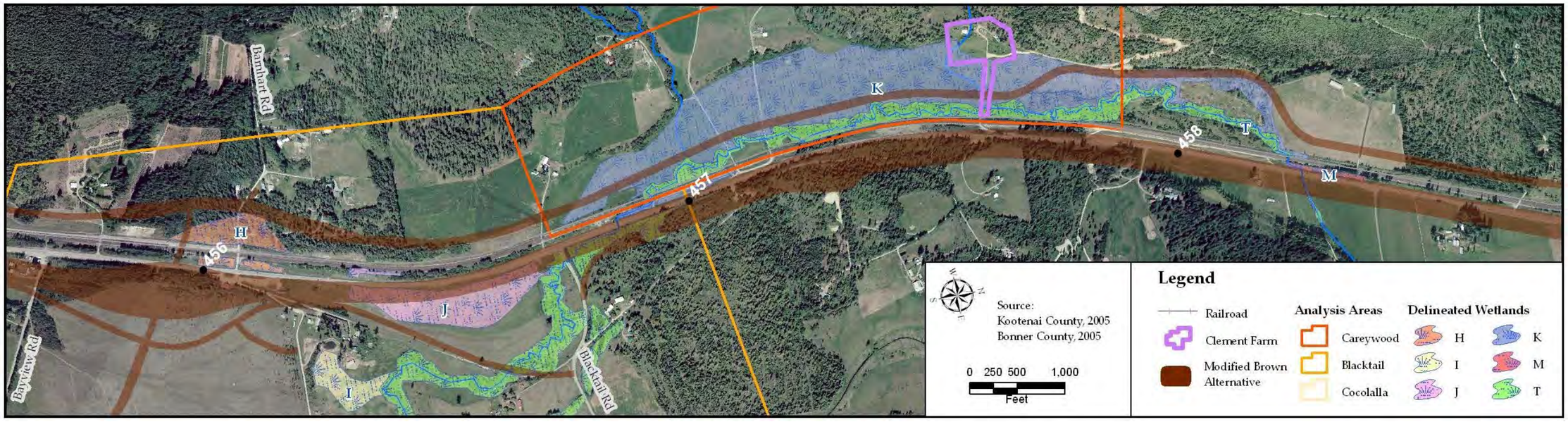
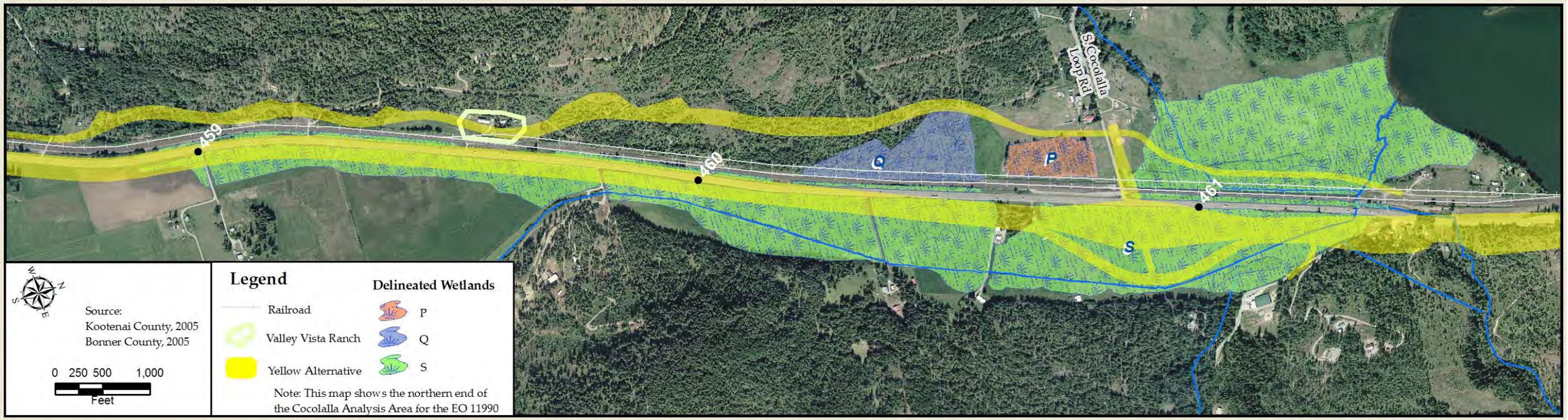


Figure 4-6. Brown and Modified Brown Alternatives Wetland Effects (MP 456 to 458)



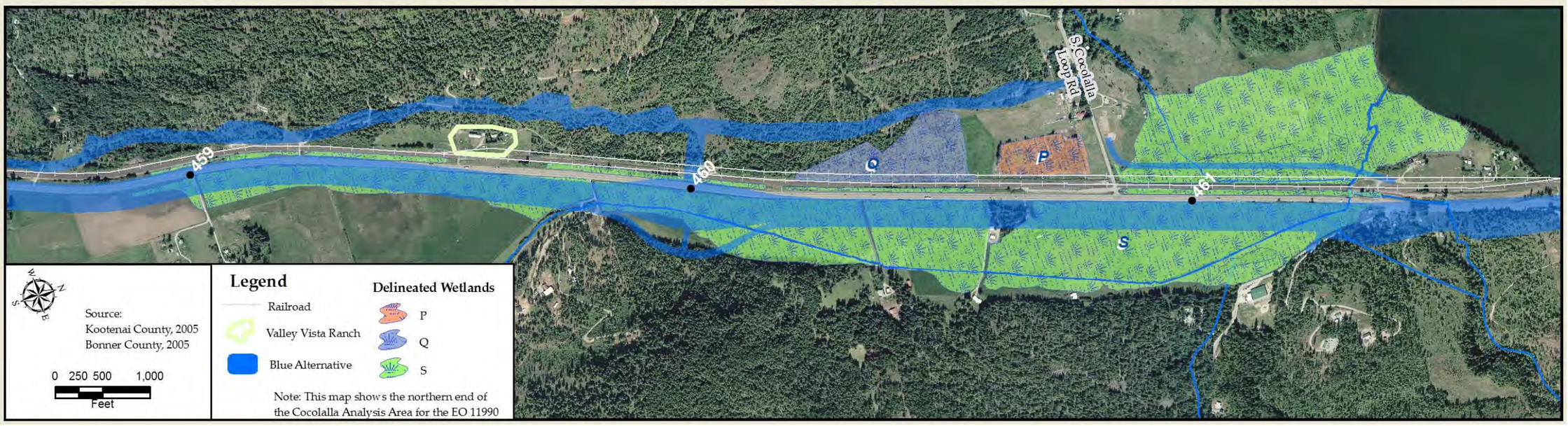


Figure 4-7. Yellow and Blue Alternatives Wetland Effects (MP 459 to 461)



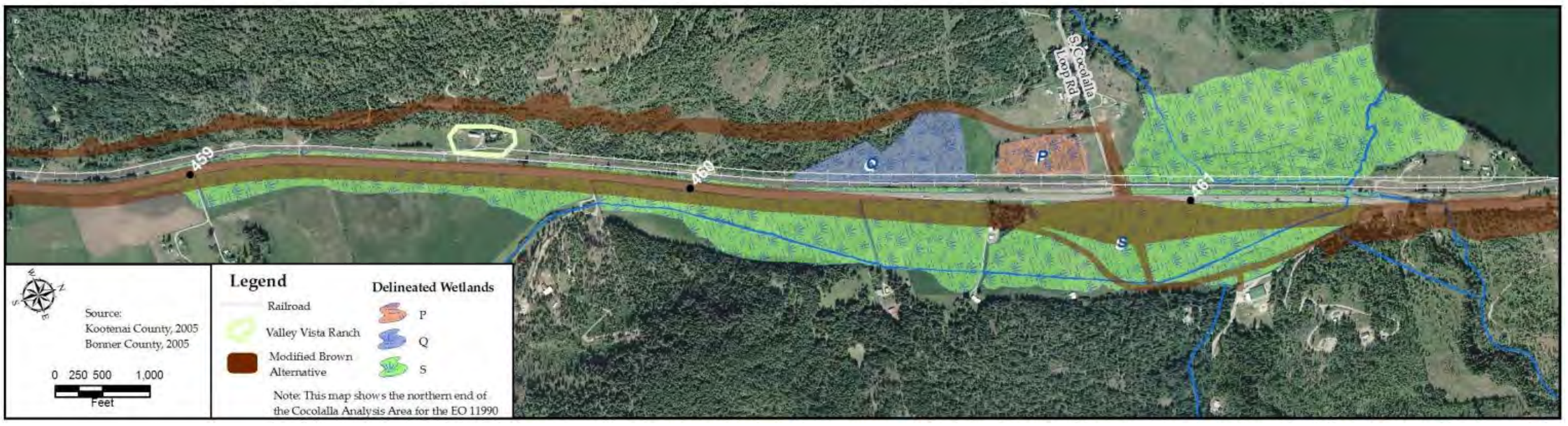


Figure 4-8. Cocolalla Area (North) Brown and Modified Brown Alternatives

4.11 WILDLIFE AND VEGETATION EFFECTS

4.11.1 No Action Alternative

The No Action Alternative remain valid as described in the DEIS.

4.11.2 Action Alternatives

This section of the DEIS provided effects to wildlife and vegetation for the Yellow, Blue and Brown alternatives. Updated, corrected and additional information is provided in this section of the FEIS. This section also reflects the Federal delisting of the bald eagle, gray wolf, and slender moonwort that has occurred since the publication of the DEIS. Acreages of effect to habitat types have been updated due to more refined analysis. The effects of the Modified Brown Alternative to wildlife and vegetation are also provided. The FEIS Chapter 3, Section 3.11, *Wildlife and Vegetation* show the distribution and abundance of habitat types surrounding the project corridor and a general description of these habitat types is provided.

Effects to different habitat cover types by alternatives are shown in Table 4-19, *Affected Acreage by Habitat Types for Alternatives*. These effects are based on the Idaho GAP Analysis which provides a coarse level of accuracy. The Modified Brown Alternative would have less effects to forested habitat and very similar effects to riparian habitat compared to the Brown Alternative.

Table 4-19. Affected Acreage by Habitat Types for Alternatives

Alternative	Total Affected Acres	Agricultural/ Grassland (acres)	Forested (acres)	Riparian (acres)	Urban (acres)	Other (acres)
Yellow 3	1629	762	573	83	88	123
Yellow 4	1644	771	573	83	91	125
Yellow 5	1630	755	578	84	86	126
Blue	1550	650	616	85	82	117
Brown	1666	688	700	77	96	105
Modified Brown	1655	721	632	75	97	130

The indirect effects described in the DEIS include habitat fragmentation and alteration, increased human use, and increased mortality from vehicle collisions which are similar for any of the action alternatives.

The following summarizes changes in wildlife and vegetation effects.

Chilco Area

White-tailed deer, reptiles, amphibians, insects, migratory birds, and the variety of other wildlife species found in the Chilco Area may be affected by the project alternatives, but the project is not likely to contribute to a trend toward Federal listing or loss of viability of the species.

As described in the DEIS, loss of forested and agricultural/grassland habitat would occur as a result of the action alternatives due to construction. No riparian habitat would be affected by any of the Chilco alternatives.

Updated habitat effects for each alternative are shown in Table 4-20, *Affected Acreage by Habitat Types for Chilco Alternatives*. As shown in the table, the Chilco Blue Alternative would disrupt the least acres of forested and agricultural/grassland habitat. This information is unchanged from the DEIS and remains valid and is presented below.

Table 4-20. Affected Acreage by Habitat Types for Chilco Alternatives

Alternative	Total Affected Acres	Agricultural/ Grassland (acres)	Forested (acres)	Urban (acres)	Other (acres)
Yellow	348	185	127	2	33
Blue	314	166	107	4	37
Brown	356	186	130	5	35
Modified Brown	345	181	122	3	39

Athol Area

Habitat loss would occur as a result of all action alternatives. The effects to terrestrial species from the Athol alternatives would be identical to those discussed under the Chilco alternatives and is not likely to contribute to a trend towards Federal listings or loss of visibility of a species.

Habitat effects for each alternative are shown in Table 4-21, *Affected Acreage by Habitat Types for Athol Alternatives***.** The Athol Brown Alternative would affect the greatest amount of forested habitat in the area. There are no effects to riparian habitat in Athol under any of the action alternatives. The Modified Brown Alternative would affect the greatest amount of agricultural/grassland.

Table 4-21. Affected Acreage by Habitat Types for Athol Alternatives

Alternative	Total Affected Acres	Agricultural/ Grassland (acres)	Forested (acres)	Urban (acres)	Other (acres)
Yellow	337	195	108	0	34
Blue	260	112	115	0	33
Brown	318	138	167	0	13
Modified Brown	349	202	114	0	34

Granite/Careywood Area

The DEIS description of wildlife and vegetation in the Granite/Careywood Area is unchanged and remains valid. While none of the sensitive plant species were found during the field visits, habitat for most of these species may exist in the wet areas of the Granite/Careywood Area. Although the project alternatives may have direct and/or indirect effects they are not likely to contribute to a trend toward Federal listing or loss of viability of the species. This conclusion is unchanged from the DEIS. The effects to terrestrial species from the project would be identical to those discussed under the Chilco alternatives. This section includes updated information on expected creek crossings and updated information about affected acreage by habitat types.

The Granite/Careywood alternatives would result in three crossings of Cocolalla Creek as described in the FEIS Chapter 4, Section 4.8, *Water Resources Effects*. These stream crossings could result in effects

to fish species, including brook trout, brown trout, rainbow trout, and westslope cutthroat trout. Effects could include mortality, displacement, and habitat loss caused by an increase of sedimentation and turbidity caused by work within and adjacent to the waterway.

Updated effects to habitat types for each alternative are shown in Table 4-22, *Affected Acreage by Habitat Types for Granite/Careywood Alternatives*. Effects to riparian habitat would be similar for any of the action alternatives in this area, the least being for the Blue and Modified Brown alternatives. The Yellow Alternative would have the least effects to forested habitat but would have the greatest total acres of agricultural/grassland effects. The Modified Brown Alternative would result in a nine-acre reduction of effects to agricultural/grasslands and a six-acre reduction of effects to forested habitat compared to the Brown Alternative.

Table 4-22. Affected Acreage by Habitat Types for Granite/Careywood Alternatives

Alternative	Total Affected Acres	Agricultural/ Grassland (acres)	Forested (acres)	Riparian (acres)	Other (acres)
Yellow	372	153	142	34	43
Blue	373	141	159	32	42
Brown	391	146	163	33	49
Modified Brown	373	137	157	32	47

Cocolalla Area

Most of the DEIS description of wildlife and vegetation in the Cocolalla Area is unchanged and remains valid. This section includes updates about the expected effects to riparian habitat, the expected number of creek crossings, effects to the bald eagle (now delisted), and the amount of affected acreage by habitat types. The effects to other terrestrial species would be identical to those discussed under Chilco alternatives.

Effects to riparian habitat under any of the action alternatives are 37 to 46 acres. As described in the DEIS, the Blue Alternative would have the greatest effect on the riparian habitat and species that rely on riparian habitat. Much of the riparian habitat along Cocolalla Creek is in poor condition. Many of the species found in this area utilize agricultural and forest land habitat as well.

The Cocolalla alternatives would result in multiple crossings (9 to 11) of Cocolalla Creek, Butler Creek, and Fish Creek, all jurisdictional waters of the US as described in the FEIS Chapter 4, Section 4.8, *Water Resources Effects*. As described in the DEIS, the Blue Alternative could require realignment of Cocolalla Creek. The Modified Brown Alternative west frontage road would be close to Cocolalla Creek but would stay to the west of the stream here and would not cross it. These alternatives would result in direct effects to fish species, including brook trout, brown trout, rainbow trout, and westslope cutthroat trout. Direct effects could include mortality, displacement, and habitat loss caused by an increase of sedimentation and turbidity caused by work within and adjacent to the waterway.

The bald eagle has been documented within the area of the proposed alternatives. One nest is located south of Cocolalla Lake about 1,800 feet west of the existing highway. Effects could include loss of

suitable perching, roosting, or foraging habitat. Increased disturbances as a result of vehicle use on the new, wider freeway and frontage roads may also occur. If eagles were disturbed or displaced, they could readily find suitable alternate perch sites near Cocolalla Lake. Vehicle traffic seems to be one of the least disturbing human activities in wintering habitat as eagles have been known to become conditioned to vehicles on or near roads (Stalmaster and Newman, 1978). Additional supporting details are provided in the DEIS Chapter 4, Section 4.12, *Threatened and Endangered Species Effects* and in the *Biological Assessment Technical Report*. Effects to habitat cover types for each alternative are shown in Table 4-23, *Affected Acreage by Habitat Types for Cocolalla Alternatives*.

Table 4-23. Affected Acreage by Habitat Types for Cocolalla Alternatives

Alternative	Total Affected Acres	Agricultural/ Grassland (acres)	Forested (acres)	Riparian (acres)	Other (acres)
Yellow	252	115	94	42	1
Blue	280	130	103	46	1
Brown	249	116	94	38	1
Modified Brown	248	109	101	37	1

Westmond Area

This information is unchanged from the DEIS and remains valid with the exception that the tables have been updated due to the refined analysis. Information has been added for the Modified Brown Alternative and updated information about creek crossings has been added. The Modified Brown Alternative is identical to the Blue and Brown alternatives, so information provided in the DEIS also applies to the Modified Brown Alternative.

Effects to habitat types for each alternative are shown in Table 4-24, *Affected Acreage by Habitat Types for Westmond Alternatives.* The Westmond Yellow Alternative affects fewer acres of forested habitat but has greater agricultural/grassland acreages affected.

Table 4-24. Affected Acreage by Habitat Types for Westmond Alternatives

Alternative	Total Affected Acres	Agricultural/ Grassland (acres)	Forested (acres)	Riparian (acres)	Other (acres)
Yellow	124	55	63	4	2
Blue	124	31	90	3	0
Brown	124	31	90	3	0
Modified Brown	124	31	90	3	0

The Westmond Area alternatives would result in two to five bridge crossings of Westmond Creek, a water of the US. In the vicinity of Westmond Creek, all alternatives would have bridges. The alternatives would result in direct effects to fish species, including brook trout, brown trout, rainbow trout, and westslope cutthroat trout. Effects could include mortality, displacement, and habitat loss caused by an increase of sedimentation and turbidity caused by work within and adjacent to the waterway.

Sagle Area

Information about the Sagle Area Yellow, Blue and Brown alternatives presented in the DEIS is unchanged and remains valid but is supplemented in this FEIS with information about bald eagle (now delisted) and updated information about the affected acreage by habitat. Effects to terrestrial resources from any of the Sagle alternatives would be similar to those discussed under the Granite/Careywood alternatives.

The DEIS documented two bald eagle nests and one wintering area within the Sagle Area. One nest is documented as active in 2007; it is located about 750 feet east of the alternatives. The second nest is no longer monitored due to lack of activity since 1996. Indirect effects to bald eagles from the Sagle alternatives could include: effects to suitable perching, roosting, wintering, or nesting habitat, disturbance from construction (see the FEIS Chapter 4, Section 4.17, *Construction Effects*), and effects to potential prey resources. Other indirect effects include increased disturbances as a result of vehicles traveling the freeway and frontage roads. The Sagle alternatives would contribute to habitat fragmentation that has occurred from past development in the vicinity. This fragmentation would result in an incremental degradation of habitat suitability for bald eagles. Such habitat degradation could cause a reduction in carrying capacity of wintering eagles and could reduce the chances for bald eagles to establish nests in this area.

Updated effects to different habitat types for each alternative are shown in Table 4-25, *Affected Acreage by Habitat Types for Sagle Alternatives.*

Table 4-25. Affected Acreage by Habitat Types for Sagle Alternatives

Alternative	Total Affected Acres	Agricultural/ Grassland (acres)	Forested (acres)	Riparian (acres)	Urban (acres)	Other (acres)
Yellow Option 3	195	58	40	3	85	9
Yellow Option 4	210	67	40	3	88	11
Yellow Option 5	196	51	45	4	84	12
Blue	200	69	42	5	78	6
Brown	229	71	57	3	90	7
Modified Brown	216	60	49	3	94	10

All of the Sagle alternatives would have similar effects to riparian habitat, but the Sagle Yellow options 3 and 4 would have the least effects to forested habitat while the Sagle Brown Alternative would have the greatest. The Sagle Brown Alternative would have the greatest acres of agricultural/grassland effects.

Fish Passage

This section includes detailed information about fish passage that was not included in the DEIS. Crossings of Cocolalla, Fish, Butler, and Westmond creeks would be designed to minimize effects to fish species and would provide unimpeded fish passage. Acceptable crossings could be bridges, with clear spans where feasible or pier footings. Culvert designs could include box culverts, bottomless box culverts, corrugated metal culverts placed at-grade, or the use of stream simulation designs. Where practicable, provisions for terrestrial species movement will be incorporated into the crossing design.

Wildlife Movements

Effects of the action alternatives are unchanged from the DEIS and remain valid. The action alternatives for Chilco, Athol, Granite/Careywood, Cocolalla, Westmond, and Sagle areas would result in adverse effects to wildlife movements. Effects would be similar for the Yellow, Blue, Brown, or Modified Brown alternatives for each area. These adverse effects would include minor habitat loss, increased mortality due to an increase in wildlife/vehicle crashes, disrupted wildlife ecological processes, restrictions of wildlife movements, increased habitat fragmentation, and the disruption of gene flow and metapopulation dynamics. These effects would occur as a result of constructing additional lanes on the highway and constructing frontage roads. However, removal of vegetation, improvements of sight distance, shoulder widening and clear zone improvements would allow better visibility of animals crossing.

The action alternatives would result in direct and indirect effects to identified migratory routes for elk between MP 442.0 and MP 451.0. Adverse effects would include an increase in elk mortality due to animal vehicle crashes, deterrence of using historical migratory routes due to increase disturbances, and blocking known migratory routes resulting in the herd's inability to reach portions of their current and historical winter range habitat. Additionally, the action alternatives would result in direct and indirect effects to the daily movement patterns of whitetail deer resulting in habitat loss, habitat fragmentation, an increase in mortality from animal vehicle collisions, and altered daily movements.

4.11.3 Mitigation Measures

Construction effects and direct effects to species and habitats will be reduced through the implementation of mitigation measures. This section includes updated mitigation information.

Seven potential locations have been identified for wildlife crossings (bridges or culverts) as shown and described in the DEIS, Figure 4-2, *Preferred Mitigation Locations* and DEIS Chapter 4, Section 4.11, *Wildlife and Vegetation Effects.* These are located at:

- MP 442.0 to MP 444.5;
- MP 451.0 to MP 452.0;
- MP 453.0 to MP 455.0;
- Three crossings of Cocolalla Creek (MP 456.8, MP 458.0, and MP 461.0); and
- Westmond Creek crossing (MP 464.0).

Crossing locations identified in the DEIS will be designed to accommodate crossings of large ungulates such as moose and elk but will also accommodate smaller mammals and amphibians. While design details are not available at this time, to refine wildlife crossing design criteria and improve the likelihood of success, ITD and FHWA will coordinate with IDFG, private landowners, and Bonner and Kootenai counties to finalize the locations of future crossings and their relationship to expected land uses. Final crossing designs will be submitted to IDFG for comment.

Bald Eagles

Since completion of the DEIS, the bald eagle has been delisted. Mitigation for potential effects to bald eagles was presented in DEIS Chapter 4, Section 4.12, *Threatened and Endangered Species Effects*.

Because of the delisting, the mitigation is now part of this section (FEIS Chapter 4, Section 4.11, *Wildlife and Vegetation Effects*).

Mitigation measures described herein conform to the Bald and Golden Eagle Protection Act (Eagle Act) and Migratory Bird Treaty Act (MBTA) regulations in effect at the time of preparing the FEIS. Recommendations include distance buffers, landscape buffers, and avoiding certain activities during the breeding season (USFWS, 2007a). These may be modified in accordance with delisting guidelines and procedures of the USFWS and IDFG.

- A pre-construction survey for the individual construction projects in the Cocolalla, Westmond and Sagle areas will be completed within 60 days prior to construction to determine if any active bald eagle nesting locations are within 1/2-mile of the action area. Any active bald eagle nest locations will be documented and reported to the USFWS and IDFG prior to beginning construction.
- Construction activities will be designed to follow the bald eagle schedule listed in Table 4-26, *Bald Eagle Construction Timing Windows*, or as prescribed by IDFG.

Table 4-26. Bald Eagle Construction Timing Windows

Activity	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Nest Building	▒	▒	▒					
Egg Laying/Incubation		▒	▒	▒	▒			
Hatching/Rearing Young			▒	▒	▒	▒	▒	
Fledging Young						▒	▒	▒

Source: National Bald Eagle Guidelines (USFWS, 2007a)
Note: Shaded areas represent months when no construction activity is allowed.

- Clearing and construction activities would not occur within 660 feet (330 feet if the activity will not be visible from the nest) of an existing or newly documented active bald eagle nest from nest building through fledging. The USFWS Guidance on Table 4-27, *USFWS Guidance for Minimizing Construction Impacts on Bald Eagles* would be utilized during construction.

Table 4-27. USFWS Guidance for Minimizing Construction Impacts on Bald Eagles

Activity	Distance if There is no Similar Activity Within 1 Mile of the Nest	Distance if There is Similar Activity Closer Than 1 Mile from the Nest
If the activity will be visible from the nest	660 feet. Landscape buffers are recommended.	660 feet, or as close as existing tolerated activity of similar scope. Landscape buffers are recommended.
If the activity will not be visible from the nest	330 feet. Clearing, external construction, and landscaping between 330 feet and 660 feet should be done outside breeding season.	330 feet, or as close as existing tolerated activity of similar scope. Clearing, external construction and landscaping within 660 feet should be done outside breeding season.

Source: National Bald Eagle Guidelines (USFWS, 2007a)

- If the proposed action requires pile driving it shall not be allowed within 1/2-mile of active bald eagle nests during the critical nesting period or at communal roosts when eagles are congregating.
- Avoid clear cutting or removal of overstory trees within 330 feet of the nest at any time when practicable.
- Protect and preserve potential roost and nest sites by retaining mature trees and old growth stands, particularly within 1/2 miles from water, where practicable.

Other Species

The following updates the mitigation measures for other wildlife species:

- Culverts on all roadways will be a minimum of 36 inches in diameter and will be placed at-grade on both ends to accommodate small mammals and amphibian movement.
- Strategic wildlife crossing signage along US-95 will be utilized to increase the motorist's awareness of potential wildlife movements.
- Median barriers will not exceed 32 inches in height to prevent small animals from being trapped unless a higher barrier is required for safety or operations.
- ITD will continue to work with IDFG to monitor the effectiveness of wildlife crossings structures and develop mitigation relevant data.

4.12 THREATENED AND ENDANGERED SPECIES EFFECTS

Since publication of the DEIS, in June 2007 the USFWS removed the bald eagle and gray wolf from the federal list of threatened and endangered species. Bald eagles remain under the protection of the Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and as an Idaho Species of Greatest Conservation Need. Information regarding effects to the bald eagle is included in the FEIS Chapter 4, Section 4.11, *Wildlife and Vegetation Effects* above.

4.12.1 No Action Alternative

As described in the DEIS, the No Action Alternative would have no effect on federally protected species.

4.12.2 Action Alternatives

As described in the DEIS, all action alternatives would result in a "no effect" to all Federally listed species. Table 4-28, *USFWS Protected Species for Kootenai and Bonner Counties* identifies USFWS listed species that would potentially be located in Kootenai and Bonner counties.

Table 4-28. USFWS Protected Species for Kootenai and Bonner Counties

County	Species/Designated Critical Habitat	Status	Project Effect Determination
Kootenai	Canada Lynx *(Lynx canadensis)*	Threatened	No effect
	Bull trout *(Salvelinus confluentus)*	Threatened	No effect
	Spalding's catchfly *(Silene spaldingii)*	Threatened	No effect
	Water howellia *(Howellia aquatilis)*	Threatened	No effect
	Critical habitat for bull trout	Designated	No adverse modification
	Yellow-billed cuckoo *(Coccyzus americanus)*	Candidate	No effect.

County	Species/Designated Critical Habitat	Status	Project Effect Determination
Bonner	Woodland caribou *(Rangifer tarandus caribou)*	Endangered	No effect
	Canada lynx	Threatened	No effect
	Grizzly bear (*Ursus arctos horribilis)*	Threatened	No effect
	Bull trout	Threatened	No effect
	Critical habitat for bull trout	Designated	No adverse modification

Source: USFWS, 2009a, 2009b

4.12.3 Mitigation Measures

Mitigation measures described in the DEIS for threatened and endangered species are no longer applicable due to the Federal delisting of the bald eagle.

4.13 HISTORIC AND ARCHAEOLOGICAL RESOURCE EFFECTS

The DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* describes that seven cultural resources eligible for or listed in the National Register of Historic Places (NRHP) would be affected by the action alternatives. The effects of the action alternatives described in the DEIS are unchanged and valid with the exception of the Granite/Careywood Yellow Alternative. The North and South Highway, Northern Pacific Railroad, Farragut Naval Training Station Spur, and Spokane International Railway Spur-Corbin Junction are historic resources that would not be adversely affected under Section 106 but would result in a de minimis impact under Section 4(f). The SH-53 Bridge, Clement Farm, Valley Vista Ranch and Hunter Ranch are historic resources that would be adversely affected under Section 106 and are evaluated in Chapter 10, *Final Section 4(f) Evaluation*.

This section summarizes information from the DEIS and has been updated to describe the potential effects to historic and archaeological resources from the Modified Brown and Granite/Careywood Yellow alternatives' changed effects to the Clement Farm. State Historic Preservation Officer (SHPO) concurrence letters, de minimis documentation, Advisory Council on Historic Preservation (ACHP) correspondence and the Memorandum of Agreement (MOA) are located in Appendix A, *Agency Concurrence Letters.*

4.13.1 No Action Alternative

The effects of the No Action Alternative remains unchanged from the DEIS and are explained in the DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects*. The No Action Alternative would not result in adverse effects to historic and archaeological resources.

4.13.2 Action Alternatives

The DEIS Chapter 4, Section 4.13.2, *Action Alternatives* explains that the Blue, Yellow, and Brown alternatives all have adverse effects to NRHP listed or eligible cultural resources. The Modified Brown Alternative would result in minor changes in effects to cultural resources compared to the Brown Alternative. The Modified Brown Alternative is the alternative that results in the least harm to the historic and archaeological resources.

Chilco Area

The DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* describes that the Yellow and Brown alternatives would adversely affect the SH-53 Bridge through abandonment. The Blue Alternative would continue to use the bridge for access to a gravel pit and would not result in adverse effect.

Chilco Modified Brown Alternative

SH-53. In the Chilco Area, the Modified Brown Alternative was shifted approximately 600 feet north of the Brown Alternative. The SH-53 Bridge (K-05) would be adversely affected due to removal of the bridge under the Modified Brown Alternative.

Athol Area

The DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* explains that there would be no adverse effects to cultural resources by any of the action alternatives in the Athol Area. This conclusion also applies to the Modified Brown Alternative. An archaeological site would be affected; however, it is a contributing feature to a resource and is not individually eligible.

Granite/Careywood Area

The DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* describes that four NRHP eligible or listed cultural resources in the Granite/Careywood Area would be affected by any of the alternatives: the Clement Farm, the Granite Quarry, the Careywood School, and Cocolalla Bridge.

All action alternatives would affect the Clement Farm. Only the Yellow Alternative would affect the Granite Quarry. Alternative effects to the Careywood School and Cocolalla Bridge would be due to visual effects. Alternative effects to these resources are summarized in the DEIS Chapter 4, *Environmental Consequences* and Table 4-36, *Granite/Careywood Area Affected Resources*.

Granite/Careywood Yellow Alternative

Clement Farm. The Yellow Alternative west frontage road is different from what was displayed in the DEIS. In this area it was shifted east to avoid the Clement Farm structures, but would still affect the driveway and fields within the resource boundary.

Granite/Careywood Modified Brown Alternative

Clement Farm. The DEIS explains that the Clement Farm, a Section 4(f) resource, would be adversely affected by all of the action alternatives. The Modified Brown Alternative would have the least harm to the Clement Farm compared to the other action alternatives. It would move the frontage road away from the buildings and closer to the freeway to minimize effects to the buildings; however, the Modified Brown Alternative frontage road alignment would still cross the driveway within the historic boundary of the farm, resulting in an adverse effect.

Granite Quarry. The effects of the Modified Brown Alternative would be identical to the Brown Alternative as described in the DEIS and would not affect the quarry.

Cocolalla Bridge. Although the Modified Brown Alternative would move approximately 100-feet closer to the Cocolalla Bridge compared to the Brown Alternative it would not cross the resource

boundary nor would it cause a visual effect as it would still be screened by vegetation. The Cocolalla Bridge would not be adversely affected by the Modified Brown Alternative.

Careywood School. The Modified Brown Alternative would move approximately four feet closer to the Careywood School but would still not affect the resource. SHPO has concurred that the location of the west frontage road for the Blue Alternative indirectly affects the Cocolalla School and the Bond Farm resulting in an adverse effects to those resources as the road would affect the feeling, association and/or setting. However, the west frontage road would have low traffic volumes and would be for local access only; therefore, the indirect effects would not to be severe enough to substantially impair the historic integrity of the sites.

Cocolalla Area

The DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* lists three resources as being adversely affected by the Yellow, Blue or Brown alternatives: the Valley Vista Ranch, the Cocolalla School and the Bond Farm. Since the publishing of the DEIS, eight of the 10 contributing site features of the Valley Vista Ranch have been demolished. This would not affect the eligibility of the barn or the resource boundary. The garage and house that remain were not considered contributing elements of the historic farmstead. The Valley Vista Ranch would be adversely affected by the Yellow and Brown alternatives, while the Blue Alternative would not affect it.

The Cocolalla School and Bond Farm would both be adversely affected by the Blue Alternative. The Yellow and Brown alternatives would not adversely affect those resources. The DEIS Chapter 4, Table 4-36, Granite/Careywood Area Affected Resources summarizes the effects of the Yellow, Blue and Brown alternatives on the resources. The information for the Yellow, Blue and Brown alternatives remain unchanged and valid.

Cocolalla Modified Brown Alternative

Valley Vista Ranch. The Modified Brown Alternative would incorporate the Blue Alternative frontage road configuration in the vicinity of the Valley Vista Ranch instead of placing the frontage road in front of the barn as indicated in the Brown Alternative in the DEIS. This would avoid adversely affecting the ranch. Therefore, the description of effects are identical to the Cocolalla Blue Alternative as described in the DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects*. The Modified Brown Alternative would have no effect to the Valley Vista Ranch.

Cocolalla School. The Modified Brown Alternative would have identical effects to the Cocolalla School as the Brown Alternative as described in the DEIS, resulting in no adverse effect to this resource.

Bond Farm. The Modified Brown Alternative would have identical effects to the Bond Farm as the Brown Alternative as described in the DEIS, resulting in no adverse effect to this resource.

Westmond Area

The DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* explains that there are no cultural resources affected by the Yellow, Blue or Brown alternatives in the Westmond Area. That information remains unchanged and valid. The Modified Brown Alternative is identical to the Blue and Brown alternatives in this area and results in no effects to NRHP eligible or listed cultural resources.

Sagle Area

The DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* explains that the Hunter Ranch would be adversely affected by the Sagle Blue Alternative. No other alternatives would adversely affect this resource. This information remains unchanged and valid.

Sagle Modified Brown Alternative

Hunter Ranch. The Modified Brown Alternative is different from the Brown Alternative in the vicinity of the Hunter Ranch. The frontage road in this location has been reconfigured as a result of public and agency comment and has resulted in the frontage road being moved approximately 200-feet further from the resource boundary. This change would not result in an adverse effect to the ranch.

4.13.3 Mitigation Measures

The DEIS Chapter 4, Section 4.13.3, *Mitigation Measures* describes mitigation measures proposed based on the effects of the project. The effects of the Modified Brown Alternative on historical and archaeological resources are very similar to the effects of the Brown Alternative. The mitigation measures are slightly modified to address the Modified Brown Alternative.

In compliance with 36 CFR 800, a MOA was developed which includes mitigation stipulations for the Modified Brown Alternative. The purpose of the MOA is to outline measures to mitigate the alternatives effects to the SH-53 Bridge, Clement Farm, and Features A and B of Segment 2 of the NPRR. This MOA is included in the FEIS, Appendix A, *Agency Concurrence Letters.*

As stated in the DEIS Chapter 4, Section 4.13.3, *Mitigation Measures* the indirect effect of increased exposure to vandalism will be mitigated by the installation of permanent right-of-way fencing where deemed necessary to limit public access to these properties. As prescribed in the DEIS, during construction high visibility construction fencing would be installed to keep equipment and construction activities out of the cultural resource boundaries.

A retaining wall will be placed at the toe of slope of the western side of the west frontage road to avoid effects to the Granite Quarry. Fencing will be installed east of the Granite Quarry boundary where none currently exists.

4.14 HAZARDOUS MATERIALS SITES

The information provided in the DEIS remains unchanged and valid and is summarized below.

4.14.1 No Action Alternative

As described in the DEIS, the number of crashes under the No Action Alternative would continue to increase, thereby increasing the potential for hazardous materials spills but the No Action Alternative would not otherwise affect hazardous material sites.

4.14.2 Action Alternatives

The effects to hazardous materials sites for the Blue alternative have not changed and are detailed in the DEIS Chapter 4, Section 4.14, *Hazardous Materials Sites*. The Brown, Yellow, and Modified Brown alternatives potentially may affect known hazardous materials sites as described below.

Chilco Area

Chilco Yellow Alternative. A proposed interchange near MP 439 would cross the northeast portion of the Interstate Concrete and Asphalt site, a site known to use hazardous materials. This site would be evaluated for contaminated soils prior to right-of-way acquisition.

Chilco Brown Alternative. A proposed interchange near MP 439 would cross the northeast portion of the Interstate Concrete and Asphalt site, a site known to use hazardous materials. This site would be evaluated for contaminated soils prior to right-of-way acquisition.

Chilco Modified Brown Alternative. A frontage road is proposed around the west side of the Riley Creek Chilco Sawmill, a listed site, as part of the Chilco Modified Brown Alternative. In addition, two wrecking yards would be affected by all of the action alternatives. While the wrecking yards are not listed in databases as contaminated, these sites would be evaluated for contaminated soils prior to right-of-way acquisition.

While approximately 2.5 miles of the southern end of the US-95 Garwood to Sagle project is within the Operable Unit 3 (OU3) boundary of the Bunker Hill Mining Company Superfund Site, the OU3 boundary is a study area only and not an official EPA Superfund Site boundary. OU3 is concerned primarily with sediments and tailings deposition along waterways within the Coeur d'Alene River Basin. The US-95 Garwood to Sagle project is outside of the deposition zone. In addition, no mine tailings from the Bunker Hill Mining Company Superfund Site were used during the construction of existing US-95. Therefore, there would be no requirement for soil testing or risks to worker safety as a result of the Superfund Site. OU3 would have no effect to this project and there would be no limitations on excavations or soil removal or required remedial actions in this area related to OU3 (Hansen, pers. comm., 2010).

Athol Area

Athol Modified Brown Alternative. The Athol Modified Brown Alternative would not affect hazardous material sites. No effects from known hazardous materials sites would occur as known sites have already been closed in accordance with Federal and State regulations or are outside the project corridor. Closed sites have had the source of the contaminants removed and soils remediated. No further action would be required. The Athol Modified Brown Alternative would not affect hazardous materials sites.

Granite/Careywood Area

Granite/Careywood Modified Brown Alternative. The Alvin Hunt Site, identified as Site ID 16 is a closed Underground Storage Tank (UST) and no additional clean up is required. It was reported as a Leaking Underground Storage Tank (LUST) and a spill site in April 1993. This site is affected by the Yellow, Blue and Modified Brown alternatives. Cleanup was reported as completed in April 1994. It is currently in compliance with Federal and State regulations and no further action is required.

Cocolalla Area

Cocolalla Modified Brown Alternatives. Effects under the Cocolalla Modified Brown Alternative would be identical to those described for the Brown Alternative in the DEIS. No effects from known hazardous materials sites would occur in the Cocolalla Area as all known sites have already been closed

in accordance with Federal and State regulations. No further action is required. There would be no effects from the Modified Brown Alternative.

Westmond Area

Westmond Modified Brown Alternative. The Westmond Yellow Alternative would displace the West Store and Deli, also known as the Chevron gasoline station. A Phase II hazardous materials assessment would be completed prior to acquisition. The UST's associated with the gasoline station would be closed in accordance with applicable regulations. The Westmond Blue, Brown and Modified Brown Alternatives would avoid the Westmond Store and Deli (Chevron gasoline station) which is a hazardous materials site and the UST associated with them.

Sagle Area

Sagle Modified Brown Alternative. All of the Sagle Yellow Options, plus the Sagle Brown and Modified Brown alternatives would affect the Conoco Travel America, Site ID 24, which has a UST associated with the gasoline station; it was reported as a LUST in January 1995. Cleanup was reported complete in August 1998 and no further action is required. A Phase II hazardous materials assessment would be completed prior to acquisition. This UST would be closed in accordance with applicable regulations. The Sagle Blue Alternative would be on a different alignment and would have no effect on the site.

4.14.3 Mitigation Measures

Underground storage tanks, hazardous materials and petroleum contaminated waste encountered will be handled, disposed of and the site remediated according to Federal, State and Local regulations. A Phase II hazardous materials assessment will be conducted prior to right-of-way acquisition at the Chilco Area wrecking yards, the Westmond Chevron and the Sagle Conoco gasoline stations. USTs will be closed in accordance with Federal and State regulations meaning that no additional cleanup or restrictions are imposed on the site.

Herbicides and other chemicals used during construction and maintenance activities shall be properly managed and stored.

A Spill Prevention Plan will include preparation for prevention, containment and cleanup of utility spills or leaks. Emergency phone numbers will be located at the construction site. If spills, leaks or odors are detected, ITD will document the incident and call emergency services if necessary. Hazardous materials including herbicides will be handled in accordance with manufacturers recommendations.

4.15 VISUAL EFFECTS

This section discusses potential visual effects for each of the alternatives. Visual effects of a project depend on the viewers' expectations and degree of sensitivity, which have been shown to vary by location. Viewer exposure is defined as the degree to which viewers are exposed to a view by their physical location, the numbers of people viewing, and the duration and frequency of the view. Viewer sensitivity is defined as the degree to which viewers are likely to be receptive to the visual details, character, and quality of the surrounding landscape.

4.15.1 No Action Alternative

Overall visual quality would not be improved or diminished. The DEIS Chapter 4, Section 4.15, *Visual Effects* describes the visual effects of the No Action Alternative. These remain unchanged and valid.

4.15.2 Action Alternatives

The DEIS Chapter 4, Section 4.15, *Visual Effects* describes the Yellow, Blue and Brown alternatives' effects to visual quality. It describes that the effects to visual quality would occur with all alternatives but would differ primarily because of the different locations of interchanges and frontage roads. That information remains unchanged and valid and is summarized below. Information regarding the Modified Brown Alternative compared to the Brown Alternative is provided.

The new freeway and interchanges for all of the action alternatives would result in visual effects associated with scale, dominance, form, line, color, and texture when compared to the predominantly rural surroundings. Where the freeway passes through more developed areas, such as Athol and Sagle, or through areas where the landform is generally flat, less visual contrast would result as the freeway would blend with the existing level of disturbance and/or not be highly visible from surrounding areas. Interchanges would result in the greatest level of effect, due to their elevated form and ramp structure. Color contrasts would be noticeable, as the built structures would be distinct from the greens and browns found throughout the corridor.

The largest visual effects would be in areas of large cut and fill slopes. These newly constructed slopes would be considered an adverse visual effect. However, disturbed slopes would be revegetated in a manner that softens their appearance and blends in with the surrounding terrain.

Chilco Area

In the Chilco Area, the visual effects from all of the alternatives including the Modified Brown Alternative would be similar.

The addition of several freeway interchanges would have the largest visual effect in the Chilco Area, especially in the foreground. The visual effects created by the freeway, in views both to and from the freeway, would be greater than those of the existing highway.

Athol Area

All Athol alternatives would have roughly equal visual effects, including the Modified Brown Alternative. The Athol Yellow and Modified Brown alternatives would have greater adverse visual effect from the Silverwood Theme Park since the alignment would be adjacent to the main park attractions and facilities.

Granite/Careywood Area

Granite/Careywood Modified Brown Alternative. The primary differences between the Granite/Careywood alternatives would be from the Bayview Road or Blacktail Road interchange and the west side frontage road location from MP 456.7 to MP 458.2. Views towards the interchange from drivers and especially from residential buildings with their stationary, long-duration views would be greatly affected.

The Granite/Careywood Area is the first area along the corridor that introduces significant cut and fill slopes that are not associated with interchanges or overpasses. Cut slopes would create highly contrasting visual elements in fore- and middle-ground views towards the facility. Fill slopes would create highly contrasting visual elements for motorists on frontage roads and area residents due to the generally flat topography of the area. The Modified Brown Alternative has slightly different effects to visual quality than the Brown Alternative quality. These differences include an improvement of views from and towards the freeway as a result of moving the west frontage road from a steep slope (as depicted for the Brown and Yellow alternatives) to the valley bottom closer to the freeway and railroad.

The Modified Brown Alternative west frontage road would be constructed through wet meadows from approximately MP 456.7 to MP 457.8. The west frontage road would have visual effects to residents' stationary, long-duration views towards the road in the foreground for the Modified Brown Alternative. While the Modified Brown Alternative would still introduce a new road into an agricultural setting, the visual effects are minimized by preserving the forested slopes that screen the view. Due to the west frontage road location in a flat valley, there would be fewer cut and fill slopes but there would be a sharp contrast with the existing rural/agricultural landscape (wetlands, farm fields, and tree stands). Effects to views from the freeway toward the Modified Brown Alternative west frontage road would be minimized due to the placement of the frontage road at the base of the railroad which is lower in elevation and out of the driver's line of sight. Visual effects would also be minimized by maintaining the treed slopes and unique rock outcroppings west of the frontage road.

Cocolalla Area

Visual effects associated with the action alternatives in the Cocolalla Area relate to the construction of the interchange. In the Cocolalla Area, the Modified Brown Alternative's visual effects of the west frontage road are similar to the Blue Alternative as described in the DEIS. The Cocolalla Yellow, Brown, and Modified Brown alternatives, by locating the interchange in the foreground of the school and lake residents, would have greater adverse visual effects than the Blue Alternative to the stationary, long duration views towards the freeway and interchange.

There would be significant cut and fill slopes adjacent to Cocolalla Lake for all action alternatives. Cut slopes would create highly contrasting visual elements in fore- and middle-ground views towards the facility. Fill slopes would create highly contrasting visual elements for motorists on frontage roads and area residents due to the generally flat topography of the area.

The interchange near the Southside School, in the Cocolalla Yellow, Brown and Modified Brown alternatives, would have the greatest visual effects. The interchange would stand in high contrast in form, line, color, and texture to the existing open space, wetlands, and farm fields in views both to and from the freeway. Cocolalla Lake, a distinctive, unique landscape setting, would be part of the middleground view from the interchange area.

Westmond Area

The Westmond Yellow Alternative would have fewer substantial adverse visual effects than the other alternatives since it would be along the existing alignment.

Visual effects in the Westmond Area from the Blue, Brown and Modified Brown alternatives would be the same. The placement of an interchange in existing open space, under the Westmond Blue, Brown and Modified Brown alternatives, would have the most visual effects to this area. By placing the interchange in existing open space, a higher degree of contract in form, line, color and texture would occur. Views towards and from the freeway would be affected by this interchange. Cut and fill slopes on the hillside would create high contract in color and texture, crating adverse visual effects.

Sagle Area

The addition of freeway interchanges would have the largest visual effects in the Sagle Area. Residents, or businesses, with their stationary, long-duration views would have adverse effects from elevated interchanges, especially in the foreground. All Sagle Yellow options and the Brown Alternative would result in similar visual effects.

The Modified Brown Alternative eliminates the railroad overpass to Davis Road and the access road on the east side of the railroad which would improve the foreground and middleground visual quality for nearby residents and freeway users compared to the Brown Alternative especially for residents in the near Davis Road. Similar improvements to visual quality would be gained by the removal of the underpass at Ivy Drive. By reducing the amount of east frontage road in the Monarch Road area, the foreground and middleground visual quality would be less than for other alternatives for nearby residents, businesses, and freeway users.

4.15.3 Mitigation Measures

The environmental commitments presented in DEIS Chapter 4, Section 4.15.3, *Mitigation Measures* will minimize the visual effect of the new freeway and interchanges. These measures as presented in the DEIS are unchanged and remain valid and are summarized below.

To further reduce visual effect, the following measures will be implemented:

- **Rock outcrops in road cut slopes.** Stable rock outcrops located outside the clear zone will be retained to allow for broken-faced cut effects. Smooth or machined faces which look man-made, rather than natural, will be avoided.
- **Retaining walls.** Construct retaining walls of materials that do not create high color or textural contrast to surroundings. Use curvilinear walls to conform with landforms where possible. Preserve existing vegetation, and enhance by new plantings, to screen walls from sensitive viewer locations where possible.
- **Continuity.** Using similar materials, patterns, themes, and colors in built elements from bridges to retaining walls provides a visual sense of continuity, i.e., a design commonality linking elements along the freeway which is typically more pleasing to the eye.
- **Lighting.** All lighting shall be installed with glare shields to eliminate light spill, not only in adjacent residential areas in the towns, but also at other locations as applicable (e.g. interchanges, and through rural areas).

4.16 ENERGY EFFECTS

This section discusses the potential energy effects related to construction, future operation, and maintenance of the project alternatives. Because the various alternatives would cause changes in travel and operating speeds along the project corridor, the proposed project has the potential to affect energy consumption. Potential energy effects of freeway operations and maintenance were analyzed. The information in this section is unchanged from the DEIS with the exception of calculating new numbers for 2030 and providing the existing conditions information for comparison.

The DEIS describes energy required for freeway construction as the energy used by construction equipment and any changes in vehicular energy use due to construction-related traffic disruptions. The energy used in operating the freeway (called operational energy) is the energy consumed by vehicles using the freeway. Energy required to maintain the freeway (maintenance energy) consists of energy used by maintenance vehicles and equipment.

Because the differences among the alternatives are small in regard to Vehicle Miles Traveled (VMT) and amount of freeway infrastructure requiring maintenance, the energy analysis is focused on the differences between any of the proposed action alternatives and the No Action Alternative. The method of calculating VMT for existing conditions is explained in the FEIS Chapter 3, Section 3.16.3, *Existing Conditions.*

4.16.1 No Action Alternative

Vehicle Miles Traveled. The energy analysis was conducted using the average passenger vehicle and freight vehicle fuel efficiency and the approximate VMT for the No Action and action alternatives. The results are revised to reflect updated traffic volumes. For a more detailed discussion of the sources used to determine average fuel consumption for various vehicle types, see the DEIS and FEIS Chapter 3, Section 3.16, *Energy*.

Operational Energy. This section of the DEIS describes calculations of the VMT for the highway for the No Action Alternative. These calculations resulted in a total of approximately 522,000 VMT per day for the No Action by 2030. Approximately 68,000 VMT per day would be traveled by commercial vehicles, and 454,000 VMT per day would be traveled by passenger vehicles.

Assuming average fuel consumption of a commercial vehicle of 5.9 mpg, and commercial traffic of 68,000 VMT per day, commercial vehicles operating in 2030 on US-95 would consume about 11,500 gallons of fuel per day. Assuming average fuel consumption of a passenger vehicle of 22.2 mpg, and passenger automobile traffic of 454,000 VMT per day, passenger vehicles operating in 2030 on US-95 would consume about 20,500 gallons of fuel per day. Total fuel consumption on the highway would be about 32,000 gallons of fuel per day (see Table 4-29, *Vehicle Miles Traveled and Fuel Consumption by Alternative*) below. The table also includes information about the existing conditions, which was not shown on the table in the DEIS.

Table 4-29. Vehicle Miles Traveled and Fuel Consumption by Alternative

	EXISTING CONDITIONS - 2006			NO ACTION - 2030			ACTION ALTERNATIVES - 2030		
	Commercial	Personal	Total	Commercial	Personal	Total	Commercial	Personal	Total
VMT	38,778	313,746	352,524	68,000	454,000	522,000	84,000	559,000	643,000
Fuel Efficiency [1]	5.9	22.2	--	5.9	22.2	-	5.9	22.2	-
Fuel Consumed [2]	6,600	20,733	21,888	11,500	20,500	32,000	14,200	25,200	39,400

[1] miles per gallon
[2] gallons

Smoothness of Traffic Flow. The level of congestion, or smoothness of traffic flow, and the average speed traveled on a highway also affects fuel economy as discussed in the DEIS and FEIS Chapter 3, Section 3.16, *Energy*. The average level of service (LOS) for the project corridor under the No Action Alternative in 2030 would be LOS E for northbound travel and LOS D for southbound travel for the design hourly volume.[1] The smoothness of traffic flow information provided in the DEIS is unchanged and remains valid. Although the LOS would be low and travel speeds would drop, there probably would not be considerable stop-and-start traffic and fuel economy would not be greatly affected. While travel conditions on US-95 would not substantially reduce fuel economy on the existing highway, conditions on intersecting roads would be considerably worse than present. The exact effects of smoothness of traffic flow and average travel speed on future fuel consumption for US-95 cannot be calculated. It is likely that future congestion and travel speeds on US-95 would not have a great effect on fuel consumption. However, operating conditions at most of the major intersections with US-95 would increase fuel consumption while vehicles idle during delays at these intersections.

Maintenance Energy. Maintenance requirements of the highway under the No Action Alternative would be greater than present, as more maintenance would be required for the upkeep of an aged highway facility, including future resurfacing and structure replacement.

4.16.2 Action Alternatives

Operational Energy. The ADT volumes for the action alternatives in the design year 2030 would vary between 13,000 and 28,000 vehicles per day, depending on the segment of freeway. These ADT volumes were updated since publication of the DEIS. To calculate the VMT on the freeway, the length of each of the freeway segments was multiplied by the ADT for that segment, resulting in a range of a low of 640,000 VMT per day for the Brown Alternative to a high of 650,000 VMT per day for the Blue Alternative. Because the difference in VMT among all of the action alternatives is extremely small (approximately 1.5 percent), energy effects are analyzed for the group of alternatives as a whole rather than for each individual alternative.

The same mix of commercial and passenger auto traffic discussed under the No Action Alternative would apply to the action alternatives. An average of 84,000 VMT per day would be traveled by commercial vehicles, and 559,000 VMT per day would be traveled by passenger vehicles. This

[1] *Design hourly volume is the estimated number of vehicles using the roadway in the 30th most active hour of the year. This number is generally 8 percent to 12 percent of the ADT and is used extensively in highway design.*

information is unchanged from the DEIS. The percent difference in average daily fuel consumption on US-95 between the No Action and the action alternatives would be approximately 23 percent.

Assuming average fuel consumption of a commercial vehicle of 5.9 mpg, and commercial daily traffic of 84,000 VMT per day, commercial vehicles operating in 2030 under the action alternatives would consume about 14,200 gallons of fuel per day. Assuming average fuel consumption of a passenger vehicle of 22.2 mpg, and passenger vehicle traffic of 559,000 VMT per day, passenger vehicles operating in 2030 under the action alternatives would consume about 25,200 gallons of fuel per day. Total fuel consumption on the highway would be about 39,400 gallons of fuel per day (see Table 4-29, *Vehicle Miles Traveled and Fuel Consumption by Alternative*). Information about average fuel consumption, VMT, and the difference in fuel consumption between the No Action and action alternatives is updated since the publication of the DEIS.

Smoothness of Traffic Flow. The information in the DEIS concludes that higher speeds traveled on US-95 would probably contribute to increased fuel consumption within the project corridor compared to the most energy efficient speed range (35 to 45 mph). The average LOS for the corridor under the action alternatives in 2030 would be LOS B for the design hourly volume. This LOS represents relatively free flowing conditions; four lanes would be provided for the entire length of the corridor, and vehicles would spend very little time, if any, in platoons. See the FEIS Chapter 1, *Introduction, Purpose and Need, and Project Goals* for additional information. Traffic congestion would be minimal and would not affect fuel efficiency or consumption.

Information and conclusions presented in the DEIS about average speeds and changes in access are unchanged and remain valid. The DEIS concludes that the existing traffic flow conditions probably do not substantially reduce fuel economy and that higher speeds traveled on US-95 probably contribute to increased fuel consumption within the project corridor.

The exact effects of smoothness of traffic flow and average travel speed on fuel consumption on US-95 cannot be calculated. However, intersections experience delays while vehicles wait to turn on to the highway, increasing idling time and, therefore, energy consumption. It is likely that current levels of congestion on US-95 and on intersecting roads do not have a great affect on fuel consumption in terms of vehicle miles traveled. Eliminating intersections with any of the action alternatives and providing access through interchanges would probably reduce idling time and increase energy efficiency.

Maintenance Energy. As described in the DEIS, there would be more lanes of freeway to maintain under the action alternatives than under the No Action Alternative. Maintenance operations include snow removal, de-icing, vegetation removal, striping, bridge and culvert. However, the facilities would be new and would require less frequent maintenance than the No Action Alternative. While the No Action Alternative would probably require replacement of aging structures, few if any of the facilities would need replacement under the action alternatives. Therefore, there would be less use of heavy construction equipment, which consumes large amounts of fuel, under the action alternatives.

4.16.3 Mitigation Measures

No measures are proposed to mitigate for operational and maintenance energy effects. This is unchanged from the DEIS.

4.17 CONSTRUCTION EFFECTS

As outlined in the DEIS Chapter 4, Section 4.17, *Construction Effects*, this section discusses the construction effects of the proposed project and how they differ between alternatives. The DEIS describes construction effects based on constructing the full alignment by segment from the south to north. The sequence of specific construction activities and construction methods would be determined by the construction contractor, and would comply with environmental regulations. Contractor compliance with environmental commitments including permits would be accomplished by incorporating them into contract documents, specifications and plans. New information about project phasing is described in the FEIS Chapter 11, *Phased Project Implementation*.

Construction Schedule

The DEIS anticipated a construction schedule built by geographic area. This information is updated in the FEIS Chapter 11, *Phased Project Implementation*. Currently, there is funding for preliminary design, right-of-way acquisition and construction for the Chilco, Athol and southern Granite/Careywood areas initial construction phases. The initial construction phases would construct a four-lane highway with at-grade access and intersections by geographic area. Select interchanges and frontage roads would be constructed in specific locations as needed to ensure safe access to the facility. This would be an interim solution until the subsequent construction phases (remaining interchanges and frontage roads) are constructed. Additional information regarding funding and phasing is provided in the FEIS Chapter 11, *Phased Project Implementation*.

4.17.1 No Action Alternatives

There would be no major construction associated with the No Action Alternative.

4.17.2 Action Alternatives

While the DEIS is based on a slightly different phasing description, construction would still begin at the south end of the project corridor and effects would still be the same as described but would occur at different times.

As presented in the DEIS new roadway construction and reconstruction of the existing highway could cause temporary effects to the existing communities and the traveling public. Many of these effects would be similar for all action alternatives. Construction activities would include setting up detour routes and traffic control; excavating and grading; relocating utilities; constructing retaining walls, bridges, interchanges and overpasses; paving; and drainage improvements. Staging areas and stockpiling areas would also be identified for all areas. All of these activities would temporarily increase dust, noise, vegetation removal, sedimentation and erosion, and have adverse visual effects. ITD would implement Standard Specifications and BMPs, which include erosion and sediment control measures through the implementation of a Spill Prevention Plan and a SWPPP or ESCP depending upon project requirements. In addition, ITD will implement the environmental commitments that are described in the FEIS Chapter 12, *Environmental Commitments*. It is anticipated that these measures would protect the environmental resources under normal conditions. If an unexpected event occurs,

there is the potential for temporary adverse effects to result. In such cases additional mitigation measures will be implemented.

As outlined in the DEIS all action alternatives would affect traffic flow and access during construction, but because the specific construction activities and methods have not been determined, the precise effects to traffic flow and access cannot be determined. As more details are developed, a traffic control plan would be developed to minimize construction effects to the community.

The DEIS describes general construction sequencing as starting from the south moving north. Additional information is provided in the FEIS Chapter 11, *Phased Project Implementation* regarding funding, project phasing and general project implementation. It provides sequencing if the entire freeway including interchanges and frontage roads is constructed in segments. While the phasing described in the FEIS Chapter 11, *Phased Project Implementation* differs from the DEIS, the resulting effects would be similar but would occur at different times.

Farmland Effects

As outlined in the DEIS, temporary construction disturbance to farms could include effects to farmland soils and farm operations. None of these temporary construction disturbances would permanently convert farmland to other uses. Effects to farm operations could have an adverse economic effect on small farms. Coordination with farmers during final design would minimize these effects.

Social Effects

As described in the DEIS, emergency services could be temporarily affected by street closures, detours, and congestion during construction but ITD will coordinate with service providers prior to construction. There could be potential social effects related to the presence of construction equipment and vehicles, stockpile sites, staging areas, vegetation removal, noise, road closures and detours.

Air Quality Effects

As outlined in the DEIS, air quality effects related to construction would be limited to short-term increases in fugitive dust and engine emissions. Fugitive dust is airborne particulate matter that cannot reasonably be captured through a control device.

Diesel Particulate Matter (DPM) is an air toxin of concern from construction activities since most construction equipment is diesel-powered. Construction activities would likely result in short-term, elevated DPM concentrations. In addition, carbon monoxide (CO) is a pollutant of concern when considering localized air quality effects of motor vehicles. Because CO emissions from motor vehicles increase with decreasing vehicle speed, disruption of traffic during construction is likely to result in short-term, elevated CO concentrations.

Noise Effects

As discussed in the DEIS, construction would cause localized, short-duration noise effects. Construction equipment noise levels are usually measured at 50 feet from the source, and some typical levels are listed in Table 4-30, *Typical Construction Equipment Noise.* Construction equipment noise levels decrease 6 dB per doubling of distance because of geometric divergence alone, provided there is a clear line of sight to the equipment. For example, a bulldozer creating 80 dBA of noise at 50 feet would have an observed value of 74 dBA at 100 feet and 68 dBA at 200 feet. Stationary equipment such as

pumps, generators or compressors will be placed as far as possible from receptors to minimize noise effects.

Table 4-30. Typical Construction Equipment Noise

Types of Activities	Types of Equipment	Range of Noise Levels at 50 feet (dBA)
Materials handling	Concrete mixer	75-87
	Concrete pump	81-83
	Crane (movable)	76-87
	Crane (derrick)	86-88
Stationary equipment	Pump	69-71
	Generator	71-82
	Compressor	74-87
Impact equipment	Pneumatic wrench	83-88
	Rock drill	81-98
Land clearing	Bulldozer	77-96
	Dump truck	82-94
Grading	Scraper	80-93
	Bulldozer	77-96
Paving	Paver	86-88
	Dump truck	82-94

Source: EPA, 1971

Water Quality Effects

The DEIS describes the potential for construction related water quality effects related to soil disturbance and erosion, spilled fuels or other hazardous materials that might be kept on site, stormwater runoff and in-water work. Risk of water quality effects would be minimized through the implementation of mitigation measures listed in the FEIS Chapter 12, *Environmental Commitments* and ITD Standard Specifications. Stipulations included in the environmental permits and approvals associated with the project will be implemented.

Floodplain Effects

The DEIS describes that temporary soil disturbance from equipment tracking, soil compaction and other temporary construction disturbance could occur in floodplain areas. The risk of this would be minimized by implementing the provisions of any environmental permits or approvals related to floodplains and by implementing requirements for a winter shut down for this project.

Wetlands/Waters of the US

As outlined in the DEIS, wetland construction effects for all action alternatives in Granite/Careywood, Cocolalla, Westmond and Sagle areas could occur as construction takes place adjacent to or upstream of a wetland or waters of the US. Construction effects would generally be associated with sedimentation and pollution of the wetland hydrology from leaking construction equipment or rain events on exposed soils near wetlands (see DEIS and FEIS Chapter 4, Section 4.10, *Wetlands/Waters of the US Effects* for more detail). The risk of temporary effects to wetlands/waters of the US would be minimized through

the development and implementation of a SWPPP and where required a Spill Prevention Plan as described in the FEIS Chapter 12, *Environmental Commitments* and ITD Standard Specifications.

Wildlife and Vegetation Effects

The DEIS identifies the effects to wildlife and vegetation from the project and includes temporary habitat and vegetation loss, temporary noise from construction activity in the area, temporary increase in turbidity and stream disturbance during in-water work, and temporary interruption of habitat connectivity in streams due to stream diversions during construction. Activities include bridge construction and culvert placement in several streams.

Currently, the bald eagle nest in the south Cocolalla Lake area is approximately 1,800 feet west of the existing highway. The Sagle Slough nest is about 750 feet east of the existing highway. The Sagle Slough nest could experience short-term noise disturbances from construction equipment, but construction timing windows will avoid or minimize any potential effects during the crucial nesting times for bald eagles. Noise from construction could temporarily displace foraging or roosting bald eagles if present, but the eagles would likely return after construction is completed.

Historic and Archaeological Resources

As discussed in the DEIS, cultural resources could be affected during construction because of visual effects, noise, and dust from construction equipment and soil disturbance. Access to historic properties could be temporarily affected. While an intensive cultural resource survey has been completed, in the event that unanticipated cultural resources are discovered during construction activities, ITD procedures will be followed to protect the resources and proper notifications will be made.

Hazardous Materials

As discussed in the DEIS, with the operation and storage of construction equipment and materials in the project corridor, there is a potential for hazardous material spills or other contamination of soil and water. In addition, hazardous and contaminated materials could be produced during construction. Runoff could be contaminated by fuel and lubricants due to leaking equipment, improper storage of materials or refueling. The risk of the effects of hazardous materials during construction would be substantially reduced through implementation of a Spill Prevention Plan, a SWPPP if required, and compliance with hazardous materials regulations.

4.17.3 Mitigation Measures

Mitigation measures for construction effects are discussed in the FEIS Chapter 4, *Environmental Consequences* under Mitigation Measures for the respective resources.

4.18 INDIRECT EFFECTS

This section evaluates the potential indirect effects of the action alternatives identified in the FEIS Chapter 2, *Alternatives*. Each of the alternatives evaluated in this FEIS, including the Preferred Alternative, would involve similar amounts of construction in the US-95 corridor, therefore the indirect effects of any of the alternatives would be the same, or very similar, and are addressed together.

Indirect impacts are defined by the CEQ regulations as “effects”, which are caused by the [proposed] action, and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern

of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems" [40 CFR 1508.8].

For this project, the most important indirect effect would be changes to land use and the environmental effects associated with these changes. This type of indirect effect involves changes in the rate, intensity, location, and/or density of land development. In this case, the indirect effect would not involve new or additional development that would be attracted to the study area by the US-95 project, because substantial growth is already projected for the study area independent of transportation improvements. However, the location of future developments may change to be closer to the interchanges and frontage roads. The indirect effects could potentially affect development patterns, wildlife, wetlands, and floodplains.

The indirect effects analysis includes an area within an approximately five mile radius of the project interchanges because, generally, freeway interchanges can attract highway-oriented commercial uses within one to two miles and residential uses within five miles if travel connections are good. This analysis has been modified from what was presented in DEIS Chapter 4, Section 4.18.3, *Secondary and Cumulative Effects*.

The analysis in the following sections focuses on how the project would affect indirect land use changes and the effect of these changes on specific resources. Other indirect effects related to highway construction and operation such as indirect effects to water quality from roadway stormwater are included within the specific resource sections of this FEIS.

4.18.1 Regulatory Environment

The CEQ regulations for implementing the National Environmental Policy Act (NEPA) of 1969 require that an Environmental Impact Statement (EIS) analyze the direct and indirect effects of the proposed action. Indirect effects are defined by the CEQ regulations [40 CFR 1508.8] as effects which are caused by the [proposed] action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to the induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems.

For this project, indirect effects are defined as those that could result from the project beyond direct effects to property and resources that occur within the project right-of-way and the construction footprint. In this analysis, indirect effects are those resulting from land development that could occur due to the improved accessibility and mobility in the area influenced by the project. Indirect effects to natural resources would typically be caused by the conversion of undeveloped and partially developed land that contains such resources as residential, industrial, commercial, and governmental land uses. Indirect growth effects can have either beneficial or adverse effects on communities and natural resources.

4.18.2 Overview of Growth Trends and Future Land Use

Kootenai and Bonner counties are projected to experience substantial population growth and related expansion of residential and commercial development regardless of which alternative is selected. From 2000 to 2030, the population of Kootenai County is expected to grow by 109 percent, while Bonner

County is expected to grow by 84 percent (Idaho Power Company, 2004 and US Census Bureau, 1999). These growth rates were updated for the purpose of this analysis using enumerated US Census data and projected an exponential growth rate which during 2002 to 2004 was 2.9 percent and increasing to 8.5 percent by 2006 (Stravens, 2006). To accommodate growth, additional housing, infrastructure, and community facilities would be required even if the proposed project is not constructed.

In Kootenai County, the area north of I-90 contains the majority of the urban area and population. The project corridor begins north of this existing urban area, which makes the project corridor and surrounding rural areas a likely target for urbanization to expand due to:

- **Existing access.** Over the past 20 years the rural land in this area was served by a reasonable transportation system, both US-95 and SH-41 and the local east/west collectors in between.
- **Inexpensive land**. In the past rural land has been perceived as being less expensive and the perception led to a great deal of subdivision activity over the past 20 or 30 years.
- **Availability of services**. The availability of easily accessible water (primarily over the aquifer), septic system workability, power and phone service availability.
- **Rural character**. The "American dream" of owning a piece of land in rural woodland is appealing to many residents (Stravens, 2006). Factors that could slow development include: changes in land use regulation, lack of land easily available to develop and poor level of service (LOS F) for transportation routes. The pattern of development for this corridor has been established.

Growth patterns have been determined by regulatory agencies by setting minimum limits on parcel sizes. In Kootenai County, the Health District was instrumental in ensuring that in the comprehensive plan there would be a five acre minimum lot size with exceptions for cities and developments with sewer systems. The five acre parcels operate with septic systems primarily due to the absence of sewer service in the rural areas. These regulations are due primarily to the location over aquifers. In Bonner County the minimum is generally 10 acres, including some exceptions. This is true for approximately 90 percent of the study area. Public sewer service is not currently economically feasible for lots greater than one acre and it is unlikely that this service would be extended to these parcels in the rural areas as long as septic is able to be used. Within Sagle, the Sagle Valley Sewer and Water District has been established to provide water and sewer service to the Sagle Area. This district will allow for more dense development near the city; however, rural areas outside the district will still need to rely on septic and wells for water and sewer service. This limit on water and sewer services will allow the area outside the developed city to maintain the rural character of the area. It is possible that development densities in rural areas could change if sewer and water infrastructure is implemented. Currently there are no plans to implement such infrastructure in rural areas.

A saturation analysis was conducted for the project corridor to determine when all of the available land would be converted to their maximum density of five and 10 acre parcels. The results showed that the primary influence area of US-95 within Kootenai County is approximately 47 percent developed to the current standard of five acre parcels and full development is expected to be reached by the year 2022 with or without the project. Transportation systems or a given individual route is not and has not been the primary influence in the development of this corridor. Completion of a freeway in this corridor

would lessen congestion and increase safety but may only slightly increase the speed at which full development would occur but not substantially change development patterns of the area. The overall development pattern and rate of development will continue to be set by the county planning agencies.

4.18.3 Indirect Effect Analysis - Development

As noted above, the US-95 corridor is expected to develop with or without the project with full development occurring by 2022. The main indirect effect of the project would be associated with the rate, intensity, location, and/or density of land development. It is expected that there may be more commercial and industrial development and more compact residential development around project interchanges and frontage roads and the development may occur at a faster pace with the improved access.

Review of the proposed project interchanges against future zoning and land use plans shows that most of the interchanges are located in areas that are zoned or planned for commercial, industrial, and suburban (residential) uses. In addition, interchanges in the alternatives have been sited in locations where there are existing arterials or local roads connecting to the existing highway where some commercial and residential development already occurs. A review of the interchange locations are summarized below:

- The land use around the interchanges at SH-53 (MP 438) and Chilco Road (MP 442) are zoned mining and industrial. The Bunco Road (MP 446) and SH-54 (MP 449) areas are zoned for commercial and urban uses.
- The land uses around the interchanges at Granite (MP 454) and Bayview Road (MP 456) are zoned for rural residential and currently have limited development.
- The land uses around the interchanges at South Cocolalla Loop Road (MP 461) and Westmond Road (MP-464) are zoned suburban, rural services and industrial associated with planned development around Cocolalla Lake.
- The land use around the interchange at Dufort Road (MP 466) and the interchanges in Sagle are zoned for urban uses including subdivisions and commercial uses.

Although zoning and planning has more commercial, industrial, residential development proposed around the US-95 interchange locations, the project may accelerate the development and cause a greater intensity than without the project. In addition, proposed frontage roads could also focus development in a band immediately adjacent to US-95 changing land use from primarily rural and agricultural to residential and some commercial uses; however it is not expected to be substantial again due to the five and 10 acre minimum for septic systems outside of Sagle and in rural areas where it is not economically feasible to provide sewer and water services.

Bonner County representatives have stated that water and sewer supply was a greater factor in determining where future growth may occur. The county expected to see development focused around interchanges in the Sagle area as a result of the project and the implementation of the water and sewer system. Bonner County anticipates that its local zoning will be revised in a manner that considers the proposed project.

In the DEIS it was noted that one of the land use goals in the project corridor was to maintain the rural community environment and that compact or dense development may not be compatible with this character. This rural environment consists of the farmland and larger lot development that has occurred in the project corridor outside of the small communities such as Sagle and away from the current US-95 access points where some commercial development has occurred. The proposed project is not expected to change the overall amount of development but the rate, location, and intensity. The project could result in focusing the commercial and the more dense residential development near project interchanges which are planned at the current US-95 intersections. The more dense development around the interchanges and near Sagle is not expected to change the rural development character that has occurred away from the project corridor. The interchanges would support the rural character by focusing commercial development near interchanges and away from the rural farming and large lot areas which is consistent with county plans.

4.18.4 Indirect Effect Analysis – Resources

Effects on Wetlands, Floodplains and Other Water Resources. The proposed project along the existing US-95 corridor in the northern portion of the study area has wetlands and other water resources. As an indirect effect, land around the proposed interchanges and frontage roads could have accelerated development and result in greater intensity. There could be pressure to affect wetlands especially in the northern part of the study area. The main effect to wetlands would be associated with proposed interchanges and frontage roads at Bayview Road, South Cocolalla Loop Road, Westmond Road, Dufort Road, and South Gun Club Road. At the time of this analysis it is not possible to predict the amount of wetlands that could potentially be affected if areas around these interchanges are developed but there could be some loss of wetland function in some areas. Although there are no county or local ordinances to protect wetlands, many are under the jurisdiction of the CWA which regulates the filling of wetlands. In addition, projects including private developments in wetlands or waters of the US or navigable waters require a Section 404 Permit from the USACE which could help avoid or minimize some of the wetland effects. Development in wetlands can be costly and difficult to construct. It requires avoidance, minimization and mitigation. There is sufficient upland available that would be more economical to develop; however, there could be some indirect effects to wetlands near project interchanges where development is expected to be concentrated.

Although there could be some development adjacent to floodplains it is expected that any new project would comply with local floodplain programs thus reducing the potential for flooding. Both public and private developers are required by jurisdictions local floodplain regulations to analyze the effects of their projects to ensure they do not raise base flood elevations greater than one-foot floodplains. Therefore there should not be substantial indirect effects on floodplains although it is possible that some development near the interchanges and frontage roads could occur in floodplain areas.

Development would increase the amount of impervious surfaces and could increase the potential for water quality effects in the area including increased sediment, water pollutants, and water temperature. The more dense development around interchanges and frontage roads has the potential to increase pollutant runoff and affect water quality in adjacent streams and wetlands. County development standards if adhered to could help minimize some of these effects. Enforcement of septic tank and sewer regulations would help reduce some of the water quality concerns. Overall, there is the potential

with the more dense development around interchanges and the frontage road there could be an increase in pollutants in adjacent waters.

Effects on Wildlife. Most of the area would develop with or without the project. However, there would likely be a greater intensity of development around the interchanges and frontage road system. This greater intensity of development could further restrict migration across the US-95 corridor resulting in reduced habitat connectivity, habitat fragmentation, the creation of isolated blocks of habitat that, and given enough time, could restrict gene flow resulting in genetically differing subpopulations. However, given that the area would develop with similar land uses under the No-Action Alternative, the project would not substantially increase these indirect adverse effects. The types of developments that could affect wildlife movements are commercial, industrial, and higher density residential. To minimize these effects, the US-95 project includes measures to enhance connectivity with wildlife crossings and Kootenai County has designated wildlife corridors in their comprehensive plan.

Other Resources Considered. With the greater intensity of development and the possibility of more commercial and industrial development near interchanges along the US-95 corridor if the project is built there could be some indirect effects to resources. Many of the resources are not protected on private land and there are no state and local regulations established to avoid or minimize some of these potential effects. The indirect effects to these resources without the implementation of State or Local Ordinances/Regulations (see the FEIS Chapter 4, Section 4.18.5, *Mitigation Measures)* could include:

- **Farmland.** There could be more conversion of farmland near interchanges than would be expected without the project. It is expected that this conversion of farmland would occur along the frontage road system and near interchanges.
- **Cultural Resources**. In the interchange areas, there is the potential for cultural resources to be affected from visual or auditory intrusions even if there is no direct effect. In addition, there could be the loss of archaeological sites located near interchanges and frontage roads where the more dense development is likely to occur as a result of the project.
- **Visual Resources.** It is also expected that the visual characteristics may change along the frontage roads to more commercial and industrial uses and less residential development. In addition, some of the rural character may change with the greater intensity of development adjacent to US-95 than if the project were not built; however, this would focus the development away from the rural farming areas and larger lot developments away from the highway thus maintaining the rural character in these areas as planned by the counties.
- **Low-Income Housing.** There is also the possibility that some low-income housing near the interchanges in Sagle could be lost due to future development. Because Bonner County does not have any ordinances or other regulations that require a certain percentage of housing be affordable to low-income families the loss of low-income housing associated with the mobile home parks could reduce the overall availability of affordable housing in the area.
- **Air Quality.** With the increased vehicle miles traveled, there could be an indirect effect to air quality. Levels are expected to be within regulatory requirements.

- **Noise.** As areas around interchanges and frontage roads are developed, construction and operation of those facilities could increase noise levels in the area

4.18.5 Mitigation Measures

Neither the CEQ regulations nor FHWA's environmental guidance documents implementing NEPA specifically mention mitigation of indirect effects associated with highway projects. FHWA policy as stated in 23 CFR 771.105 discusses mitigation in Sections (d)(1) and (2) for adverse effects that directly result from a project (not indirectly); this mitigation must represent a reasonable public expenditure.

The permitting requirements associated with CWA Section 404(b)(1) guidelines governing the USACE's permit process are limited to requiring mitigation for indirect effects that are quite specific and predictable in terms of location and degree. More generalized indirect effects such as those associated with possible future growth in a region do not require mitigation.

The following sections suggest various approaches for the counties and local municipalities to implement that could mitigate the indirect land-use effects.

Acquire Open Space and Protect Farmland. An open-space-acquisition program can help shape and restrict the area of development. Further, it can preserve areas for viewsheds (areas from which natural features are visible), for a unique environmental asset such as wetlands, riverways, or rock outcroppings or plateaus.

Farmlands and grazing lands are another source of open space that could be protected from conversion for development, where appropriate and feasible. This rural feature can relieve the pattern of uninterrupted urban development and retain some of the historic uses. Such an open-space acquisition plan can be accomplished by a partnership among the county and local governments. Restricting access to frontage roads could help preserve development. This would be regulated by local agencies since the frontage roads would be turned over to the local highway agencies after construction.

Promote Corridor and Regional Planning. The overall development pattern along the US-95 corridor is not well established and could benefit from a corridor wide planning effort. For best results, the planning effort of the local jurisdictions should be coordinated with long-range regional and inter-jurisdictional planning so that the cumulative effects of individual and incremental land-use decisions can be better understood. The regional planning effort could focus on protection of sensitive resources, establishing visual guidelines along the project, and focusing commercial and industrial development to appropriate areas. Setbacks and barriers for noise abatement for adjacent developments should be incorporated as part of corridor and regional planning and adopted into local ordinances.

4.19 CUMULATIVE EFFECTS

The CEQ regulations require an assessment of cumulative effects. These regulations ensure that the proposed US-95 project and other federal, state and private actions will be evaluated with regard to cumulative effects. (Note that CEQ regulations refer to Cumulative "Impacts". This FEIS refers to these as "Effects".) This analysis has been modified from what was presented in DEIS Chapter 4, Section 4.18.3, *Secondary and Cumulative Effects*. Each of the alternatives evaluated in this FEIS, including the Preferred Alternative, would involve similar amounts of construction in the same corridor,

therefore the cumulative effects of any of the alternatives would be the same, or very similar, and are addressed together.

Cumulative effects (impacts) are defined by the CEQ regulations as "the impact on the environment which results from the incremental impact of the [proposed] action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time" [40 CFR 1508.7]. Cumulative impacts include the direct and indirect impacts of a project together with the reasonably foreseeable future actions of other projects.

Cumulative effects also include the effects of "other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions." For this project, an example of a past action in the study area is the numerous rural developments and the conversion of wildlife habitat into agricultural land. Examples of reasonably foreseeable future actions are urban development in current rural areas and some potential road improvement projects by the county or road district. These reasonably foreseeable future actions are independent of the project but must be considered in this FEIS as part of the cumulative effects analysis.

4.19.1 Methodology

The methodology for determining the cumulative effects of the proposed US-95, Garwood to Sagle project is based on *Considering Cumulative Effects under the National Environmental Policy Act* (CEQ, 1997).

This section provides a general overview of the methodology used and analysis performed for cumulative effects. The specific analyses of direct effects are provided under the appropriate resource sections in this FEIS.

4.19.2 Cumulative Effects Analysis

Important Cumulative Effect Issues Associated with US-95. The US-95 project could affect resources either directly or indirectly. Resources can be elements of the physical environment, species, habitats, ecosystem parameters and functions, cultural resources, recreation opportunities, the structure of human communities, traffic patterns, or other economic and social conditions. However, according to CEQ's cumulative impacts (effects) guidance, the cumulative impact analysis should be narrowed to focus on important issues at a national, regional, or local level. The analysis should look at other actions that could have similar effects and whether a particular resource has historically been affected by cumulative actions.

Cumulative Effect Concerns Identified during Scoping. As part of the US-95 EIS process, scoping meetings were held with the public and resource agencies to help identify issues to be analyzed in the EIS. The comments received during the public and agency scoping period were reviewed to determine if any important issues were identified. See the FEIS Chapter 2, *Alternatives*.

Public and Local Municipalities' Concerns. The following concerns were identified:

- Wildlife movement and connectivity
- Loss of wetlands
- Land use
- Maintenance of infrastructure

Concerns of Resource Agencies. Several methods were used to solicit potential issues from the resource agencies. First, during the US-95 scoping period, letters were sent to the agencies asking them to identify issues to be studied in the EIS. Second, ongoing coordination with the resource agencies continued to refine issues. Over the course of the EIS process, the resource agencies identified the following initial concerns:

- Effects to wildlife movement, habitat fragmentation, and habitat
- Loss of wetlands
- Degradation of water quality
- Effects to floodplains

Important Cumulative Effects Issues. Based on the scoping process and the potential for direct and indirect effects from the US-95 project, four important cumulative effects issues were identified, which are the focus of the cumulative effects analysis in this EIS. These issues are:

- Wetlands
- Wildlife movement and connectivity
- Water quality
- Floodplains

Other Resources Considered. Demographic analysis helped to identify land-use trends according to past and current developments and to predict reasonably foreseeable growth trends in the study area. Air quality was not considered in this evaluation because the study area is in an attainment area and only minor increases in traffic are expected from the project. Noise is not considered directly in this evaluation but is considered in terms of its effects on other resources, such as wildlife. The analysis of noise effects on residents is based on existing background noise and therefore considers the cumulative effects of past and present actions. Noise levels in the study area are not expected to substantially increase over current conditions.

The existing communities have developed along US-95, and widening the road is not expected to contribute to cumulative community effects. Local agencies have planned for widening of US-95. These include Kootenai and Bonner Counties, the City of Athol, and Lakes Highway District. The project would require some residential and business property acquisitions, but there are many other commercial and residential properties available in the area. Since the project would provide improved access and a pedestrian trail system, the project would improve recreational opportunities and would not contribute to any negative cumulative recreational effects.

No NRHP eligible prehistoric archaeological sites would be affected by the project, and the historic sites that would be affected would be documented according to applicable regulations. Therefore, the project

would not contribute to cumulative effects to cultural resources. The project would result in the abandonment or demolition of one eligible resource, the SH-53 Bridge. There could be a cumulative effect on eligible historic structures if other future projects also result in the abandonment or demolition of other eligible structures.

The project would cause direct effects to about 1.5 to 10 acres of prime farmland. This is a fractional percent of the available prime farmland in the area, so the project would not substantially contribute to cumulative effects to prime farmland. However, cumulative effects on prime farmlands would likely occur because of past, present, and future land development activities along the corridor.

The project is not likely to adversely affect threatened and endangered species and therefore would not contribute to cumulative effects to threatened and endangered species.

The widening of US-95, including the interchanges and frontage roads, would add visual elements to the existing roadway. This would cause some visual effects associated with scale, dominance, form, line, color, and texture compared to the existing rural surroundings. The roadway project in combination with the urban development would cause some cumulative effects to visual quality in the immediate areas around the roadway and potential development.

Urban Growth and Land Use. The potential cumulative effects on the resources under study depend on future changes in land use in the US-95 study area and the direct and indirect effects from the US-95 project. The cumulative effect analysis considered the anticipated changes in land use from regional growth and from direct and indirect (induced) growth caused by the US-95 project. The past and present changes in land use in the study area are one of the main factors causing the loss of wetlands, wildlife habitat, and changes to water quality and floodplains.

The potential indirect effects to land use caused by this project are analyzed in the FEIS Chapter 4, Section 4.18, *Indirect Effects.* In addition, the effects of other reasonably foreseeable actions are being considered for the resources being studied.

Geographic Scope for the Cumulative Analysis. The geographic scope of the cumulative effects analysis is defined in the section for each specific resource considered for cumulative effects. The geographic scope was determined by establishing the area of project effects and determining the geographic areas occupied by the affected resource outside the US-95 project study area.

Timeframe for the Analysis. The timeframe for the cumulative effects analysis includes past and future time periods. The time period for the past effect analysis varies by resource depending on the timeframe for which historical data were available. The time period for the future effect analysis extends from the present day to the reasonably foreseeable future.

The time period for the past analysis was determined by the information available for each resource. For some resources, data were available for only the past 10 to 20 years, while for other resources data were available back to the early 1900s. The specific past-year timeframe for each resource analysis is described in each specific resource section and is listed below:

- Wetlands – 1990 to 2030
- Wildlife movement and connectivity – early 1900s to 2030
- Water quality – mid-1970s to 2030
- Floodplains – early 1900s to 2030

Other Actions Affecting the Resources. This section provides an overview of the past actions and present and reasonably foreseeable actions that contributed or could contribute to cumulative effects. Many of the baseline conditions relevant to cumulative effects are described in detail in each section in this FEIS. Information sources for past, present, and future projects were identified through the following sources:

- State and Local transportation improvement plans of agencies in the region
- Existing, proposed, and planned plats from the Kootenai and Bonner County Assessor's and Planning Offices
- Utility companies' demographic projections
- Fire District dwelling unit statistics
- Local realtors
- Local land-use planner
- Economic surveys and analysis
- ITD staff interviews

Comprehensive Plans for the City of Athol and Kootenai and Bonner Counties. Past Transportation Projects. The following transportation projects have been completed over the past five years and have been considered in this evaluation (see Table 4-31, *Past Transportation Projects* and Figure 4-9, *Past Projects).* These are road projects that are located in or near the study area.

Table 4-31. Past Transportation Projects

Project Name	Project Type	Project Number	Date	County
US-95 to Boekel Rd	Turn lane on US-95	ST-5110(659)	2002	Kootenai
Rathdrum Creek Bridge	Bridge SH-53	ST-5180(604)	2004	Kootenai
Granite Hill to Westmond	Widening/Overlay US-95	ST-5110(654)	2001	Bonner
Westmond Bridge	New Structure US-95	BRF-NH-5110(107)	2002	Bonner
5th Avenue	Reconstruction US-95	STP-5110(645)	2000	Bonner
Bonner county line to Naples	Widening/Overlay US-95	ST-5110(661)	2000	Bonner
Sagle to Sandpoint	Overlay US-95	ST-5110(635)	2000	Bonner
Priest River Bridge	Redeck Bridge	STM-5120(626)	2000	Bonner

Reasonably Foreseeable Transportation Projects. The following projects are planned transportation projects in the area that could affect development (see Table 4-32, *Planned Transportation Projects in Study Area*). These are projects that were identified through the Statewide Transportation Improvement Program (STIP), Local transportation plans, and discussions with ITD and are listed in other planning documents. The STIP outlines ITD's proposed transportation revenue and expenditures for 4 year periods. It contains projects for highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety. It also includes projects found in Idaho's six metropolitan planning organizations'

plans. Funding to complete these projects comes from a combination of federal funds from the Federal Transit Administration (FTA), the Federal Aviation Administration (FAA), FHWA, and the National Highway Traffic Safety Administration. Federal-aid projects generally require state and local matching funds ranging from 7 percent to 20 percent.

Present and Reasonably Foreseeable Land-Development Projects. From 2000 to 2030, the population of Kootenai County is expected to grow by 109 percent, while Bonner County is expected to grow by 84 percent (US Census Bureau 1999; Idaho Power Company, 2004). This high growth rate will cause substantial growth and expansion of residential and commercial land use in Kootenai and Bonner counties, regardless of which project alternative is selected (including the No Action Alternative).

Figure 4-9. Past Projects

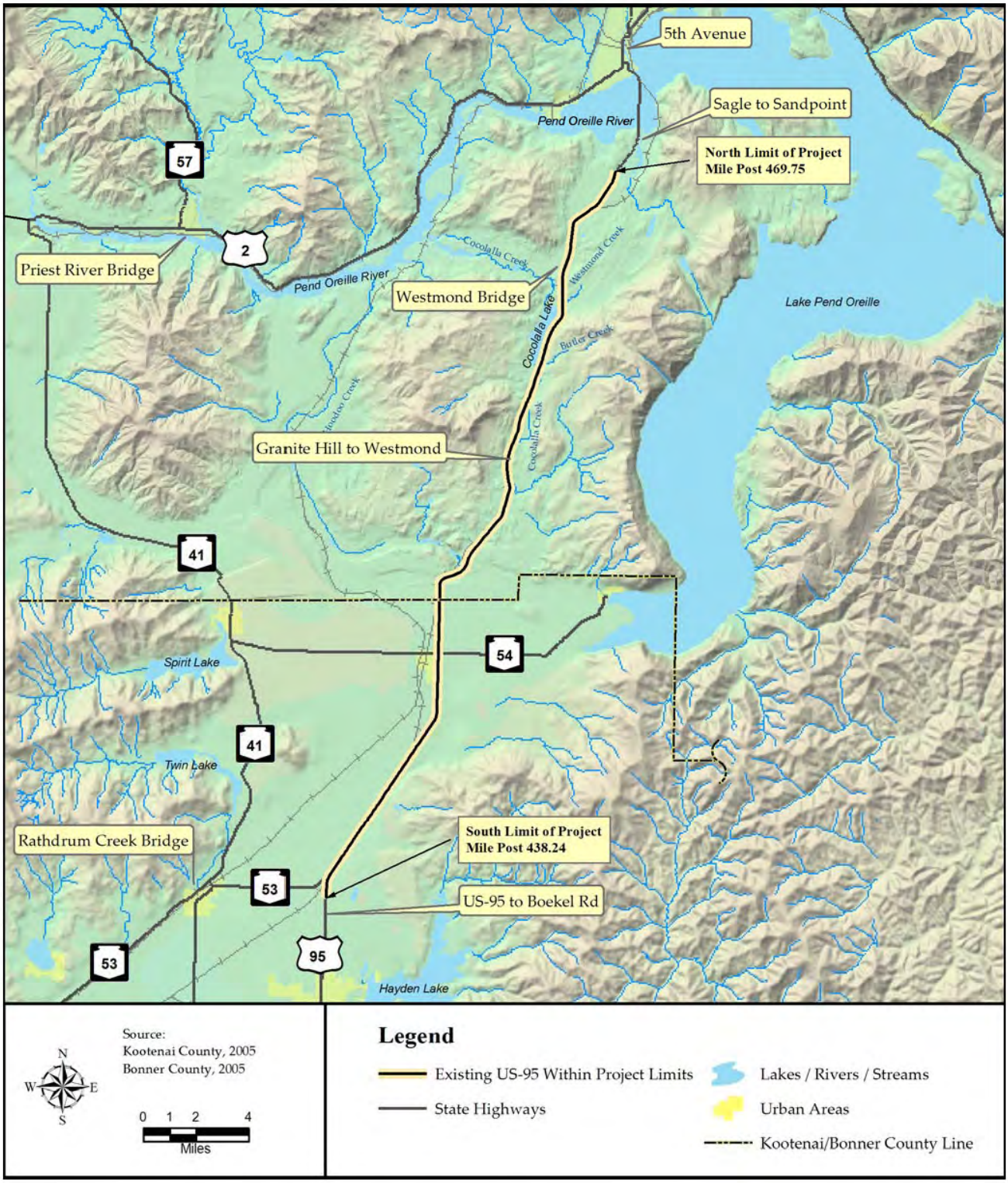


Table 4-32. Planned Transportation Projects in the Study Area

Project Name	Location	Description	Construction Funding Status	Project Sponsor
US-95, Wyoming Ave. to SH-53	US-95 MP 436.0 to 438.2.	Add 2-lanes, divided Type IV access control, signalized interchange at Lancaster Road only.	Funded Construction – Spring 2010.	ITD
US-95, Junction SH-53 to Ohio Match Road	US-95 MP 438.2 to 441.2	Add 2-lanes, divided, Type IV access control, interchange at SH-53 and Garwood Road.	Construction started Fall of 2007, completion scheduled for Fall of 2009	ITD
US-95, Sand Creek Byway	US-95 between north end of long bridge to north of Sandpoint.	New 2.1 mile roadway along railroad on east side of Sandpoint.	Under Construction. Record of Decision (ROD) approved 2000. Re-evaluation of FEIS 2006.	ITD
US-95, Sandpoint to Kootenai Cutoff Road	US-95 MP 476.01 to MP 477.44	Improve existing 2-lane to 4 lane facility.	ROD issued 2000 (US-95, North and South Project FEIS). No construction funding.	ITD
US-95, Sagle to Sandpoint	US-95 MP 469.75 to MP 473.5.	Improve existing 2-lane to 4 lane facility.	Early stages of concept planning. ROD issued 2000 (US-95, North and South Project FEIS). No construction funding.	ITD
Huetter Road Corridor Study	Huetter Road between I-90 and Hayden.	Convert 2-lane arterial to 4 lane facility with interchanges.	Early stages of concept and design. No construction funding.	KMPO
Bridging the Valley	BNSF/UPRR rail corridors between Spokane, WA and Athol, ID.	Merge 42-miles of UPRR line onto BNSF right-of-way. Minimize and eliminate at-grade crossings.	At 30 percent design and the environmental document completed. Partial Funding available.	KMPO/WSDOT
Ramsey Road Improvements	There are multiple projects planned along Ramsey Rd. including SH-53 to Scarcello Road widening, Ramsey/ Appleway intersection improvement, and repaving Ramsey Road south of Prairie.	Improvements include lane widening, intersection improvement at Ramsey/Appleway and repaving.	Projects listed in KCATT 20 year plan and STIP. Improvements south of Prairie completed.	Lakes Highway District and ITD

Source: ITD, 2008b.
KMPO – Kootenai Metropolitan Planning Organization; KCATT – Kootenai County Area Transportation Team
WSDOT – Washington State Department of Transportation

Table 4-33, *Planned Land Developments Close to US-95*, lists current and proposed land development projects in the study area that reflect current patterns of growth (from 2000 to 2005). These patterns show growth in the area and rapid development in the upper and lower parts of the study area. Review of data from 2006 through 2008 shows this trend is continuing. The platted developments make up about 7 percent of the 125,000 acres of total land area in the study area, leaving about 116,800 acres of

developable land within 2.5 miles of the freeway. This area is the area of growth and the area where urban development would have the most likely cumulative effects in combination with the project.

Table 4-33. Planned Land Developments Close to US-95

Plat Name	Lots	Status
Kootenai County		
Open Sunshine Sub	2	Approved
Alpine Meadows	55	Approved
Bar Circle S Ranch 3rd Addition	7	Approved
Bar Circle S Ranch	30	Approved
Bar Circle S Ranch 4th Add	20	Approved
Garwood Business Center	8	Approved
Starlite Ranch	2	Approved
Ohio Pines	2	Approved
Homestead Meadows	18	Approved
Forest Outback	3	Approved
Faith Court	3	Approved
Hope Court	3	Approved
Spokane Valley Com. Orchard Tracts	4	Approved
Ohio Match Estates	17	Approved
Chilco Pines	4	Approved
Chilco Subdivision	3	Approved
Big Timber	2	Approved
Spokane Valley Com. Orchard Tracts	16	Approved
Serendipity Falls	4	Approved
Spokane Valley Com. Orchard Tracts	3	Approved
Abbott Dells	22	Approved
Timberview	15	Approved
Mercer Addition	4	Approved
Kita Acres	2	Approved
Pine Tree Ranch	43	Approved
Corbin Estates	10	Approved
Beverly Estates	4	Approved
Highview Ranch	4	Approved
Ritchie's Addition	2	Approved
Corbin Estates	5	Approved
Silver Meadows 2nd Addition	20	Approved
Bright Star	24	Approved
Athol Ranch 1st Addition	77	Approved
Runkle Ranch	2	Approved
Arthurs' Sylvanian Acres	32	Approved
Bertsch's Addition	26	Approved
Bertsch Phase Two	2	Approved
Hawkins Addition	2	Approved
Dorbert Addition	3	Approved
Davis Athol Acres	24	Approved
States Addition To Athol	47	Approved
Watkin's Addition	26	Approved
Watkin's 2nd Addition	29	Approved
Amberlee Park (Amended)	46	Approved
Athol Ranch	12	Approved
Trinity Lane Park	2	Approved
Athol Plaza	2	Approved
Green Tree	2	Approved
Lynnwood Estates	32	Approved
Forest View Recreational Tracts	49	Approved
Orchard Of Dreams Country Estate	4	Approved
Miller's Acres	2	Preliminary
East Native Estates	1	Approved
Clark Estates	4	Approved
Hasbrouk Tracts	2	Preliminary
Wouldiam Wallace Edition	2	Preliminary
Rickel Ranch	25	Proposed
Wheat Ridge Farms	7	Approved
Shamrock Ranch	64	Approved
Bitterroot	2	Approved
Ram Meadows	2	Approved
Lomax	2	Approved
Silver Meadows 3rd Additions	34	Approved
Silver Meadows 1st Additions	35	Approved
Silver Meadows 4th Addition	35	Approved
Amended Bitter Root Ranch	5	Approved
Avalanche Estates	3	Approved
Dutch Masters Estates	3	Approved
Fitzmorris Addition	2	Approved
The North Forty	14	Approved
Wheat Ridge North 3rd Addition	2	Approved
Northern Meadows	28	Approved
Northern Meadows Phase 2	32	Approved
Bennett's 2nd Addition	0	Approved
Bennett's Addition	0	Approved
Seth Estates	4	Approved
Kit's Acres	4	Approved
Ezra's Acres	4	Approved
Nate Estates	4	Approved
Caliber Ranch	2	Approved
Caliber Ranch	4	Approved
Morgan Estates	10	Approved
Eight-mile Prairie 1st Addition	25	Approved
Morgan Estates 1st Addition	4	Approved
Nycum Subdivision	4	Approved
Calf Meadows	2	Approved
Remington Ranch	4	Approved
Clagstone Corners	2	Approved
Clagstone Corners	2	Approved
Mulligan Estates	2	Approved
Remington Ranch	2	Approved
Savannah View Estates	4	Approved
Alderwood Acres	2	Approved
Shamrock Ranch	0	Approved
Caribou Ranch	2	Approved
Ammon	2	Approved
Helaman	2	Approved
J-B Ranch	2	Approved
Slash J Ranch	3	Approved
Julies Acres	2	Approved
Shamrock Ranch I Lot 4 Replat	2	Approved
Shamrock Ranch I Lot 11 Replat	1	Approved
Shamrock Ranch I	0	Approved
Shamrock Ranch I Lots 12, 15, 17, 19 Replat	0	Approved

Plat Name	Lots	Status
Bonner County		
Thousand Hills Estates	4	Approved
Walmer Short Plat	2	Approved
Cocolalla Lakefront Estates	7	Approved
Butler Creek Estates	12	Approved
Sunset Terrace	16	Approved
Overlake View Estates	15	Approved
Fitzgerald Subdivision	5	Approved
Cocolalla Lake Lots	18	Approved
Cocolalla Lake Lots First Addition	16	Approved
Kay's Lake Lots	13	Approved
Radford's Addition To Westmond	6	Approved
Allard Acres	4	Approved
Herrmann's Subdivision	21	Approved
Springfield Subdivision	6	Approved
Wagon Bridge Acres	3	Approved
Geisinger Subdivision	2	Approved
Decker Lots	2	Approved
Algoma Addition Commercial Park	14	Approved
Algoma Addition	25	Approved
Tamarack Village	34	Approved
Tamarack Village First Addition	10	Approved
Sagle Center	5	Approved
Parker Subdivision	5	Approved
Warren Acres	1	Approved
Carol's Lots	8	Approved
Kenny Acres	5	Approved
Githens Estates	1	Approved
Sunrise Terrace 1st Addition	9	Approved
Sunrise Terrace 2nd Addition	23	Approved
Tamarack Estates	21	Approved
Lakeview Lots	7	Approved
Harbor View	30	Approved
Birch Bank Lots	17	Approved
Buck Run	22	Approved
Hawks Landing	2	Approved
Stimson Lumber Site	1,200	Preliminary
Mccoy Lots	3	Approved
Summer Haven	14	Approved
Pittelko's Lots	2	Approved
Sagle Valley Estates	22	Approved
Sagle Pines Unit 111	16	Approved
Cedar Grove Estates	34	Approved

Data from 1992 to 1997 show that land in Kootenai County was being converted to urban uses at about 2,400 acres per year (NRCS, 2001). For the cumulative effect analysis, it is expected that open or agricultural land in the study area would be converted to urban uses at a similar rate, which would have a cumulative effect to the resources evaluated in this cumulative analysis. This newly converted urban land would include the infrastructure (such as roads and utilities) necessary to support the urban growth.

Discussions with the Bonner County planning department in April 2009 noted that the proposed project is not likely to change the overall amount of development in the county but could change the location and timing. The County stated that water and sewer supply was a greater factor in determining future growth. The County expected increased development in the Sagle Area with the approval of the Sagle Center commercial area. The County also noted a proposed development of 1,200 housing units on the Stimson Lumber site; however this project has not yet been approved by the county.

4.19.3 Cumulative Effects Analysis by Resource

This section provides the foundation for determining the important issues to be evaluated as well as the past, present, and reasonably foreseeable projects to be considered in the analysis.

Wetlands

This section provides an overview of the cumulative effects to wetlands. The geographic scope of this analysis is the Clark Fork/Pend Oreille sub-basin because it is the watershed for the receiving waters for the project. This sub-basin is in western Montana, northern Idaho, and northeast Washington and encompasses about 25,000 square miles. The timeframe for the analysis is based on available data and is about from 1990 through 2030. The baseline year is based on data from the 1990 (IDEQ, 2001).

Past Conditions. Wetlands in the Clark Fork/Pend Oreille sub-basin have been extensively altered as a result of urban and agricultural development (including grazing and draining hay fields) and resource extraction activities such as mining and timber harvesting during the past century. No data was available on the total amount of wetlands affected by past activities, but, in 1991, about 1,069 acres of wetlands were estimated in the sub-basin (IDEQ, 2001).

Future Trends. The USACE regulatory wetland program was put in place to regulate the conversion of wetlands and other waters of the US through avoiding, minimizing and mitigating effects to these resources and by creating or restoring these resources. The resulting Federal policy is “no net loss of wetland acres and/or function” a policy that is reiterated in EO 11990. Although the amount of future wetlands and the associated aquatic habitat conditions are difficult to predict, these resources could be degraded by encroachment, fragmentation, and/or hydrologic modification. For example, a new road might be adjacent to an emergent marsh/wet meadow or might bisect the marsh/wet meadow. Even if the effects from the road are mitigated, the result might be wetlands that provide diminished wildlife habitat functions for some species. Similarly, such a project could alter the movement of surface water or groundwater, resulting in the direct loss of wetlands by means other than direct placement of fill.

Other reasonably foreseeable roadway projects in the area could affect wetlands, but these effects would likely be mitigated as required by Federal law. There are no State of Idaho wetland mitigation requirements. Overall, based on the projected estimates of population growth and population densities; there will continue to be a trend of converting wetlands to increasingly dense levels of urban

development. Wetland functions will be lost in some portions of the area since all mitigation will likely not be accomplished on the site of the impacts.

US-95 Project Effects. The loss of wetlands from this project, along with the loss of wetlands to past and future urban and agricultural development, would contribute to cumulative effects to wetlands. Although other planned transportation projects could also cause effects to wetlands, urban growth (regardless of the construction of roads) will likely cause the greatest effect to wetlands through 2030. Transportation projects that are subject to a Section 404 individual permit are required to identify the least environmentally damaging practicable alternative. In addition, all projects that require a Section 404 permit are required to complete a wetland delineation that is used to verify the presence of wetlands and to help determine the appropriate mitigation for unavoidable effects. Private development is also required to follow Section 404 requirements. Even after applying Federal requirements and mitigating unavoidable effects, there will still be cumulative adverse effects to wetlands.

No data is available on the exact amount of wetlands that could be converted to urban uses because each project is treated independently by USACE and not all wetlands that could potentially be affected have been delineated or are subject to regulation under the CWA. Over time multiple permitted projects could have adverse effect on wetlands.

Mitigation Measures. The FEIS Chapter 4, Section 4.10, *Wetlands/Waters of the US Effects*, provides a detailed discussion of the mitigation measures to reduce the effects of the US-95 project on wetlands.

Projects will be required to implement mitigation for unavoidable adverse effects according to the mitigation rule issued on March 31, 2008, by the EPA and the USACE who govern compensatory mitigation for authorized impacts to wetlands, streams, and other waters of the US under Section 404 of the CWA. These regulations are designed to improve the effectiveness of compensatory mitigation to replace lost aquatic resource functions and area, expand public participation in compensatory mitigation decision making, and increase the efficiency and predictability of the mitigation project review process [33 CFR 332] [40 CFR 230].

Wildlife Movement and Habitat Connectivity

This section provides an overview of the cumulative effects to wildlife movement and habitat connectivity. The focus of this analysis is based on information about deer and elk, which have been affected by vehicle strikes from the existing US-95 as well as development that has reduced habitat and affected wildlife movement. The geographic scope of this analysis includes the Panhandle Region Analysis Area as defined by IDFG. The geographic scope of this analysis includes Idaho's northern panhandle from an area just south of Interstate 90 (I-90) to the US-Canada border. The timeframe for the cumulative analysis is based on available historic and current data and includes the period from the early 1900s through 2030.

Past Conditions. Many factors have contributed to loss of winter range habitat for deer and elk, including urban development and agriculture. Other factors such as road development and the reintroduction of predators such as the wolf have caused increased mortality. USFS records and the memories of long-term residents indicate that big game animals were relatively scarce in the early 1900s. Large-scale fires between 1910 and 1931 created large brush fields favored by deer and elk.

This newly created habitat, in combination with a reduction in predators beginning in the 1920s, allowed sustained growth of deer and elk through the mid-1950s, when populations peaked. Since that time, populations have declined, but IDFG expects to maintain healthy populations with a harvestable surplus (IDFG, 2007a, 2007b). In the Panhandle Region Analysis Area, about 800 mule deer and about 2,000 elk were harvested in 2006.

During the 10-year period from 1997 to 2006, there were about 293 recorded vehicle collisions with wild and domestic animals on US-95 in the project area, or a yearly average of about 30 per year. Since some wildlife strikes are not recorded, the numbers are probably higher. Currently there are no wildlife crossings and few fences along US-95 in the project corridor.

Future Trends. It is expected that, with continued urban development, the amount of habitat for deer and elk will decline and the amount of habitat fragmentation will increase, which will reduce population numbers. In addition, populations could decline as hunters gain access to key habitat areas due to the increase in roads from timber harvests. However, IDFG expects to maintain healthy populations with a harvestable surplus (IDFG, 2007a, 2007b).

US-95 Project Effects. The additional freeway lanes and frontage roads, along with an increase in traffic, would be both a physical barrier and a deterrent to animal movement. This barrier would be a result of actual physical impediments (such as right-of-way fences and the median barrier) as well as deterrents in the form of increased traffic and more disturbances. Together, these conditions would cause habitat fragmentation—the creation of isolated blocks of habitat that, given enough time, could restrict gene flow, resulting in genetically differing subpopulations. In addition, with the increase in traffic, the number of wildlife strikes would likely increase.

The effects of this project, when combined with additional highway projects in the area, private development, and commercial development, would result in cumulative adverse effects to wildlife movements and populations. These cumulative effects would include habitat loss, increased mortality, increased habitat fragmentation, and decreased habitat connectivity. However, IDFG expects that overall healthy populations would continue (IDFG, 2007a, 2007b). Finally, thousands of acres of public lands with sustainable wildlife habitat in the study area would not be developed. Because of the availability of suitable habitat and the abundance of species, cumulative effects on wildlife would not reduce population viability.

Mitigation Measures. The FEIS Chapter 4, Section 4.11, *Wildlife and Vegetation Effects,* provides a detailed discussion of the mitigation measures to reduce the effects of the project on deer and elk movement and connectivity. It is expected that, with these measures, the number of wildlife strikes on US-95 would not increase compared to current conditions. Local agencies may also implement mitigation measures. For example, Kootenai County has designated wildlife corridors in their Comprehensive Plan.

Water Quality

This section provides an overview of the cumulative effects to water quality from the project and other actions in the area. The geographic scope of this analysis is the Clark Fork/Pend Oreille sub-basin because it includes all of the receiving waters for the project. The timeframe for the analysis is based on

available data and is from the mid-1970s through 2030. The baseline year is based on data from the 2001 Clark Fork/Pend Oreille Sub-Basin Assessment and TMDL report (IDEQ, 2001).

Past Conditions. The project is located in an area with extensive water resources including Cocolalla Creek, Westmond Creek, Butler Creek, Fish Creek, Cocolalla Lake, Algoma Lake, several unnamed streams, and associated wetlands. As discussed in the FEIS Chapter 3, Section 3.8, *Water Resources*, Cocolalla Creek, Fish Creek, their tributaries, Cocolalla Lake, and Butler Creek are considered impaired waters and are 303(d)-listed. Historically, numerous land-disturbing activities contributed large amounts of sediments and associated nutrients into these waters. These human-caused sources of pollution included dairies, logging, private sewage systems, urban development, grazing, feedlots, and creek channelization.

Recently, nutrient transport has been reduced by better land-use practices and infrastructure improvements. There are now improved systems for sewage disposal, private septic systems, and community drain fields. Grazing pressure has been reduced in some areas, and there are fewer dairies and feedlots. Forest harvesting practices have also been improved; however, harvesting still continues in the region. Urban growth is a new and increasing factor in nutrient contribution. In the past, unregulated development and a lack of stormwater requirements resulted in stream and lake sedimentation. An extensive network of gravel and dirt roads also contributes to sediment loading (IDEQ, 2001).

Within the past several decades, a number of regulatory programs have evolved that control stormwater and restrict direct disturbances of water bodies. The quality of water has improved since the passage of the 1972 CWA. The 1987 revisions to the CWA placed a new emphasis on the requirement for cities and counties to obtain permits for stormwater discharges and to mitigate adverse effects. These regulatory controls have improved some water quality. Regulations on municipal waste from wastewater treatment plants, stormwater runoff, and industrial discharges have reduced concentrations of pollutants discharged into water bodies.

Future Trends. The regulatory programs briefly summarized above assure that the rate of hydrologic and water quality degradation in developing areas should be reduced from that which historically occurred. However, the future water resource conditions in the water quality cumulative study area are difficult to predict accurately. For example, as urban development in the area continues, the amount of impervious (paved) surfaces will increase, but other pollutant sources from agriculture and resource extraction will decrease (as these lands will be converted to urban uses), which makes an overall assessment of future water quality conditions difficult. The 303(d) TMDL limitations that IDEQ will place on discharges to impaired waters adjacent to the project will help to improve water quality in the future. New developments will be required to have pre-treatment for discharges which will improve overall water quality.

US-95 Project Effects. The continued urbanization of parts of the study area, along with the construction of new roads, could cause cumulative effects to and the degradation of water quality. However, this increase in urbanization would also decrease the amount of agriculture and resource extraction, which are two large factors that impair water quality. Any new state roads or roadway

improvements will comply with ITD standards and specifications, which will also help minimize water quality effects.

Effects on surface waters from the project include changes in water quality, modification of stream channels, loss of aquatic habitat, and temporarily increased erosion due to clearing vegetation near the roadway. The increase in impervious surface area and the clearing of vegetation, especially riparian vegetation, are the two most prominent project actions that could affect water quality. The construction of additional lanes, interchanges, and frontage roads would increase the amount of impervious surfaces and therefore the amount of stormwater runoff. Pollutants in stormwater could include gasoline, oil, hydraulic fluids, tire and brake particulates (including metals), litter, non-airborne vehicle exhaust particles, dust, salt, sand, and de-icing chemicals associated with general winter road maintenance. These constituents could degrade water quality in adjacent waterways.

While many of the above factors could have adverse effects on water resources, the project could also improve water quality because stormwater treatment measures would be incorporated into the action alternatives. The project would use Best Management Practices (BMPs), possibly including bio-swales, to remove phosphorous from stormwater runoff. In addition, Panhandle Health District I have regulations to protect against pollution of the air, land, and waters of the Health District (Panhandle Health District 1, 2009).

As runoff moves over warm paved surfaces, the temperature of the water could rise. Warmer temperatures can result in lowered dissolved oxygen levels in receiving waters. Although an increase in the amount of impervious surface area and the removal of vegetation could increase water temperatures, this would not be a substantial effect due to the size of the receiving waters and because there would be no direct discharges into receiving waters.

Mitigation measures are identified in the FEIS Chapter 12, *Environmental Commitments*. The action alternatives would require numerous permits. The permits that might be required are listed in the FEIS Chapter 1, Section 1.7, *Required Permits/Approvals*. Overall, with the implementation of water quality BMPs and mitigation measures, it is not expected that the project would substantially contribute to cumulative water quality effects.

Mitigation Measures. The FEIS Chapter 4, Section 4.8, *Water Resources Effects*, provides a detailed discussion of the mitigation measures to reduce the effects of the project on water quality. Since some surface waters in the area are 303(d)-listed for sediment, temperature, and/or phosphorus, actions above and beyond the typical measures could be required to reduce pollutant levels to meet the waters' beneficial uses. Sediment and phosphorus in Cocolalla Creek, its tributaries, and Cocolalla Lake have TMDLs established, so ITD will comply with these load limits through the selection, use, and maintenance of proper BMPs while monitoring sediment levels during construction as required.

Wet pools and detention ponds are very effective for removing sediment, while biofilters are effective for removing total phosphorus. Sediment- and phosphorus-reducing BMPs, especially near streams and tributaries with impaired water quality, will be implemented and maintained to ensure a properly functioning system. Some of the streams are 303(d)-listed for temperature impairments, mostly due to

up-stream forest harvesting. Slopes will be vegetated where possible, and low-growing shrubs will be placed along disturbed shorelines where practicable. Shade trees and large shrubs will be placed only outside of the clear zone, as determined by transportation safety design parameters. A revegetation plan will be included in the SWPPP if required and final design.

Floodplains

This section provides an overview of the cumulative effects to floodplains. The geographic scope of this analysis is the water bodies and floodplains adjacent to the project that could be affected. The timeframe for the analysis is based on past projects that have changed the current floodplains and is from the early 1900s to 2030. The modeling for the floodplain analysis that was performed took into account current water body flows and floodplains, which are the result of past and present activities.

Past Conditions. Floodplains are land areas adjacent to rivers and streams that are occasionally inundated. Because of their connection to river systems, floodplains often contain wetlands and other areas that are vital to a diverse and healthy ecosystem.

Urban and agricultural development has altered floodplains in the study area, resulting in some flooding along waterways. This development has increased the floodplain area as obstructions have blocked historic flow patterns. The alteration of the floodplains started with early European settlement and has continued as urban and agricultural development has continued. In addition, past roadway and rail projects have contributed to floodplain effects by restricting water flows by placing embankments and bridges and culverts in the study area.

Future Trends. In the study area, urban and agricultural development and the construction of future roadway projects will continue. However, the implementation of the National Floodplain Insurance Program (NFIP), a program managed by FEMA, should reduce negative effects to floodplains in the future. Through the NFIP, FEMA has established minimum Federal standards for floodplain regulation that are administered locally by cities and counties with State oversight by IDWR. Project-related activities within the floodplain are required to demonstrate that any rise in the 100-year flood elevation following the project would be allowable under the NFIP. With the increase growth rate in the area there still could be a continued degradation of floodplains if these policies are not followed.

US-95 Project Effects. A floodplain analysis was conducted for the project. This analysis took into account the current conditions of the floodplains that could be affected and therefore accounted for past and present actions. It is expected that the project could encroach on up to 77 acres of floodplains mostly adjacent to Cocolalla Creek (the Preferred Alternative would affect about 58 acres of floodplains). Where the project would encroach on floodplains, project structures and facilities would be designed to allow no more than a one-foot increase in the base flood elevation or would provide additional storage capacity within the floodplain area. A location hydraulic study assessed flooding risks and determined that the floodplain encroachments would not be significant. Therefore, it is not expected that the project would contribute to cumulative floodplain effects. Because other future projects or urban development in the floodplain would also have to comply with the NFIP, cumulative effects to floodplains are not expected.

Mitigation Measures. The FEIS Chapter 4, Section 4.9, *Floodplain Effects*, provides a detailed discussion of the mitigation measures to reduce the effects of the US-95 project on floodplains.

4.19.4 Carbon Dioxide (CO_2) Cumulative Effects

According to current studies, the transportation sector is the second largest source of total greenhouse gases (GHGs) in the US, and the greatest source of carbon dioxide (CO_2) emissions, a predominant GHG. In 2004, the transportation sector was responsible for about 31 percent of US CO_2 emissions. The principal anthropogenic (human-made) source of CO_2 emissions is the combustion of fossil fuels, which accounts for approximately 80 percent of anthropogenic emissions of carbon worldwide. Almost all (98 percent) of transportation-sector emissions result from the consumption of petroleum products such as gasoline, diesel fuel, and aviation fuel (EPA, 2008a).

Greenhouse gas, and specifically CO_2 emissions, is not currently regulated at the federal or state level. However, recognizing this as a growing issue, FHWA is working nationally with other modal administrations through the US Department of Transportation Center for Climate Change and Environmental Forecasting to develop strategies to reduce the transportation sector's contribution to greenhouse gases, particularly CO_2 emissions, and to assess the risks to transportation systems and services from climate change.

Research indicates that GHG emissions, including CO_2, are shown to be directly related to energy consumed. Transportation-related emissions can be related to vehicle miles traveled (VMT). To calculate the VMT on the highway, the length of each of the highway segments was multiplied by the Average Daily Traffic (ADT) for that segment, resulting in a total of approximately 352,524 VMT per day. To calculate the Projected VMT on the freeway the length of each of the freeway segments was multiplied by the ADT projected for the 2030 design year for that segment, resulting in a range of 640,000 to 650,000 VMT for the alternatives. Since the difference in estimated VMT between the action alternatives is very small they are not evaluated separately.

Table 4-34, *Estimated Vehicle Miles Traveled per Day* shows the calculated and projected VMT for the No Action and action alternatives. The estimated change in GHG emissions between the No Action and action alternatives is expected to be 1.2 percent.

Table 4-34. Estimated Vehicle Miles Traveled per Day

Alternative	Calculated Existing VMT per day	Projected 2030 Estimated VMT per day	Percent Difference Between Alternatives
No Action	352,524	522,000	0%
Action Alternatives (Yellow, Blue, Brown. Modified Brown	352,524	643,000	1.2%

CHAPTER 5. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

National Environmental Protection Act (NEPA) regulations [40 CFR 1502.16] require discussion of the "relationship between short-term uses of the environment and the maintenance and enhancement of long-term productivity" as part of an Environmental Impact Statement (EIS). NEPA requires the evaluation of a project to determine whether long-term benefits are worth the short-term adverse effects.

Short-term effects are anticipated with the construction of any of the action alternatives. These effects include, but are not limited to, energy use during construction, travel delays, traffic congestion, restricted access to residences and recreation sites, visual intrusions to residents and motorists, water quality, hazardous material spills, dust, and noise to residents. These construction effects would affect wetlands, water resources, soil, plants, vegetation, and air quality. These are discussed in the Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS) Chapter 4, Section 4.17, *Construction Effects*.

Construction mitigation will reduce short-term effects, but temporary construction-related disruptions would still occur. In the long-term, any of the action alternatives would increase the transportation system capacity and improve safety on US-95. Effects would be minimized through implementation of Idaho Transportation Department (ITD) Standard Specifications.

The need for present and future transportation improvements is programmed and made available for review as part of the Idaho's Statewide Transportation Improvement Program (STIP). These plans take into account the requirements for long-term productivity of the transportation system. US-95 is identified as a North American Free Trade Agreement (NAFTA) route, which connects Canada to Mexico through Idaho and other western states, and contributes beyond the regional and local long-term productivity of this area. Other transportation plans that address this section of US-95 include the following studies: Bonner County Area Transportation Plan (Bonner County, 2004); Kootenai County Area Transportation Plan 1997-2017 (Kootenai County, 1997); US-95 Coeur d'Alene Corridor Study 2002; Sand Creek Byway Origin-Destination/Traffic Study, 2002; and Bridging the Valley Plans and Guidelines, 2003. These local transportation plans identify the importance of an efficient and functional transportation network for the area. Both the Bonner County and Kootenai County Comprehensive Plans also include policies and transportation elements that encourage coordination with state and local transportation agencies so that transportation planning is in concert with projected population growth and land use planning.

While the project would require commitment of resources in the short-term for roadway construction, it would conform to regional planning and would result in long-term benefits by accommodating anticipated traffic volumes, reducing air emissions through an efficient flow of traffic, and limiting encroachment into sensitive environmental resources by utilizing existing right-of-way to the extent possible. To further emphasize the importance of this project to the State, the project is identified as a

priority project to receive funds through the Connecting Idaho Bond Funding Package signed into effect in April 2005.

The improvement of the aging transportation infrastructure contributes to the maintenance and enhancement of long-term productivity of the communities and the transportation system in the project corridor and would outweigh the short-term effects of construction.

CHAPTER 6. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

As described in the Draft Environmental Impact Statement (DEIS) and the Final Environmental Impact Statement (FEIS), any of the action alternatives would require a commitment of natural, physical, human, and fiscal resources. National Environmental Protection Act (NEPA) Regulation [40 CFR 1502.16] requires discussion of irreversible or irretrievable commitment of resources during the construction and operational phases of the project. This applies primarily to nonrenewable resources, such as minerals or cultural resources, or to those factors that are renewable only over long periods of time, such as soil productivity. The irretrievability of those resources applies to the loss of production, harvest, or use of natural resources.

The conversion of private land from existing residential, agricultural, commercial, and industrial uses to freeway is considered an irreversible commitment. If at some future time, a greater need arises for use of the land or if a freeway is no longer needed, the land could be converted to another use, which could include conversion of the land back to its original use. To the greatest extent practical, the action alternatives would use existing right-of-way, requiring 527 to 700 acres of existing right-of-way and 913 to 1,096 acres of new right-of-way as shown in Table 6-1, *Existing and New Right-of-Way Required*.

Table 6-1. Existing and New Right-of-Way Required

Alternative	Existing Right-of-Way (acres)	New Right-of-Way (acres)
Modified Brown	627	1029
Brown	569	1096
Blue	527	1021
Yellow Option 3	700	1083
Yellow Option 4	683	959
Yellow Option 5	683	913

Because the proposed facility would use existing right-of-way where possible, it would require the acquisition of less right-of-way when compared to constructing a facility on a completely new alignment. This would reduce the amount of irreversible and irretrievable resources required for construction.

Relative to fiscal resources, the action alternatives would require the commitment of funds for construction of the freeway. Each phase of construction would require funds for acquiring right-of-way, construction, mitigation, and long-term maintenance of the new facilities. The use of funds for the project would be irreversible and irretrievable.

Considerable amounts of fossil fuels, labor, and highway construction materials would be expended to construct any of the action alternatives and would not be retrievable. Concrete, aggregate materials used in concrete and asphalt production (i.e., sand and gravel), steel, water, and bituminous material (mineral, tar and asphalt products from coal or petroleum) would all be used for the project. Additionally, large

amounts of labor and natural resources would be used in the fabrication and preparation of construction materials. These materials are generally not retrievable.

The action alternatives would directly affect historic resources that are located in the project right-of-way. Where historic resources are affected such use would be irretrievable. In the case of subsurface archaeological resources, if present, the freeway and road pavement would cover and protect the resources that are not found and recovered before or during construction.

The project would also commit land currently functioning as wildlife habitat, riparian areas, and wetlands to roadway use. Where wetlands cannot be avoided or effects cannot be minimized, the project would compensate for lost wetland functions and values through a compensatory mitigation plan.

The commitment of resources is based on the concept that residents in the immediate area, state and region would benefit from the improved facility. These benefits are improved safety and increased capacity to accommodate current and future traffic demand. This commitment is also based on preserving the large investment in the existing US-95 facility by the State of Idaho.

CHAPTER 7. LIST OF PREPARERS

This section of the Draft Environmental Impact Statement (DEIS) lists individuals that were involved in the preparation of the Environmental Impact Statement (EIS). It also provides information regarding their responsibilities/roles, education and experience when the DEIS was published. The individuals below have participated in the development of the EIS since the DEIS was published.

Name	Responsibility/Role	Education	Experience
UNITED STATES DEPARTMENT OF TRANSPORTATION - Federal Highway Administration (FHWA), Idaho Division			
Ross Blanchard	Project Review	B.S. Civil Engineering	16 years
IDAHO TRANSPORTATION DEPARTMENT			
Jerry Wilson	Project Management	B.S. Civil Engineering	5 years
Mark Munch	Cultural Resource Review	M.A. Anthropology	16 years
Dan Everhardt	Cultural Resources Review	B.A. History and Museum Studies	7 years
CONNECTING IDAHO PARTNERS			
Neil Handyside	Project Review	B.S. Civil Engineering Technology	29 years
HDR ENGINEERING, INC.			
Vincent Izzo	Indirect and Cumulative Effects	B.A. Geography	23 years
Mark Forest	Floodplains	B.S. Hydrology	28 years
Meghann Donley	Civil Highway Design	B.S. Civil Engineering	6 years
Tom Spiker	Civil Highway Design	B.S. Civil Engineering	12 years
DAVID EVANS AND ASSOCIATES, INC.			
Denna Grangaard	Water Resources, Land Use	B.A. Landscape Architecture	8 years
Kayla Kruse	GIS Analysis and Mapping	B.S. Geology	14 years
Licia Stragis	Biology, Wildlife, Wetlands, general FEIS development	M.S. Biology B.S. Wildlife Biology	24 years
Jane Boand	NEPA Quality Assurance, Environmental Process and Review	M.S. Regional Resources Planning B.S. Natural Resource Planning	23 years
NEPA EFFECTS			
Dick Taylor	Screening of Alternatives	B.S. Forestry M.S. Forest Management	47 years

CHAPTER 8. LIST OF AGENCIES, TRIBES AND ORGANIZATIONS TO WHOM THE FEIS WILL BE SENT

A CD containing the FEIS, DEIS, all appendices and technical reports will be distributed to any persons, organizations, or agencies that made substantive comments on the DEIS or requested a copy per 40 CFR 1502.19(d) and 23 CFR 771.125(g). If a paper copy is requested, the first copy of the FEIS will be provided free of charge. Charges to cover the cost of copying will apply to additional copies requested.

ITD makes records available to the public unless the information is protected by specific Freedom of Information Act (FOIA) exemptions (including the Archaeological Resources Protection Act of 1979, [16 U.S.C. 470hh(a)]) and disclosure is either prohibited by statute or Executive Order, or disclosure could potentially result in harm to an individual, a commercial entity, or the Government [43 CFR 2.16(c)(2) and 2.21].

A copy of the cultural resources reports may be obtained by making a FOIA request to the ITD State Highway Archaeologist in Boise. The reports will be sent with the exception that FOIA sensitive information will not be included.

8.1 LOCATIONS FOR FEIS HARD COPY VIEWING

Hard copies of the Final Environmental Impact Statement (FEIS) are available for public inspection at the addresses listed below. Paper copies of the FEIS and electronic copies of the technical reports, Draft Environmental Impact Statement (DEIS) and DEIS technical reports will be available on compact discs (CDs) at these locations.

Kootenai County, Idaho

Athol City Hall
30355 S. 3rd St.
Athol, ID 83801
Telephone: (208) 683-2101

Athol Library
30399 N. 3rd St.
Athol, ID 83801
Telephone: (208) 683-2979

Coeur d'Alene Library
702 E. Front Ave.
Coeur d'Alene, ID 83814
Telephone: (208) 769-2315

ITD District 1, Project Development
600 W. Prairie Ave.
Coeur d'Alene, ID 83815
Telephone: (208) 772-1200

Hayden Library
8385 N. Government Way
Hayden, ID 83835
Telephone: (208) 772-5612

Rathdrum Library
16780 W. Hwy 41
Rathdrum, ID 83858
Telephone: (208) 687-1029

Boise, Idaho

Federal Highway Administration, Idaho Division
3050 Lakeharbor Lane, Suite 126
Boise, ID 83703
Telephone: (208) 334-1843

Idaho State Library
325 W. State St.
Boise, ID 83702 – 6072
Telephone: (208) 334-2150

Idaho Transportation Department Headquarters
3311 W. State St.
Boise, ID 83707
Telephone: (208) 334-8000

Bonner County, Idaho
East Bonner County Library District
1407 Cedar St.
Sandpoint, ID 83864
Telephone: (208) 263-6930

Transportation Information Office
202 N. Second Ave. Suite B
Sandpoint, ID 83864
Telephone: (208) 265-0897

Spokane, Washington
Spokane County Library District
4322 N. Argonne Rd.
Spokane, WA 99212
Telephone: (509) 893-8262

Spokane Public Library
906 W. Main Ave.
Spokane, WA 99201
Telephone: (509) 444-5300

The DEIS, FEIS, technical reports and other published project information are posted and updated on the ITD website http://itd.idaho.gov/projects/d1. Select "U.S. 95, Garwood to Sagle Environmental Study."

The following is a list of Tribes, agencies and organizations that have been involved in the development of the DEIS and FEIS to whom copies of the FEIS will be sent.

Tribes
Coeur d'Alene Tribe
Chief J. Allen, Chairman
PO Box 408
Plummer, ID 83851

Kalispel Tribe
PO Box 39
Usk, WA 99180

Kootenai Tribe of Idaho
PO Box 1269
Bonners Ferry, ID 83805

Nez Perce Tribe
PO Box 365
Lapwai, ID 83540

Federal Agencies
Advisory Council on Historic Preservation
1100 Pennsylvania Ave NW, Suite 809
Washington, DC 20004

Bureau of Land Management
Coeur d'Alene District
Stephanie Snook
1808 N 3rd St.
Coeur d'Alene, ID 83814

Upper Columbia Fish & Wildlife Office
Carrie Cordova
11103 E Montgomery Ave.
Spokane, WA 99206

US Environmental Protection Agency
Coeur d'Alene Field Office
1910 Northwest Blvd, Suite 208
Coeur d'Alene, ID 83814

US Environmental Protection Agency
John Olson
1435 N Orchard St.
Boise, ID 83706

US Environmental Protection Agency
Elaine Sommers, ETPA-0888
1200 Sixth Ave.
Seattle, WA 98101

US Environmental Protection Agency
Office of Federal Activities, EIS Filing Section
Ariel Rios Bldg. (South Oval Lobby) Rm. 7220
1200 Pennsylvania Ave., NW
Washington, DC 20004

USDA – NRCS
9173 W Barnes Dr., Suite C
Boise, ID 83709

USDA – NRCS
Coeur d'Alene Service Center
7830 Meadowlark Way, Suite C
Coeur d'Alene, ID 83815

USDA – NRCS
Sandpoint Service Center
1500 Highway 2
Sandpoint, ID 83864

US Fish and Wildlife Service
Mark Robertson
1387 S. Vinnell Way
Boise, ID 83709

US Forest Service
3815 Schreiber Way
Coeur d'Alene, ID 83815

US Forest Service - Northern Region
PO Box 7669
Missoula, MT 59807

State Agencies

Idaho Department of Environmental Quality
June Bergquist
2110 Ironwood Parkway
Coeur d'Alene, ID 83814

Idaho Department of Environmental Quality
1410 N. Hilton
Boise, ID 83706

Idaho Fish and Game
Mary Terra Berns
2750 Kathleen Ave.
Coeur d'Alene, ID 83814

Idaho Department of Water Resources
PO Box 83720
Boise, ID 83720

Idaho Department of Lands
Coeur d'Alene Area
PO Box 670
Coeur d'Alene, ID 83815

Idaho Historic Preservation Office
210 Main St.
Boise, ID 83702

Farragut State Park
Randall Butt
13550 E. Hwy 54
Athol, ID 83801

Local Agencies

Athol, City of
Sally Hansen, City Clerk
PO Box 249
Athol, ID 83801

Bonner County Planning
Clare Marley
1500 Highway 2, Suite 208
Sandpoint, ID 83864

Bonner County Public Works
Road and Bridge Department
Ryan Luttmann, Director
335 McGhee Rd., Suite 107
Sandpoint, ID 83864

Cocolalla Lake Association
Rose Chaney
431 Lakeview Blvd.
Sandpoint, ID 83864

Kootenai County
Sandy Meehan
PO Box 9000
Coeur d'Alene, ID 83814

Kootenai County
Public Works Department
451 Government Way
Coeur d'Alene, ID 83815

Kootenai County
Greg Delavan
11401 Airport Dr., Building 27
Hayden, ID 83835

Kootenai County
Parks, Recreation and Waterways
10905 N Ramsey Rd.
Hayden, ID 83835

Lakes Highway District
Joe Wuest
PO Box 460
Hayden, ID 83835

CHAPTER 9. COMMENTS AND COORDINATION

This chapter of the Draft Environmental Impact Statement (DEIS) describes the public involvement and coordination that occurred during the scoping process, the screening process and throughout project development until publication of the DEIS. It summarizes meetings with agencies, public officials, working groups and describes the coordination and Tribal consultation that has occurred for the project. It includes descriptions of public open house meetings, meetings with property and business owners, community working group meetings and presentations made to numerous community and neighborhood groups. On-going coordination meetings were held with bicycle and pedestrian stakeholders, the Wetland Mitigation Team, and resource agencies. Specific meetings and field visits were conducted to address wildlife crossings and their potential locations as well as secondary and cumulative effects.

The DEIS also describes other public information and involvement activities including media involvement, newsletters, mailings and to whom publications were sent.

This Final Environmental Impact Statement (FEIS) chapter provides an update of the public involvement and coordination that has occurred since the DEIS was published. In addition, it provides the comments on the DEIS and responses to those comments.

9.1 PUBLIC INVOLVEMENT OBJECTIVES

The DEIS Chapter 9, Section 9.1, *Public Involvement Objectives* describes the multifaceted public involvement approach for the project which was designed to meet the following objectives:

- Inform the public regarding the project and the National Environmental Protection Act (NEPA) process
- Provide a mechanism for public input and comments
- Foster communication between Idaho Transportation Department (ITD) and the public
- Provide a process to implement the principles of Context Sensitive Solutions
- Meet the requirements for NEPA and preparation of the FEIS

9.2 ON-GOING COMMUNICATION WITH THE PUBLIC

The DEIS Chapter 9, Section 9.2, *On-going Communication with the Public* describes a system for on-going communication that was established including:

- Project office in Sandpoint in addition to the ITD office in Coeur d'Alene
- A project information line which provides project updates
- Project website for project information
- Written materials including brochures, newsletters, fact sheets, frequently asked questions, project maps and distribution of these materials

Public involvement occurred throughout the DEIS development and continued after the DEIS was made available for public review on December 22, 2006. On December 20, 2006 the ITD mailed 8,500 letters to stakeholders to comment on the DEIS and to attend the public hearing. Stakeholders included:

- All homes and residences within the project area by zip code
- All property owners that reside outside of the zip code area
- Persons who contacted the project team within the four years prior to the DEIS publication who wanted to be informed of project activities
- All elected officials and appropriate agencies
- Staff and community members of any transportation related committees such as chambers of commerce, realtors, developers, and the respective city and county committees

The FEIS Appendix J, *US-95, Garwood to Sagle Hearing Summary and Certification* lists the recipients of those letters and the letter template. A notice was published in local newspapers and broadcast through radio stations announcing the hearing and availability of the DEIS for comment. See the FEIS Chapter 9, Section 9.6, *Public Open Houses and Public Hearing* for the summary of the public hearing.

9.3 TRIBAL COORDINATION

The DEIS Chapter 9, Section 9.3, *Tribal Coordination* describes that in 2002, tribal consultation letters were sent to the Kalispel and Coeur d'Alene Tribes, the Kootenai Tribe of Idaho, and to the Confederated Salish and Kootenai Tribes of the Flathead Nation. Of these tribes, the Coeur d'Alene and Kalispel tribes requested continued consultation. Additional letters were sent to the Tribes dated August 21, 2003. These letters informed Tribes of the planned project, solicited information regarding cultural resources and informed the tribes that historians and archaeologists would begin studying the area. There was no verbal or written response to the letters from 2003. These are included in the DEIS Appendix E, *Correspondence with the Tribes and Agencies*.

Copies of the Historic and Archaeological Survey Report were sent to the Coeur d'Alene and Kalispel tribes in 2006. The Coeur d'Alene Tribe requested a site visit and on-going communication. ITD conducted a site visit of the project corridor with Tribal staff and reviewed the Archaeological and Cultural Survey Report, methodology and findings in the field. The Tribe consulted with families that had historically inhabited the area to identify concerns. The Tribe stated through telephone conversations that they had no additional immediate concerns but asked to be kept informed of the project through development and construction.

Continuing consultation letters were sent to the Kalispel and Coeur d'Alene Tribes in November 2008. These letters invited the tribes to the upcoming open house meetings, informed them that they would be contacted by a cultural resource consultant and asked for their comments on a new area of potential effect. In addition, they were invited to participate in the field survey. The supplemental cultural resource survey reports were sent to the Tribes and no comments were received. On-going communication with the Kalispel and Coeur d'Alene tribes will continue through project development and construction as requested.

9.4 AGENCY COMMUNICATION

The DEIS Chapter 9, Section 9.4, *Agency Communication* describes that an Agency Working Group that included federal, state and local government entities and the project team was established for the development of the project and lists the agencies involved. DEIS Chapter 9, Table 9-1, *Meetings with*

Agencies summarizes meetings from December 2002 to just prior to the DEIS publication. This section of the FEIS summarizes only the new information regarding meetings that have taken place since the DEIS was published.

Table 9-1. Meetings with Agencies

Agency / Attendance	Meeting Date	Meeting Summary
EPA, US Army Corps of Engineers (USACE), ITD District 1, ITD Headquarters, Project Team	04/25/2007	ITD discussed the responses to EPA comments, screening and development of alternatives, other measures to reduce effects, the Least Environmentally Damaging Preferred Alternative (LEDPA), and secondary and cumulative effects.
EPA, USACE, ITD District 1, ITD Headquarters, Project Team	05/03/2007	ITD and FHWA further discussed approaches to address the remainder of EPA's concerns, secondary and cumulative analysis, water resources, and other issues. Extensive discussion regarded the Kootenai Metropolitan Planning Organization (KMPO) travel demand model. All issues were resolved by the end of the meeting.
EPA, FHWA, ITD District 1, ITD Headquarters, Project Team	06/20/2007	ITD updated the group regarding a shifted west frontage road alignment in the Granite/Careywood and Cocolalla areas. Also discussed mitigation planning and wildlife crossing near MP 443.
EPA, USACE, Idaho Fish and Game (IDFG), ITD District 1, Project Team	09/23/2007	ITD conducted tour of potential wetland mitigation sites.
EPA, USACE, ITD, FHWA Project Team	02/22/2007	Coordination Meeting to review Administrative Draft FEIS.
USACE, ITD, FHWA, Project Team	03/07/2007	Coordination Meeting to review Administrative Draft FEIS.

9.5 MEETINGS WITH ELECTED OFFICIALS AND TRANSPORTATION COMMITTEES

The elected officials, their staff, and transportation committees from the project area were engaged throughout the DEIS process. The DEIS Table 9-2, *Meetings with Elected Officials and Transportation Committees*, lists the groups and meeting dates. ITD attended Bonner County Area Transportation Team (BCATT) and Kootenai County Area Transportation Team (KCATT) meetings throughout the development of the FEIS to update the Agency Working Group on recent developments. ITD will continue to give updates as needed.

Table 9-2, *Meetings with Elected Officials and Transportation Committees* provides summaries of meetings that occurred between the DEIS and FEIS publication and supplements the information in the DEIS Chapter 9, Section 9.5, *Meetings with Elected Officials and Transportation Committees*.

Table 9-2. Meetings with Elected Officials and Transportation Committees

Group	Meeting Date	Main Topics of Discussion
BCATT	03/27/2007	ITD presented a summary of the public and agency comments received during the DEIS public comment period and explained preliminary plans to respond to those comments including proposed changes to the Brown Alternative.
KCATT	03/28/2007	ITD presented a summary of the public and agency comments received during the DEIS public comment period and explained preliminary plans to respond to those comments including proposed changes to the Brown Alternative.
Bonner County Commissioners	04/11/2007	ITD District Managers and Project Team met with Commissioners to discuss the proposed modifications to the Brown Alternative as a result of public and agency comment.
BCATT Subcommittee	04/16/2007	Project Team proposed the Modified Brown Alternative for alignment and frontage roads locations in the Granite/Careywood, Westmond and Sagle areas. Presented summary of public and agency comments and solicited recommendations for changes.
BCATT Representative	04/20/2007	Field visit with ITD and Project Team to consider the Granite/Careywood west frontage road alignments, maintenance issues and associated wetlands effects. Mitigation in the Granite/Careywood Area was also discussed.
BCATT	04/25/2007	ITD presented the Modified Brown Alternative, to which the committee had no revisions or suggestions.
Bonner County Commissioners	05/02/2007	ITD and Project Team discussed the proposed Modified Brown Alternative.

9.6 PUBLIC OPEN HOUSES AND PUBLIC HEARING

23 CFR 771.111(h) requires: 1) that the State have approved public involvement/public hearing procedures that provide early and continuing public involvement opportunities to identify social, economic and environmental and relocation effects; 2) one or more public hearings; 3) reasonable notice to the public of the hearing; 4) explanation of specific information; and 5) submission to the FHWA of a transcript and copies of all written statements submitted at the hearing or during an announced period.

ITD held scoping meetings early in project development. There have been continuing coordination meetings with agencies, public open houses, and a public hearing. These are summarized in the DEIS and FEIS Chapter 9, *Comments and Coordination.* These open houses and the public hearing identified public and agency concerns regarding environmental resources and relocation.

The hearing was held on two dates and in two locations: January 23, 2007 at Athol Elementary School and January 24, 2007 at Sagle Elementary School. The hearing certification, information presented at the hearing, transcripts, and testimony is presented in the FEIS Appendix J, *US-95, Garwood to Sagle Hearing Summary and Certification.* The public hearing allowed citizens to offer testimony regarding the proposed project, to clarify questions concerning the alternatives and the DEIS, and to gain a better understanding of the proposed project. The public hearing was attended by approximately 450 people. The public comment period for the DEIS began on December 22, 2006 and ended on February 15, 2007 during which ITD received 212 letters and oral testimonies. This chapter of the FEIS discloses the comments, considers them in the decision-making process, and provides a response to each substantive

comment. Typed comments and ITD and FHWA's response to comments is located in the FEIS Chapter 9, Section 9.15, *DEIS Comments and Responses*. A copy of each original comment letter or testimony is provided in FEIS Appendix J, *US-95, Garwood to Sagle Hearing Summary and Certification.*

Results of the Public Hearing

The most prevalent comments on the DEIS were regarding the following:

- Comments on how the freeway, interchange or frontage road alignments would affect access and circulation for specific properties
- The need to improve safety and capacity
- Use the Yellow Alternative frontage road at the Chilco Mill in the Chilco Area for economic viability of state-wide importance
- Straighten Sylvan Road connecting it between Parks Road and State Highway (SH) 54 as in the Yellow Alternative
- Connect Sylvan to Remington Road in the Chilco Area
- Move the interchange from Blacktail Road (Brown Alternative) to Bayview Road (Yellow and Blue alternatives) to reduce wetland and wildlife effects
- Reduce wetland effects specifically in the Westmond, Cocolalla, and Blacktail interchange areas
- Concern for the project effects to wildlife and the need to provide wildlife linkage
- Use of the Yellow Alternative in the Westmond Area to reduce residential property acquisition
- Use of the Brown Alternative in the Westmond Area to preserve businesses
- Identification of the design standard with full access control (Type V), which necessitates a freeway
- Proposal of a four-lane highway with turn lanes rather than a full-control access facility (on- and off-ramps, and grade-separated interchanges)
- Objection to construction of a bridge over the railroad near Davis Road and Ivy Drive
- Desire to retain a connector between Heath Lake Road and Davis Road
- Desire to utilize the existing US-95 right-of-way as much as possible.
- Suggestions that the frontage roads be configured to support the local economy in Athol and Sagle.
- Comments against farmland effects including water supply and access
- Excessive wetland effects
- Concern that timing of the project is causing economic hardship because people are unable to sell their homes without final decisions being made
- Funding, phasing, and right-of-way acquisition questions
- Comments regarding areas outside of the project limits including Sandpoint

- Comments against project effects to wells and springs
- Need for additional information regarding water resources including wells, wellhead protection areas and effects resulting from utility operation and relocation
- Proposed modifications of interchange locations
- Concerns for bicycle and pedestrian access across the proposed alignment
- Need for a bicycle and pedestrian path on only one side of the corridor
- Need for adequate mitigation for project effects

Many citizens would like additional information during final design, and/or would like the project to be implemented immediately. Citizens and groups commented heavily on construction timing and right-of-way acquisition. The FEIS Chapter 11, *Phased Project Implementation* was added to address general questions regarding funding, acquisition and project phasing.

Two open house meetings were held following the public hearing. The first was on November 12, 2008 at Sagle Elementary School; the second was on November 13, 2008 at the ITD District 1 Office in Coeur d'Alene. The purpose of the meetings were to inform the public of project progress since the DEIS was published and to show more current information on project funding, phasing and implementation. The November 12 meeting in Sagle was attended by 64 citizens and the November 13 meeting in Coeur d'Alene was attended by 75 citizens. Four written comments were received by ITD District 1.

9.7 PUBLIC OUTREACH BEYOND OPEN HOUSES

This section of the DEIS described the variety of public involvement efforts leading to the DEIS publication including community workshops, county fairs, business and property owner interviews, newsletters, and websites.

Following DEIS publication, ITD held meetings with some residents, property owners and business owners to address specific concerns.

Two newsletters and notices announcing the hearing and other project information are provided in FEIS Appendix J, *US-95, Garwood to Sagle Hearing Summary and Certification.*

9.8 COMMUNITY WORKING GROUP

This section of the DEIS describes the Community Working Group and summarizes the meetings. This group was used in the DEIS process to gather information and to provide consistent communication between the public and the project team. No additional meetings with this group occurred between the DEIS and FEIS publication.

9.9 PRESENTATIONS TO COMMUNITY AND NEIGHBORHOOD GROUPS

ITD assembled Community and Neighborhood Groups to identify issues and concerns and to create a contact database for the project. This section of the DEIS describes the format and roles of the community and neighborhood group meetings and summarizes the meetings. No additional meetings with community and neighborhood groups occurred between the DEIS and FEIS publication.

9.10 Bicycle and Pedestrian Path Meeting

The DEIS describes three bicycle and pedestrian path meetings and provides a list of requests. Additional meetings with this group occurred between the DEIS and FEIS publication. Coordination with bicycle and pedestrian groups will continue through project design.

9.11 Mitigation Development Team

The Mitigation Development Team was established during the DEIS development to participate in determining the appropriate mitigation for the affected wetland functions and values. This team includes representatives from FHWA, ITD, USACE, EPA, Idaho Department of Environmental Quality (IDEQ), IDFG, Natural Resource Conservation Service (NRCS), and the Cocolalla Lake Association. This section of the DEIS describes meetings with the team.

Beginning September 2007, members of the Mitigation Development Team participated in four team meetings. They toured several potential mitigation sites and discussed mitigation opportunities for the sites. This team will continue to collaborate on suitable mitigation options for wetlands effects through project development.

9.12 Wildlife Crossing Meetings

This section of the DEIS describes that the purpose of the wildlife crossing meetings were to discuss the wildlife movement crossing study and determine feasibility of wildlife linkage corridors. The meetings are summarized in the DEIS. Additional communication with the Idaho Fish and Game and EPA occurred during the FEIS development to refine the wildlife crossing locations in the Chilco and Athol areas.

9.13 Mailing List

This section of the DEIS describes the mailing list containing approximately 3,800 entries which was used for distribution of the newsletters and other public information. Information related to the public hearing was distributed and described in FEIS Appendix J, *US-95, Garwood to Sagle Hearing Summary and Certification.*

9.14 Media Involvement

The DEIS describes that media kits with maps, fact sheets, and timelines were prepared and updated for various media forums. No media kits were distributed between the DEIS and FEIS publication. Press releases were sent to announce the public open houses and public hearing.

9.15 DEIS Comments and Responses

During the public comment period for the DEIS, testimony and comments were received through multiple sources. Oral testimonies received at the public hearings are noted with an "OT" at the beginning of the number. Written testimony received at the Sagle public hearing is noted with an "S". Written testimony received at the Athol public hearing is noted with an "A". If a comment does not have a letter associated with it, it was received during the comment period but not at the hearing. In several cases, sequential numbers are missing. These comments or testimonies may not have required a response because it was either a general comment supporting the project or an alternative, but no particular response was warranted. These are listed in Table 9-3, *Additional Public Comments Received.*

Comments provided during the public comment period have been transcribed as received; spelling and grammar of comment letters were not edited.

COMMENT LETTER NO. 002 – Kootenai Electric Cooperative

COMMENT 002.1
Please have the minutes from the public hearings forwarded to me at the above address. We would just like to know about the schedule.

RESPONSE 002.1
The hearing was an open house style hearing and no minutes will be produced. The public and agency comments regarding the project were captured through comment letters, written testimony forms and oral testimony. Copies of these comments, responses to comments and a description of the hearing are included in this chapter of the FEIS and in FEIS Appendix J, US-95, Garwood to Sagle Hearing Summary and Certification. Additional information regarding project phasing and funding is included in the FEIS Chapter 11, Phased Project Implementation.

COMMENT LETTER NO. 003 – Robert and Shelley Shaw

COMMENT 003.1
I understand you have to widen the highway. But hope you go in the front of our property not caddie corner through. We grow hay and have four horses. It would be a problem to move four horses back and forth across highway. Also a hassle for our haying. Please try and go along the front.

RESPONSE 003.1
The frontage road for the Preferred Alternative was shifted so it would not cut diagonally through the hayfields but would skirt the edges to minimize effects to the farm operations.

COMMENT LETTER NO. 004 – Carl and Zelma Keely

COMMENT 004.1
We don't want our place tore up. Please answer the letter so I will know what to do. I don't want to give up my driveway.

RESPONSE 004.1
According to the plan in this early stage of development your driveway to US-95 will be affected, but not your driveway to Government Way. The right-of-way for the project is preliminary. Following the issuance of the Record of Decision and selection of an alternative, preliminary and final project design will proceed and final right-of-way requirements will be determined. At that time, ITD and FHWA will meet with landowners to investigate and solve right-of-way and access issues. If your driveway is still determined to be affected by the project, the design team will determine how to provide access to your property. Please see the DEIS Appendix C, Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 for more information.

COMMENT LETTER NO. 006 –Coeur D'Alene Tribe

COMMENT 006.1
Our staff would like to schedule a site visit with the appropriate ITD staff member to review the area and offer our comments in person. This visit will establish a common basis for ongoing consultation on this project.

RESPONSE 006.1
ITD and FHWA scheduled and conducted a site visit of the project corridor with the Coeur d'Alene Tribe. ITD and FHWA appreciate the opportunity and look forward to continuing consultation. See FEIS Chapter 9, Section 9.3, Tribal Coordination.

COMMENT LETTER NO. 008 – Lois Spacapan

COMMENT 008.1
I see absolutely no sense in proceeding with the widening of route 95 between Garwood and Sagle. These proposed four lanes would only feed into the two lane Long Bridge south of Sandpoint.

In addition the proposed bypass through Sandpoint will only have two lanes making it obsolete before it's even built. You guys need to go back to the drawing board and come up with a master plan for the Coeur d'Alene/Bonners Ferry corridor that makes some sense. It's the main route into Canada for hundreds of miles in either direction.

RESPONSE 008.1
Since Kootenai County became a metropolitan statistical area (urbanized population of 50,000) with the 2000 Census population count, a Metropolitan Planning Organization (KMPO) became mandated for Kootenai County. KMPO was formed to address the County's transportation regional planning needs. They work closely with ITD and FHWA, the public, cities, small towns, the county, transit providers, and the Tribes and have a regional travel demand forecast model that considers this project and other regional projects. This project is considered in their regional modeling assumptions. It includes considering the access, traffic congestion, and safety of users of US-95.

A number of studies are being completed to address area transportation issues. The EIS for the US-95, North and South project studied the area from Sagle to north of the City of Ponderay and calls for adding a lane in each direction between Sagle and Sandpoint. The bypass project through Sandpoint, combined with the existing local circulation, accommodates traffic moving through the area. The US-95, Garwood to Sagle Project is included in the modeling of the Hayden Transportation Strategic Plan and the Sandpoint Urban Area Transportation Plan.

COMMENT LETTER NO. 009 – Barbara McEvoy

COMMENT 009.1
I have reviewed the information sent to me for the proposed development indicated above. Please refer to the attached Federal Insurance Rate Map FIRM(s). At this time Bonner County and Kootenai County are in good standing as participants in the National Flood Insurance Program (NFIP) and follow strict floodplain development standards through the adoption of a Flood Damage Prevention Ordinance.

Some areas of these ordinances may apply higher standards adopted for the health and safety of the citizens in their communities.

Upon careful review I have determined that sections of the referenced proposed development are partially located in the Special Flood Hazard Area (100-year floodplain). I appreciate the detailed report contained in your review which clearly outlines these sections.

Please be aware that whenever there is development in the floodplain you must follow the above named community's Flood Damage Prevention Ordinance, which outlines the permitting process and other essential regulations concerning floodplain development. The floodplain administrative center enforces the requirements of their ordinance to ensure the community's continued eligibility to participate in the National Flood Insurance Program. If you have any questions about the specific standards of your ordinance, the floodplain administrator for Bonner County is Clare Marley, P&Z Director, 208-265-1458, Bonner County Planning Department. The administrator for Kootenai County is Mark Mussman, Associate Planner, 208-446-1070.

RESPONSE 009.1

Thank you for the information. Since the DEIS was published, a detailed hydraulic analysis was completed for Cocolalla and Sage creeks. Additional information regarding the project's effects on floodplains was added to the FEIS Chapter 4, Section 4.9, Floodplain Effects.

COMMENT LETTER NO. 010 – Elmer Zinger

COMMENT 010.1

Would the State be interested in putting a wildlife only tunnel under the road at my northerly property line? I need to know total highway width using both alternatives so I can finalize property agreements.

RESPONSE 010.1

A wildlife crossing is not currently planned at your northern property line (approximate MP 463). Alternatives have not been designed at a level to provide freeway right-of-way limits at your property. The DEIS Chapter 4, Section 4.11.3, Mitigation Measures discusses seven potential crossing locations. These include MP 442.0 to MP 444.5; MP 451.0 to MP 452.0; MP 453.0 to MP 455.0; the three crossings of Cocolalla Creek (MPs 456.8, 458.0 and 461.0) and the Westmond Creek crossing at MP 464.

COMMENT LETTER NO. 011 – Clarence/Betty Johnson

COMMENT 011.1

I think the best route for the new highway 95 is to go north at the Strand corner, continue north to Pend Oreille River. Build a bridge across the river ending over by Dover. Continue north connecting with Highway 95, bypassing Sandpoint completely. That would eliminate building a new bridge, and gets in to Sandpoint without all that traffic.

RESPONSE 011.1

The alternative route that you refer to in your comment extends outside of the project limits and was covered in the Environmental Impact Statement (EIS) for the US-95, North and South project published in 1999 with a Record of Decision issued by the FHWA in 2000. Please contact ITD

District 1 to request a copy of this document. A brief summary of this document is described in the DEIS Summary. More information regarding how the project limits were determined is included in the Screening of Alternatives Technical Report.

COMMENT LETTER NO. 012 – Betty Jene Johnson

COMMENT 012.1
I agree 100 percent with my husband Clarence on the West Route as its most sensible.

RESPONSE 012.1
Please see the response 011.1.

COMMENT LETTER NO. 013 – H. James Magnuson

COMMENT 013.1
Thank you for having the route photos sent to me. Our preferred alternative on the Chilco portion is the yellow alternative.

RESPONSE 013.1
As a result of public and agency comments regarding the frontage road alignment and access to the Chilco Mill, the Brown Alternative has been modified to incorporate the Yellow frontage road alignment in the vicinity of the Chilco Mill. The change was made to avoid affecting the Mill operations, to improve safety by avoiding an at-grade road crossing, and to reduce economic effects to the community. This as well as other changes requested through public and agency comment helped to develop the Modified Brown Alternative. For a description of this alternative, please refer to the FEIS Chapter 2, Alternatives. The FEIS Chapter 4, Affected Environment describes the associated effects of this alternative.

COMMENT LETTER NO. 015 – James Ball

COMMENT 015.1
I have reviewed the Draft Environmental Impact Statement for four lanes on US-95 between Garwood and Sagle, and consider it a very workmanlike document, detailing an effective and complete study of the proposed project. I have no preference among the studied routes, considering all of them to meet the requirements of the growing traffic volumes to the design year of 2030 on this very necessary highway. By my calculations, in that year traffic at Coeur d'Alene will be about 175 percent of the current volumes and at Sandpoint about 230 percent.

As a highway design engineer in western Washington (1960-1975) I always tried to look beyond the design year. I believe the statements concerning mass transit (Summary, Page 14), although possibly true under present circumstances, are misleading, unfortunate and short-sighted: "TMD and mass transit would not reduce traffic volumes to the extent that capacity would not need to be increased and they would not improve safety for the existing highway."

Those next generation engineers will be considering decisions for more capacity: TDM (Transportation Design Management) to even out the traffic flow, six or eight lanes instead of the four, or mass transit in the median. TDM will be helpful but insufficient, more lanes will be costly in taking of residential and

commercial uses, and light rail in the median is most likely to be chosen. The capacity of two light rail tracks is near that of four highway lanes. Also affecting the decision, we may by then be more considerate of the need for public transit by our young, elderly and disabled, and the increasing price of fuel for private vehicles may make transit more popular for all our descendants. At the least, we should endeavor not to build major obstacles for these future engineers to overcome.

In Figure 4, Page 9, the 50' median in typical sections is quite adequate for two light rail tracks, but a 22' median in wetland areas (Figure 5) is not. A 32' median might barely be adequate, but 40' would be preferable. A small increase in wetland impact now probably would avoid a major impact later.

RESPONSE 015.1

Considering the population, existing infrastructure, and other existing conditions, TDM and light rail were not analyzed in detail. However, none of the alternatives carried forward would preclude the development of TDM or transit measures in the future. If additional right-of-way is necessary in the future to accommodate light rail, it will be acquired at that time.

COMMENT LETTER NO. 016 – Donald and Janna Richardson

COMMENT 016.1

Our main concern is will this expansion really happen. Two years have gone by since we were told that the State would be buying property and that money was available. The newspaper reports are always contradicting what is happening yes it's a go, no its not. As a business owner in the pathway of the expansion I am trying to figure out where to relocate. Without knowing what is available that is not impacted by the expansion makes it hard to plan for our future.

RESPONSE 016.1

There is funding through the GARVEE program to begin preliminary and final design and right-of-way acquisition for the initial phase of construction in the Chilco, Athol, and the southern part of the Granite/Careywood areas. This process has begun for properties common for all alternatives under the FHWA Special Experimental Program (SEP-15). After issuance of the ROD, one alternative will be selected which will determine right-of-way location. The ROD will select one alternative for design and construction. Specific right-of-way limits will be determined during final design.

Funding for the remainder of the project will be pursued through future GARVEE funds or through formula funds as available. For additional information regarding phasing and funding please see the FEIS Chapter 11, Phased Project Implementation. See comment response 079.1.

COMMENT 016.2

Another lane north and south with merging lanes will go a long way to improving the current highway. Traffic congestion is getting really bad. Speed through the Westmond and Sagle areas needs to slow down. Trucks and cars go way to fast and pass on the left all the time, while a person is trying to make left turns. Safety really needs to be a major concern.

RESPONSE 016.2

Safety is a primary purpose of the proposed project. All action alternatives would provide two lanes in each direction to relieve congestion and would control access onto and off of the freeway. Interchanges would result in safer exit and entrance onto the freeway. In addition, the north-south

traffic lanes would be separated by a 50-foot-wide center median in most areas or a 22-foot median with median barrier in specific areas. This will further improve safety. Please see the FEIS Chapter 1, Section 1.3, Purpose and Need for Action for additional information regarding the existing and projected traffic volumes and crash rates.

COMMENT 016.3

The bypass and other highway improvements in the Sandpoint area have been going on for 50 years. People are tired of the State not taking action they are not taking this serious. Highway safety is what is really needed in our area. The population has grown to such an extent that if we don't improve the roads more people will die or be seriously hurt. I've been a resident for over 25 years and my wife has been a resident for 45 years we are both in favor of improvement and safety for us, our children and grandchildren.

RESPONSE 016.3

Please see response 016.2. Information regarding project timing is included in Chapter 11, Phased Project Implementation.

COMMENT LETTER NO. 017 – Shelley and Robert Shaw

COMMENT 017.1

It is my understanding you are going to cut right through the middle of our property caddie corner. We have deer and elk that come through and eat in our pasture. You will be having a lot more road kill and accidents. You could go in front by the railroad tracks. I hear the railroad would donate land. Seems like that would save money so you wouldn't have to buy so much private land. Or you could go behind the ridge and that is already State land.

RESPONSE 017.1

Wildlife Crash data in the DEIS shows a high-accident location near milepost (MP) 454, about a mile south of your property. During final design ITD and FHWA will investigate installing a wildlife crossing and game fencing in this area to reduce wildlife and vehicle collisions.

The FEIS describes modifications to the Brown Alternative resulting from public and agency comments on the DEIS. The frontage road was shifted closer to the railroad tracks and along the edge of your fields rather than through the middle of them. Recalculated effects of this change are described in the FEIS Chapter 4, Environmental Consequences, under the "Modified Brown Alternative".

Coordination with the railroad is a key part of the project. Coordination is ongoing and will continue through final design. Please see response 098.2.

Between publication of the DEIS and the FEIS, the project team evaluated the frontage road location located on the State land that you described; however, it was determined not feasible due to the steep slope and difficult maintenance conditions. The FEIS Chapter 2, Alternatives, describes the Alternative Screening Process; a process by which the project alternatives were evaluated.

COMMENT LETTER NO. 018 – R.E. Brockstruck

COMMENT 018.1
I would have preferred that the "preferred alternative" in the Silverwood Theme Park/Athol Area would have stayed east of existing US-95 – leaving the existing highway as a frontage road/main street for development/business in Athol.

RESPONSE 018.1
In the immediate vicinity of Athol, the Modified Brown (Preferred) Alternative would be constructed 1/8-mile east of existing US-95 allowing the existing road to be a business route as you suggested. However, the Modified Brown Alternative south of Athol differs from the Brown Alternative presented in the DEIS. From Rickel Ranch Road to Remington Road, including the segment through Silverwood Theme Park, it uses the existing US-95 right-of-way. This reduces the effects to private property and construction would be less expensive.

COMMENT LETTER NO. 019 – Dora Arnold

COMMENT 019.1
Highway 53 interchange should be straightened out as in the yellow plan or brown plan. But frontage road on blue plan could be extended from overpass to Highway 53 on the east side of highway, could be brought around between Ela property at Wilcox property to connect with a Hudlow Road to come around and connects to Garwood Road providing access to our property.

RESPONSE 019.1
The Brown and Modified Brown alternatives have interchanges and frontage roads similarly aligned to what you describe in your comment. The frontage roads that would be improved are indicated by the brown dashed lines of DEIS Chapter 2, Alternatives Figures 2-9 and 2-10; however, the existing roads that will continue to be used for local access have no lines drawn over them. This is noted on the revised alignment maps in the FEIS Chapter 2, Alternatives.

COMMENT 019.2
All plans have their benefits and downfalls. Combine some from each instead of going with strictly one or another.

RESPONSE 019.2
In response to public and agency comments, many of the preferred components of the Yellow and Blue alternatives have been integrated into the Brown Alternative creating the Modified Brown Alternative. Please see the FEIS for a description of the changes and an analysis of the human and natural environmental effects resulting from those modifications.

COMMENT 019.3
And use blue plan for the Ohio Match interchange. Less property being purchased for Riley Creek's Chilco mill and subsequent businesses utilize old highway 95 for the west side of highway frontage road.

RESPONSE 019.3
ITD and FHWA selected the location of the interchange near Chilco Road because it would provide more convenient access for truck traffic coming from the Chilco Mill thus reducing the distance that

trucks would travel on frontage roads. Additionally Chilco Road is planned to be a higher volume route than Ohio Match Road west of US-95 based on information received from local elected officials. Lakes Highway District also recommended that the interchange be located approximately 1/4-mile south of the current intersection of Chilco Road and US-95 for the Modified Brown Alternative.

COMMENT 019.4

Interchange on blue plan at Ohio match road should be adopted into National forest entrance, for recreational use and logging truck traffic. The impact of logging truck traffic passed homes will have to be dealt with all the alternatives as the population growth will continue in this area.

RESPONSE 019.4

ITD and FHWA acknowledge that Ohio Match Road east of US-95 will continue to be a major access route to the National Forest for recreational travelers and logging. The location of the interchange will provide convenient access to US-95 for traffic from east of the freeway using Ohio Match Road and west of the freeway using Chilco Road. Traffic effects from all vehicles including logging trucks have been considered for the design year 2030.

COMMENT LETTER NO. 020 – Jim Fleischacker

COMMENT 020.1

Basically the Brown plan seems to be the best except in the Athol area around Silverwood Theme Park. In my opinion the blue route around the park looks better. Just looks like the traffic would best on the west side of the park.

RESPONSE 020.1

The Blue Alternative bisects the area between Silverwood Theme Park and Athol and cuts off many of the local roadways reducing continuity and circulation options. It would also limit growth of Athol immediately to the south. The City Council for Athol recommended the Brown Alternative rather than the Blue Alternative.

The Modified Brown (Preferred) Alternative converts the existing highway through Athol to a frontage road and leaves most of the local roadways west of existing US-95 intact. Through the Silverwood Theme Park area the Modified Brown (Preferred) Alternative has been changed to use the existing US-95 right-of-way.

COMMENT 020.2

What is going to happen to highway 54 from Athol to Spirit Lake? The truck traffic alone has increased substantially in the last few years; it is only going to get worse with all the building going on. The highway needs a center turn lane; either a three or five lane highway.

RESPONSE 020.2

The purpose of this project is to construct improvements to US-95. Therefore, there will be no improvements to SH-54 between Athol and Spirit Lake under this project. SH-54 between US-95 and SH-41 is not programmed for any major improvements in the 2009 – 2013 Statewide Transportation Improvement Program (STIP). This comment has been shared with the ITD District 1 Transportation Planner.

COMMENT LETTER NO. 021 – Flora Morris

COMMENT 021.1

Brown in view of map shows you are wanting to take land off the front of our place on Chilco Road. No I don't think it's a good idea to have such a big curve for large trucks or cars. They (trucks) are turning into the log yard at a 90° curve now and are having no problem. Since Chilco Road has been paved to Ramsey, Chilco Road is a speedway for trucks and cars both.

RESPONSE 021.1

The Chilco Road alignment has been revised to eliminate the curve on what was shown on the Brown Alternative in the DEIS. See the FEIS Chapter 2, Figure 2-10, Chilco Area – Brown and Modified Brown Alternatives.

COMMENT 021.2

The best idea for Hwy 95 is to make a good road with 4 or 6 lanes of traffic with turn offs and a good divider between north and south traffic like in other states have (not) a freeway with so much money wasted.

RESPONSE 021.2

The design standard for the action alternatives was determined based on existing and projected traffic volumes as well as traffic accident data. The DEIS Chapter 2, Section 2.2, Alternatives Development and Screening Process presents the details of how and why this standard was chosen.

COMMENT LETTER NO. 022 – Cliff and Cathy Keller

COMMENT 022.1

We purchased five acres on Overlake View Road less than a year ago. One of the reasons we purchased it was because it was on a dead end road. We would very much like to see this aspect of the area not change. Proposals of brown and blue would add a lot of traffic to Overlake View Road, which is not why we bought the property there.

RESPONSE 022.1

The Brown Alternative would shift the freeway to the east in the area just south of Westmond. Because of the steep terrain, it is not practical to construct the frontage road adjacent to the freeway in this area. Very large cuts would be required in the hillside above the freeway to construct the frontage road.

These large cuts would adversely affect most of the individual properties, many of which have homes on them, on the west side of Overlake View Road and require that they be acquired to build the project. By improving Overlake View Road, rather than constructing a new frontage road adjacent to the freeway lanes, effects to those properties and homes would be less and they would not need to be acquired to build the frontage road. Traffic would be increased on Overlake View Road with this alternative, but minimizing the number of properties and homes displaced was considered an important consideration.

COMMENT 022.2

We think the frontage road should stay along the highway as in plan yellow. We believe that it's in the best interest of the environment to place cars and their emissions and noise all in the same area rather than spreading them throughout the countryside.

RESPONSE 022.2

Please see response 022.1. The Yellow Alternative also affects most of the commercial businesses along US-95, whereas the Blue, Brown and Modified Brown alternatives do not. This is an important consideration for identifying the Modified Brown Alternative as the Preferred Alternative in this area.

COMMENT LETTER NO. 024 – Tanya Willoughby

COMMENT 024.1

Please no more million dollar studies. There is no sense in changing the route. The highway is already in place. Simple solutions abound. Using a K-rail in the center to divide traffic. Adding a center lane to move traffic further from opposing traffic. Plain widening of the road. These solutions are simple and cost effective.

RESPONSE 024.1

Thank you for your suggestions. The use of federal funds requires that studies such as these be completed to assist decision-makers to make informed decisions. Widening the highway by adding a lane in each direction, adding a center turn lane and use of k-rails to divide traffic were components or alternatives evaluated during the screening of alternatives process. As part of the development of the project, a Concept Report evaluated and established the project design standard based on the purpose and need for the project. This standard was then applied to the different alignment alternatives. The design standard titled Five-lane Highway with At-Grade Intersections and Traffic Signals (Type IV access control) is very similar to the one you describe. Under this alternative a lane in each direction and center turn lane would be added and driveways and local roads would be allowed to access US-95 similarly to how they do today. This design would reduce congestion in the short-term. However, for the design year 2030 travel through the area would have substantially slower travel speeds from increased congestion and long delays at signalized intersections. This results in a projected LOS D and E in many areas, which would not meet the purpose and need for congestion relief.

This alternative also had the highest anticipated crash rate of all the alternatives of 1.64 crashes per million vehicle miles (cpmvm) compared to the projected 0.60 cpmvm using the design standard in the Modified Brown Alternative. For these reasons, this alternative would not meet the project's purpose and need to improve safety for the 2030 design year.

Although there would be more effects associated with a freeway than with a four-lane highway, the added advantages of a freeway in terms of capacity and safety were important considerations. Details explaining how the alternatives were compared and screened are explained in the DEIS Chapter 2, Section 2.2, Development and Screening of Alternatives and the Screening of Alternatives Technical Report.

COMMENT 024.2

These suggestions are simple and cost effective. The rumble strips were placed to close in the lanes, causing traffic to come even more dangerously close. In some cases the strip is on the inside of the white line. This doesn't make any sense either, when there is 8-10 feet of pavement outside the white lines. The rumble strips would be an attorneys dream for the next person who dies on this highway.

RESPONSE 024.2

The rumble strips were placed according to ITD Design Standards as part of a safety project in 2005-2006. An important part of the DEIS involved completing a traffic analysis that identified the problems with the existing roadways and included congestion and accident data. It showed that out of 140 crashes from drivers that were inattentive or sleepy (at non-intersection locations), 10 were fatal. Rumble strips are effective to alert inattentive, distracted or sleepy drivers when they are drifting onto the road shoulder or crossing the centerline into oncoming traffic.

COMMENT LETTER NO. 025 – Gregory and Judy Lyn Such

COMMENT 025.1

You should consider moving the entire project west. The only road north and south is Highway 95 and the only way across the lake is the Long Bridge or going across the lake is the Long Bridge or going as far west as Priest River.

RESPONSE 025.1

Please refer to response 011.1.

COMMENT LETTER NO. 026 – Gary and Thelma Gill

COMMENT 026.1

Gary has been in three accidents, right in front of our drive way, not his fault. Everyone is fighting for front place either going North or South. The four lanes ends going North, right at our drive way, and going South it begins at our drive way. I have seen so many accidents and people being killed in them. Traffic is getting so heavy now it's a real problem to make a left hand turn. This is a race way out here.

RESPONSE 026.1

The primary objectives of the project are to improve safety and mobility on US-95. Creating a consistent design standard and fully controlling access onto and off of the freeway will achieve this. In all areas through the project corridor, frontage roads would connect to interchanges that would provide access on and off US-95 to improve safety.

COMMENT 026.2

Gary is trying to retire and cannot sell because this project is in suspension. Please, please, please, let's get things going.

RESPONSE 026.2

Please refer to the FEIS Chapter 11, Phased Project Implementation for information regarding project funding and timing. See response 079.1.

COMMENT LETTER NO 027 – Molly O'Reilly

COMMENT 027.1

I have every confidence that your remodeled Highway 95 section will move traffic swiftly and effectively. I also realize that is your primary goal. It will have a detrimental effect on the communities it crosses, as it puts long distance travel above local connectivity. Highway crossings will be scarce, for those not in motor vehicles.

RESPONSE 027.1

The proposed project intends to address local circulation by providing frontage roads and by converting existing US-95 to local access roads where a new section of freeway is proposed. Providing pedestrian and bicycle access is also a very important part of the project and will be provided within the freeway or frontage road right-of-way where maintenance agreements can be obtained. Bicycle and pedestrian access will be provided over bridges and railroad crossings as well. Frontage roads will provide local connectivity and are a result of public and agency comment received at public meetings. Please see FEIS Chapter 2.2, Development and Screening of Alternatives and 2.3, Alternatives Analyzed in Detail. The DEIS Chapter 9, Section 9.1, Public Involvement Objectives and Section 9.2, On-going Communication with the Public also provide background information.

COMMENT 027.2

It concerns me especially that one has to live on the east side of the roadway to have their bicycle or pedestrian mobility enhanced. There should be full bike/pedestrian lanes on both sides of the highway. For these slower modes, the inability to travel safely paralleling the highway with frequent access the other side of the highway will often be insurmountable barriers. You would not design a highway that lacked vehicular access to and from both sides; yet, you are doing exactly that for bicycles and pedestrians.

RESPONSE 027.2

ITD and FHWA are committed to providing a safe facility for all users as stated in the Purpose Statement in the DEIS and FEIS. ITD and FHWA contacted local bike groups to discuss bike and pedestrian needs throughout the corridor. ITD and FHWA will provide a continuous bicycle and pedestrian facility with connection opportunities to public recreation areas and community resources as practicable. The bike path is proposed on the east side of the freeway either on frontage roads or a separated path where maintenance agreements can be obtained for most of the alignment because the railroad right-of-way and road right-of-way on the west side of US-95 limit available space. ITD and FHWA are still gathering more information on this topic. The exact location and circulation of the bike path will be detailed in the preliminary and final design phases of the project. Sidewalks will be included in urbanized areas per the ITD Design Manual. School crossings will be provided on frontage roads.

COMMENT 027.3

Sagle School will be even more cut off from the families and students living west of the highway who attend it. Since the ones living at the west end of Sagle Road are within walking distance of the school, this is especially sad. It is expensive for the school district to maintain neighborhood schools, and when they are separated from their "neighborhoods" the money is pretty wasted. ITD should be reluctant to

spend funds that increase the need for (Idaho State paid) school safety busing. I encourage you to provide safe, convenient highway crossing to Sagle School.

RESPONSE 027.3

See response 027.2 and DEIS Chapter 4, Section 4.1, Transportation Networks. Neighborhood cohesion and quality effects are described in the DEIS and FEIS Chapter 4, Section 4.4, Social Environment Effects.

COMMENT LETTER NO. 028 – City of Athol

COMMENT 028.1

The City of Athol has accepted the brown plan as their preferred plan with the highway route going to the east of present Hwy 95 about (at least) 300 feet creating a lot between the present Hwy 95 and proposed highway. The city has asked that the new proposed highway stay to the east of the present highway to Remington Road to allow Remington Road to access to the present Hwy 95 after the freeway is complete so cars can enter town from Remington Road.

RESPONSE 028.1

The Modified Brown (Preferred) Alternative in the Athol Area would convert existing US-95 between Remington and SH-54 to a frontage road for public use. For clarification, the FEIS indicates the use of existing US-95 as a frontage road where applicable. The Modified Brown Alternative makes provisions for a full interchange at Parks Road with the west frontage road connecting directly to what is now US-95 in the vicinity of Remington Road.

COMMENT LETTER NO. 030 – Manuela Eiring

COMMENT 030.1

I like the Brown Alternative since it gives us an interchange on both, the south and north end of Cocolalla Loop Road. I would like to see you eliminate the at-grade railroad crossings at the south as well as at the north end of Cocolalla Loop Road.

At this time an average of four trains an hour, all day and night pass through this area, blowing the whistle, creating incredible noise pollution. If ITD moves US-95 to the east, the brown and blue alternatives, Burlington Northern will be able to put a second track through the Cocolalla/Westmond area and connect with the second track south and north from there, which will allow BNSF to run even more trains a day increasing day and night noise pollution. Also with increased housing development on the west side of Lake Cocolalla, traffic over those two railroad crossings will greatly increase.

RESPONSE 030.1

The Modified Brown (Preferred) Alternative would eliminate the at-grade crossing at the south end of Cocolalla Loop Road by providing a bridge over the railroad thereby eliminating the need for whistle blowing in that area. However, the at-grade railroad crossing would remain in Westmond at the north end of Cocolalla Loop Road. Constructing a bridge over the railroad in this area is not included in the Modified Brown Alternative because it is not necessary as part of the project and the crossings are far from the project alignment. In addition, bridging over the railroad at that crossing would be difficult because of the proximity of other nearby intersections and driveways along

Cocolalla Loop Road. Substantial additional right-of-way would have to be acquired to construct the railroad crossing adversely affecting more property owners.

COMMENT LETTER NO. 031 – Bill White

COMMENT 031.1

I think ITD should give the strip of the existing highway back to the landowners. To make it to a dead end road will just be a mess when Silverwood lets out with traffic going there thinking they can get out on the new road; not to say how the kids will use it as a party area once they find it. There is no need for a road to nowhere. Remove it so the farmers can put it to good use.

RESPONSE 031.1

The Modified Brown Alternative is different from the Brown Alternative through the Silverwood Area. From Rickel Ranch Road to Remington Road, including the segment through Silverwood Theme Park, the Modified Brown Alternative would be along the existing US-95 alignment. This would eliminate the dead end road that would have been created if the alignment to the east of Silverwood Theme Park had been used.

COMMENT LETTER NO. 033 – Lee and Adelaide Taylor

COMMENT 033.1

We are very concerned about the loss of tree planting land along the railroad tracks and about the frontage road being so close to the two houses up here, causing additional noise and pollution.

RESPONSE 033.1

We recognize the importance of trees to act as a visual buffer, although their effectiveness in reducing noise is limited. ITD and FHWA will make all attempts to minimize effects on trees throughout the project corridor. Avoidance of trees will be considered during final project design, where safety would not be compromised.

Noise effects were analyzed for the Modified Brown Alternative in the FEIS. While noise levels may increase, they will not approach or exceed FHWA noise abatement criteria at the two residences, in either the absolute or substantial categories.

Project effects to air and noise pollution were analyzed in the DEIS and FEIS Chapter 4, Section 4.6, Air Quality Effects and Section 4.7, Noise Effects. All project alternatives would result in reduced vehicle miles traveled (VMT) in the project corridor relative to the No Action Alternative. Construction mitigation measures that will be included as environmental commitments for the project are included in the FEIS Chapter 12, Environmental Commitments.

COMMENT 033.2

Also there could be a problem with our water supply due to this road construction so close to our houses. The water supply is from springs close to your proposed road construction. We also irrigate our nursery and Christmas trees from the same water source.

RESPONSE 033.2
In instances where there is a potential to adversely affect wells and the well is not physically removed or capped, ITD and FHWA will test the water before and after construction to determine if there is a difference in quantity and quality. If a permitted water source is affected by construction, damages will be paid or the water source replaced under the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970. Additional information has been added to the FEIS Chapter 4, Section 4.8, Water Resources Effects and Section 4.10, Wetlands/Waters of the US Effects regarding effects to wells and springs.

COMMENT 033.3
We do hope you would move the road as far to the east as possible.

RESPONSE 033.3
Please see response 098.2.

COMMENT 033.4
We also want to mention our need for road access for large 53 foot tractor trailer trucks and also doubles. This is a wholesale operation and we load twenty plus of these trucks a year.

RESPONSE 033.4
The new access configuration will take into account access for large vehicles. Access is an important part of the final design and ITD and FHWA will be working closely with you to ensure that access for tractor trailer trucks is sufficient.

COMMENT LETTER NO. 034 – Al Kyle

COMMENT 034.1
I did not see an analysis of the cost of each alternative, but that may be elsewhere or later. I don't know how the costs factor in but I assume they will be considered at some point.

RESPONSE 034.1
Cost estimates were prepared for each alternative and are presented in the DEIS Chapter 4, Section 4.5, Economic Effects, Tables 4-7 through 4-13. Costs for wetland mitigation site development, construction and maintenance are not considered in the estimates. Costs were considered in the comparison of alternatives but were not the major factor in the identification of the Preferred Alternative.

COMMENT 034.2
I do wonder how the potential development on the former Rickel Ranch (south of Bunco Road) may affect these plans. We live two miles east of US-95 on Bunco Road and the Brown Alternative would certainly help the current traffic situation, especially in the summer when Silverwood traffic overwhelms the system.

RESPONSE 034.2
The interchange was located at Bunco Road because it is the main east-west road in this area and it is close to Silverwood Theme Park. Any future developments such as Rickel Ranch would have to be approved by Kootenai County and access to US-95 from those developments would use the Bunco

Road interchange. Recent comprehensive plan and land use proposals by the present owner of Rickel Ranch have included the Brown Alternative for US-95 through the Rickel Ranch property.

COMMENT LETTER NO. 035 – Dave and Barbara AnKrum

COMMENT 035.1
Going north out of Athol there is more land on the west side of the road. This would not affect as many people as using the land on the west side, and probably be a little cheaper.

RESPONSE 035.1
North of Athol the right-of-way will be acquired primarily from the west side of the highway as you suggested. This would minimize effects to residents since there are fewer homes on the west side of the highway.

COMMENT 035.2
Also using the T-walls or cement barriers seem like this would save on the cost of buying up land. They work on a lot of roadways throughout the U.S., Canada and Iraq. And saving land for personal use.

RESPONSE 035.2
Median barriers would be used south of Cocolalla Lake and near Algoma Lake. The Highway Safety Information System conducted a study, which looked at open medians without a median barrier and medians with a barrier; found that the total accident rate appears to decline steadily as median width increases (FHWA, 1993). The study also found that increasing the median width reduced certain types of accidents by varying rates. The study mentions that medians that are 50-feet wide are safer than narrower medians. However, both would improve safety over existing conditions.

COMMENT 035.3
We are personally in favor of the Brown road as it utilizes the west portion of the existing road, Highway 95 north.

RESPONSE 035.3
Comment noted.

COMMENT LETTER NO. 037 – Bonita Anderson

COMMENT 037.1
No service road should be established between South Cocolalla Loop Road across the wetlands to the east side of Cocolalla Lake secondary to the integrity of the wetland.

RESPONSE 037.1
Neither the Brown Alternative described in the DEIS or the Modified Brown Alternative presented in the FEIS includes an access road north of South Cocolalla Loop Road.

COMMENT 037.2
New freeway should follow the course of the existing road the entire length. This would eliminate bridge and service road through the Westmond wetlands. There are beautiful wetlands we need to protect.

RESPONSE 037.2

The majority of the freeway alignment follows the existing US-95 alignment. While the Modified Brown (Preferred) Alternative has 0.1 acre more wetland effect, it avoids displacing the Westmond businesses and residences. ITD and FHWA are required to design projects that avoid and minimize adverse effects to wetlands to the extent practicable. The original alternative that was developed was revised to minimize wetland effects after preliminary discussions with the EPA and the USACE. The typical section for the Yellow, Brown and Modified Brown alternatives was modified to reduce the typical section width from 240 feet to 212 feet by narrowing the center median from 50 feet to 22 feet 2-1/2 miles south of Cocolalla Lake and from approximate MP 459 to approximate MP 461.5 near Algoma Lake. The Modified Brown Alternative would also follow the existing alignment of US-95 through the Athol Area.

Modifications have been made to the Brown Alternative since the DEIS publication to reduce wetland and other resource effects. This included changing the interchange location from the vicinity of Blacktail Road to the vicinity of Bayview Road. The Modified Brown Alternative has no utility corridor on the west side from MP 456 to MP 461 which reduces effects to wetlands. These minimization measures are reflected in the Modified Brown Alternative. Wetland effects and mitigation are detailed in the DEIS and FEIS Chapter 4, Section 4.10, Wetland/Waters of the US Effects.

COMMENT 037.3

Interchange should be south of South Cocolalla Loop Road to protect wetlands on both sides of the highway.

RESPONSE 037.3

Please see response 136.5.

COMMENT LETTER NO. 038 – Dick Hernandez

COMMENT 038.1

The typical section, Figure 4 of the Executive Summary, depicts a R/W width of 240 feet with a median width of 50 feet. This distance allows for a safe "Clear Zone" recovery area without barriers and minimum glare from oncoming vehicle headlights at night. However, Figure 5 reduces the median width to 22 feet to minimize encroachment to wetlands. I find this somewhat irresponsible. For the sake of safety, maintain the 50 foot median width that would eliminate those crashes with barriers and glaring headlights. For safety sake, it would be better to mitigate for additional wetlands, which you need to do anyways, than to sacrifice injury or lives of the traveling public. Come on guys, let's do it right.

RESPONSE 038.1

In an effort to balance both the human and natural environments, the effects to wetlands were minimized by narrowing the median width from 50 to 22 feet in specific locations. This was done after consultation with the EPA and USACE in consideration of the requirement to permit the project in the future. A concrete median barrier would be used with the narrower median reducing head on collisions. While the 50-foot-wide median is the safest option, the 22-foot divided freeway is safer

than the existing conditions. See the FEIS Chapter 3, Section 3.10, Wetlands/Waters of the US for more information regarding regulatory requirements surrounding wetlands.

COMMENT 038.2

The Emergency Service District Board should not be concerned about relocation of their emergency facilities as the Right-of-Way Department will deal with them. Their access to and from US-95 would most likely improve due to an improved capacity rating with the new preferred alternative.

RESPONSE 038.2

Comment noted.

COMMENT 038.3

The re-construction of US-95 will not have so much of an effect on wildlife crossing since wildlife will most likely still try to cross in the same location, and yes, there will still be collisions. Still, wildlife crossings should be provided. The rate and density of development adjacent to the highway in coming years will probably play a more deciding role as to where and when wildlife will try to cross the highway.

RESPONSE 038.3

As described in the DEIS Chapter 4, Section 4.11, Wildlife and Vegetation Effects, the success of wildlife crossings is largely dependent on surrounding land uses. Precise locations of the wildlife crossings will be dependent on the density of development in the crossing vicinity at the time of final design. ITD and FHWA will coordinate with Idaho Fish and Game, private landowners, and Bonner and Kootenai counties regarding potential locations of crossings and their relationship to planned or expected land uses.

COMMENT 038.4

State and federal government agencies should stop haggling over the amount of wetland take. Take what is necessary to maintain a continuous R/W zone for safety and mitigate for the take of additional wetlands. Safety first!

RESPONSE 038.4

During the alternative development process ITD and FHWA evaluated options to avoid and minimize adverse wetland effects as required by Federal regulations. This is explained in the DEIS and FEIS Chapter 3, Section 3.10, Wetlands/Waters of the US. The Brown Alternative presented in the DEIS represents a balance between both natural resources and project purpose and need, including safety. The Brown Alternative described in the FEIS Chapter 2, Alternatives was further refined after considering public and agency comment and the Modified Brown Alternative represents a solution ITD and FHWA consider to be a good balance, while also meeting safety standards.

COMMENT LETTER NO. 039 – Dick Hernandez

Comment Letter No. 039 is a Cover letter for Comment Letter No. 038.

COMMENT LETTER NO. 040 - Anton Howell

COMMENT 040.1

I like the Brown Route, except the interchange should be at the Bayview Road, because of the wetland that would be destroyed at the end of the Blacktail Road. Also, the traffic is heavier at the Bayview Road, because it is one of the main roads to Bayview and the lake and Farragut State Park.

The Blue Route makes more sense at Granite and Careywood due to wildlife crossing on the proposed brown route your accident rate would be higher. Use the Blue Route at Careywood.

RESPONSE 040.1

In consideration of your and other public and agency comments, the Modified Brown Alternative would locate the interchange near Bayview Road. Please see response 042.1.

The Modified Brown Alternative has also been revised to reconfigure the west frontage road alignment through the Granite/Careywood and Cocolalla areas and is similar to the Blue Alternative frontage road alignment in this area. Please see the FEIS Chapter 2, Alternatives, for a description of these changes and Chapter 4, Environmental Consequences, for an assessment of human and environmental effects as a result of these revisions.

COMMENT LETTER NO. 042 - Arlene Leona Howell

COMMENT 042.1

The Brown Route looks to be a favorable route except through Granite Careywood Area. I would implore you to use the Blue Route. The Brown Route puts interchange at Blacktail Road and cuts through middle of several folks' agricultural land. The interchange at Blacktail is bad.

It is a highly sensitive wetlands, raccoon, rabbit, otter, muskrat, beaver, deer, moose and multitude of birds and ducks nest in that area. That is also a deer crossing. The Blue Route would split the traffic from the Bayview and Blacktail. All folks going to Farragut and Bayview to Lake Pend Oreille use the Bayview Road (even one of your folks). That road was paved long before Blacktail. The Blue Route also follows the railroad closer and does not impact so many folks having their property sliced in half. Much less negative impact on property owners, less congestion.

RESPONSE 042.1

In consideration of your comment as well as other public and agency comments regarding the interchange location near Blacktail Road and the associated environmental effects, the interchange was relocated to the Bayview Road area, similar to the Blue and Yellow alternatives. This option reduces wetland, floodplain and wildlife connectivity effects in this location. In addition, the west frontage road in the Granite/Careywood and Cocolalla areas was shifted further east away from the homes and closer to the railroad right-of-way similar to the Blue Alternative. Here it better preserves many fields in the area for farming, is a more feasible location, and preserves unique visual features of the area. This and other changes as a result of public and agency comment are reflected in the FEIS in the analysis of the Modified Brown Alternative. Please see the FEIS Chapter 4, Section 4.2, Land Use Effects and 4.11, Wildlife and Vegetation Effects for the analysis of human and environmental effects as a result of these revisions.

COMMENT LETTER NO. 046 - Lorna F. McNearney

COMMENT 046.1

Through this letter, I am submitting testimony to become part of the public record regarding the U.S 95 Garwood to Sagle Project. I am a property owner with frontage on US-95 just south of Sagle residing at 468226 Hwy 95," Harbison's Rock & Gift Shop parcel." (Township 56N, Range 2W, Section 16 and 21, Algoma School Lot 6).

After reviewing the alternatives in the Sagle Area, as shown in the Draft Environmental Impact Statement (DEIS), I support the alternative "Sagle Yellow" alignment with one stipulation. To gain my full support of the Yellow Alternative, the Idaho Transportation Department (ITD) must purchase my entire property during the right-of-way acquisition process. I do not support any alternative that doesn't require the complete acquisition of my parcel.

RESPONSE 046.1

Please see response A-004.2. The right-of-way for the project will be acquired according to the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970 summarized in the DEIS Appendix C, Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970. Information regarding phasing and funding can be found in the FEIS Chapter 11, Phased Project Implementation.

COMMENT 046.2

I am currently maintaining two single-family dwellings and one business on said property. I find it a hardship to maintain my personal property and would urge ITD to contact me to discuss my property acquisition. I feel that acquiring all of the Algoma parcels is key to the sensibility of constructing the preferred alternative in the Sagle Area. Furthermore, I believe it is in the best interest of ITD to acquire my entire property not only for the project, but for a potential mitigation site, future ITD maintenance needs, or future highway design alternatives.

RESPONSE 046.2

The phasing for right-of-way acquisition is dependent upon the available funding for the different geographic areas. Currently the Chilco and Athol areas have right-of-way or construction funding available and initial landowner contact has begun for preliminary and final design. Please see the FEIS Chapter 11, Phased Project Implementation and DEIS Appendix C, Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970. During the project development, there have been ongoing studies to identify, prioritize and determine the feasibility of sites for wetland mitigation in the area. See the DEIS Conceptual Wetland Mitigation Plan Technical Report for more information. At this time your property has not been identified as one with high mitigation site potential. However, we will consider your comment as our investigations continue.

COMMENT LETTER NO. 047 – Mercedes Manis

COMMENT 047.1

I feel we need to strongly address the unsafe traffic conditions of Hwy. 95. The amount of traffic is way too much for the confined roadway. The lack of turn lanes contributes to the dangerous conditions. I do hope that the plan that is selected will consider the amount of school bus traffic in the area.

The Brown Plan I believe can be achieved with less distress to the environment, business districts and general population. Also this plan indicates the safer and more concerned way for both present and future needs.

RESPONSE 047.1

Safety for school children is strongly considered with all of the action alternatives. Currently US-95 is used as the school bus route. School districts were contacted for bus stop location and circulation information. School officials have stated that they would use the proposed frontage roads for routes and stops rather than use the freeway. The project would locate school bus routes on frontage roads, creating a safer commute for children.

COMMENT LETTER NO. 048 – Laya Bleckwenn

COMMENT 048.1

All of the proposals are basically ridiculous. I see NO benefit in constructing a frontage road through a 5th generation family farm. We are not the only multi-generation farm in this area either. These frontage roads (especially in the yellow and brown plans) will destroy our livelihood in so many ways. In our situation, they both go right over our well, wipe out large portions of our hay field and pasture, and are right out the front door. I don't see any way that can be allowed to happen. The blue proposal is the lesser of all 3 evils. It still goes through our pasture and hay field, but it stays the farthest away from us and closest to the existing highway. Just widen the highway and let it go. These frontage roads ARE NOT ACCEPTABLE.

RESPONSE 048.1

A continuous frontage road is included in the design because access to and from the freeway would only be possible through interchanges and a good frontage road system is necessary to allow people access to those interchanges and for local circulation. This is important to improve safety primarily because many of the accidents are caused from vehicles entering and exiting the many approaches on US-95. This condition is expected to worsen as the area grows and traffic increases.

In consideration of public and agency comment, the frontage road near your property was shifted adjacent to the railroad right-of-way to avoid segmenting farm fields to avoid your well, and to accommodate farming operations. This is reflected in the Granite/Careywood Modified Brown Alternative in the FEIS Chapter 2, Section 2.6, Description of Alternatives by Geographic Area.

COMMENT LETTER NO. 049 – Mick Blakely

COMMENT 049.1

Having attended the highway mtg. at Athol Jan. 23, I would like to comment on the 448 portion of the Athol segment. I have included a plat map of a portion you intend to cross with the "Brown" route. This plat was approved years ago and we intend to develop those parcels and provide water from an existing well located near center of the plat. I have roughly drawn in your proposed route and you can see how badly it would mess up the plat. We would prefer that you use your "Blue" route as indicated at the mtg., but if you do use the brown route we would like the frontage road to go west on Remington to the Hwy then south staying as close to the new highway as possible, as indicated in yellow on our plat map. I manage this property, but you will be getting similar comments from the owners.

RESPONSE 049.1

In consideration of public and agency comments, ITD and FHWA have revised the Sylvan frontage road alignment to go west on Remington Road towards the freeway then continue south closely following the freeway alignment. This configuration is described in the FEIS Chapter 2, Section 2.6, Description of Alternatives by Geographic Area. This modification minimizes effects to the property and the farming operations.

COMMENT LETTER NO. 051 – Eric and Mary Taylor

COMMENT 051.1

I own Triple T Nursery, located in T54N, R3W, Section 13 West of the Burlington Northern Railroad. After reviewing all the plans, I am concerned about the loss of the nursery ground due to the location of the frontage road. I make my living on this farm, and the loss of this land would result in a big loss of income that I could not replace.

RESPONSE 051.1

A continuous frontage road is included in the design because access to and from the freeway would only be possible through interchanges and a good frontage road system is necessary to allow people access to those interchanges and for local circulation. This is important to improve safety primarily because many of the accidents are caused from vehicles entering and exiting the many approaches on US-95. This condition is expected to worsen as the area grows and traffic increases.

The proposed frontage road would affect your property and the adjacent railroad right-of-way. If after further design refinement your property is still affected, you will be compensated for your property according to the Uniform Relocation and Real Property Acquisition Policies Act of 1970. The acquisition process will include a valuation and appraisal process which will consider the effects that the loss of the property will have on your business. More information regarding acquisition is included in the DEIS Appendix C, Summary of Uniform Relocation and Real Property Acquisition Policies Act of 1970.

COMMENT 051.2

Also, I would like to see the frontage road moved to the east in front of our entrance gate to avoid digging into the hill and releasing the springs that supply the water on the farm. We irrigate our nursery with this water as well.

RESPONSE 051.2

Any permitted water source, associated with property that will not be fully-acquired for right-of-way will be replaced or re-established for use on the remaining property. Use and function of the utility will be retained and protected from harm to the greatest extent practicable. ITD will work with landowners regarding water-rights during the project right-of-way acquisition process. Please see response 033.2.

COMMENT 051.3

We need road access for large tractor trailer trucks which tend to be some of the longest trucks on the road (53' trailers, doubles, etc.). We use 20+ trucks a year for the nursery product as well as others for heavy equipment and logs.

RESPONSE 051.3
Please see response 033.4.

COMMENT 051.4
We are also concerned about noise pollution, so therefore we prefer the brown plan, although we would like to see the frontage road moved as far east as possible to avoid the loss of nursery land and also to avoid the risk of losing our water.

RESPONSE 051.4
The FEIS Chapter 2, Alternatives, describes the Modified Brown Alternative which reduces the right-of-way width in the Careywood area. Noise effects have been analyzed for the Modified Brown Alternative; however, modifications would not increase noise over what was described in the DEIS at the Bayview interchange. The cost and benefits of noise mitigation was analyzed in FEIS Chapter 4, Section 4.7, Noise Effects. Please also see responses 051.1 and 051.2 regarding nursery land and water sources.

COMMENT LETTER NO. 052 – Steve Strieter

COMMENT 052.1
I don't agree that the project needs to be some 200' wide, or that it needs a 50' median. The width greatly increases the cost of purchasing the land; don't think for a minute that Mr. May in Sagle is going to let his Honda dealership site go cheaply, and the new Avista substation behind Mays Honda could pose a problem. The other Sagle residents I've spoken with would not miss the trailer park at 95 & the northern Gun Club Road, though. That land will also be less expensive than Mays', I'm sure.

RESPONSE 052.1
While commercial properties may cost more to purchase than a trailer park, Federal law prohibits a disproportionate impact on low-income and minority populations under Executive Order (EO) 12898. Therefore, ITD and FHWA may not choose to affect low-income housing rather than more expensive housing or businesses to lower project costs or preserve other resources. The DEIS Chapter 4, Section 4.4.2, Environmental Justice Effects, describes the analysis and the effect each action alternative would have on low-income populations. Information regarding the Modified Brown Alternative effects to low-income populations is included in the FEIS Chapter 4, Section 4.4.4, Environmental Justice Effects.

COMMENT 052.2
The 200' width also "Californicates" the area, turning a beautiful and unique area into another faceless highway. I don't live here because I need a grandiose highway. The population and traffic density do not require this much construction. A few more passing areas would be an improvement. I commute from Sagle to Spokane daily and am rarely held up by a significant amount, but widening the area south of Cocolalla, south of the Athol intersection (95/54), and between Garwood & Hayden would be improvements. Most traffic is south of the Athol intersection, where land development is. This can be done using much less space, with much less effect, and at much less cost, than the plans offered.

RESPONSE 052.2
ITD and FHWA must design roadways to offer safe and effective transportation. This project will be designed to meet traffic needs in the year 2030. The number of travel lanes required to meet future

travel demand in the year 2030 was analyzed in the development and screening of alternatives process which is summarized in DEIS and FEIS Chapter 2, Section 2.3, Alternatives Analyzed in Detail and the Screening of Alternatives Technical Report. The project would result in visual effects and changes to the rural landscape character, which is discussed in the DEIS Chapter 4, Section 4.15, Visual Effects. Measures to minimize effects are discussed in the FEIS Chapter 4, Section 4.15.3, Mitigation Measures.

COMMENT 052.3

The wide grassy median allows cars leaving the roadway at speed to actually speed up, and ramp upwards into oncoming traffic; I've seen this happen in areas of Illinois & Indiana. A short concrete barrier would be more effective at keeping traffic separated from the oncoming lanes, and would require much less space. If you check into the advances in racetrack safety, you'll see that grass is being replaced with sand, to slow cars down when they leave the paved surface.

RESPONSE 052.3

Based on historical data, wide medians without a median barrier have a lower incidence of fatal, injury and property damage vehicle crashes than narrow medians with a barrier, so for areas with a wide median, no barrier is warranted. However, both a median barrier and wide median would improve safety over existing conditions. One of the primary purposes for installing grass in the median is to treat roadway stormwater runoff. This is further explained in the FEIS Chapter 4, Section 4.8, Water Resources Effects. For areas with a narrow median, meant to specifically reduce effects on wetlands or other resources, a concrete barrier would be used to reduce head-on collisions thereby reducing the severity rate of crashes.

COMMENT 052.4

I don't believe it's wise to run all this 4-lane into a 2-lane bridge at Sandpoint; this will destroy the commute over the bridge. The Sandpoint Byway needs to be completed before the expansion of 95. People on Lakeshore will find it all but impossible to get into town, too.

RESPONSE 052.4

The Long Bridge and Sand Creek Byway are not within this project corridor but are planned as part of a separate project, the US-95, North and South project. Please see FEIS Summary for a description of this project. The project will be designed to ensure safe and operational transitions to the existing roadway. The Sand Creek Byway construction, the first phase of the US-95 North and South project, has already begun and will be completed before this project. More information regarding how the project limits were determined is included in the Screening of Alternatives Technical Report.

COMMENT 052.5

The curve at Granite Hill does need to be redone. It's rather tight during inclement weather but the real problem is it's cambered the wrong way and has an inconsistent radius. Whoever laid it out obviously paid no attention to road design that dates back to Germany in the 1930's.

RESPONSE 052.5

The final design of the selected alternative will be based on current ITD and American Association of State Highway and Transportation Officials (AASHTO) guidance for curve radius and super-elevation.

COMMENT 052.6
Access across US-95 could be affected by tunnels under it or scenic bridges over it.

RESPONSE 052.6
ITD and FHWA will consider your comment during design of project features that may affect visual quality through context sensitive solutions. Please see response 052.2 and the FEIS Chapter 4, Section 4.15.3, Mitigation Measures.

COMMENT 052.7
It should be noted that as poorly plowed as 2 lanes of 95 are in snowy weather, one wonders how 4 lanes could be addressed.

RESPONSE 052.7
ITD maintains the existing facility and will maintain the constructed facility to ensure the safety of the traveling public in accordance with ITD policy.

COMMENT LETTER NO. 056 Dale Morris

COMMENT 056.1
Your plan for reconstructing US-95 between Garwood and Sagle is a vast overkill and shows irresponsibility with the taxpayers' money. I feel it is a very poor case of engineering with many items that are not needed.

RESPONSE 056.1
The plan to improve US-95 to a four-lane freeway was made after comprehensive engineering, environmental studies, and extensive public involvement. The purpose of the project is to increase capacity and improve safety along the corridor. This need is based upon existing traffic volumes and crash history plus the anticipated growth in the area that will result in much higher traffic volumes in the future. ITD and FHWA have determined that the best way to address the long term needs for the corridor is to control access to the facility and improve this segment of US-95 to a freeway. This will ensure that even with the projected growth for the area, the traveling public will have safe access to homes, work, schools, and community facilities and that freight mobility will also be effective.

COMMENT 056.2
At Careywood there is a complete disregard for wetlands.

RESPONSE 056.2
The Modified Brown (Preferred) Alternative includes changes that reduce wetland effects compared to the Brown Alternative. Please see response 037.2.

COMMENT 056.3
The connecting road coming from US-95 to Chilco Road is poorly thought out and totally not needed. I asked why it was in the project. I was told it was needed to carry traffic from US-95 to Chilco Road going Westbound. They said they were not concerned with the Eastbound traffic on Chilco Road. They could direct the traffic down the frontage road and onto Chilco Road. They were concerned with the truck traffic going West on Chilco Road.

I really believe this has to do with hinging a Waste Transfer Station out on Ramsey Road. The people (voters) said "NO' to that Waste Transfer Station once and this should be sufficient. I believe you people are dealing and proposing issues that you are not sharing with the public. If you do go through with this road it could certainly be thought out and engineered much better. This road will impact our property by removing a good portion of land from our property, placing Chilco Road closer to our home, increasing road and traffic noise, which is bad enough already.

Chilco Road is a race track now and this plan will make it worse. This speeding involves both trucks and car traffic. I think you can imagine the noise when trucks go into that curve with their "jake" brakes on.

RESPONSE 056.3

The frontage road connection to Chilco Road has been modified with the Modified Brown (Preferred) Alternative. The proposed interchange location between Chilco Road and Ohio Match Road was recommended by Lakes Highway District as the best location for this interchange and concurred with by Kootenai County officials. The connector road from Chilco Road to the new interchange location would provide for a smooth flow of traffic in both directions According to local officials, Chilco Road is anticipated to be the main connection between US-95 and points to the west for this area. This is consistent with the recent paving of Chilco Road. See the FEIS Chapter 2, Alternatives, Figure 2-10 Chilco Area – Brown and Modified Brown Alternatives.

The possible location of waste transfer stations was not considered in establishing the location of the interchange.

If your property is affected, you will be compensated under the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970. More information is anticipated during final design. See DEIS Appendix C.

Increases in traffic noise levels are possible as a result of roadway realignments or widening on US-95. A detailed noise analysis of the Modified Brown Alternative is included in the FEIS and updated Technical Noise Report to further quantify the locations where noise levels are expected to exceed the ITD noise impact levels.

The travel speeds on Chilco Road are not a function of US-95 in either its current configuration or with the Modified Brown Alternative. The proposed changes to Chilco Road and connections to US-95 under the Modified Brown Alternative will not increase the speed on Chilco Road.

COMMENT 056.4

This project would adversely affect wildlife. Especially as far as migration routes. Fencing would also be a factor.

RESPONSE 056.4

In the DEIS Chapter 4, Section 4.11.3, Mitigation Measures, seven potential locations have been identified to construct wildlife crossings and utilize game fencing. These include MP 442.0 to MP 444.5; MP 451.0 to MP 452.0; MP 453.0 to MP 455.0; the three crossings of Cocolalla Creek (MP's

456.8, 458.0, and 461.0) and the Westmond Creek Crossing at MP 464.0. These potential crossing locations are the same for all alternatives. ITD and FHWA will coordinate with Idaho Fish and Game, private landowners, and Bonner and Kootenai counties on the locations of future crossings and their relationship to expected land uses.

COMMENT 056.5

I have not had an opportunity to study the complete plan. I believe from what I have studied so far there are many more items I would not agree with. I believe this project is poorly engineered and poorly planned. I do not believe we need anyone of the three plans you have shown. I think all that is needed, is a good four-lane highway with a median in the middle and good turnout lanes for exits and approaches.

RESPONSE 056.5

Comment noted. The four alternatives of the DEIS (No Action, Brown, Yellow, and Blue) went through a screening process before they were carried forward as explained in DEIS Chapter 2, Section 2.2, Development and Screening of Alternatives and the Screening of Alternatives Technical Report. The Modified Brown (Preferred) Alternative is described in the FEIS Chapter 2, Alternatives. The design standard (number of lanes, access, etc.) was determined based on existing and projected traffic volumes, accident data and environmental considerations.

COMMENT LETTER NO. 057 – John and Diana Daum

COMMENT 057.1

We own J & D Automotive at the above address. We have concerns over the lack of access if Garwood Road is changed. We would also like to know if you will require any of our land.

RESPONSE 057.1

The action alternatives and the Modified Brown Alternative would provide access to interchanges and local circulation through continuous frontage roads to improve capacity and safety of US-95. All of the action alternatives propose an overpass at Garwood road so that customers from the east side of the freeway would have direct access to the frontage road serving your business.

Final design of the project will allow us to determine more precise right-of-way and access needs. ITD and FHWA will work closely with property owners at that time. In the event that access to properties is not possible, it would be purchased according to the Federal Uniform Relocation and Real Property Acquisition Act of 1970.

COMMENT LETTER NO. 059 – Sonja Browning

COMMENT 059.1

Thank you for the public hearing at the Sagle School. I see the need for improvement on Hwy 95 for safety reasons, Cocolalla especially and the volume in Athol. Anytime I drive through the Cocolalla stretch, and a few others where there are only two lanes and no shoulders I am concerned for the people whose roads and driveways turn off.

RESPONSE 059.1
Comment noted. The action alternatives include controlled access, frontage roads, and interchanges to improve safety and reduce crashes.

COMMENT 059.2
I do not see such a need in Sagle however, with two north bound and two southbound lanes plus the turning median – and the fact that there seem to be no intentions of widening Long Bridge. The problem in Sagle is AM traffic condensing to a single lane. Spend the money farther south where safety is the issue.

RESPONSE 059.2
The primary purpose of the project is to improve safety and capacity to meet existing as well as future needs. However, in the Sagle Area where there are currently two north and two southbound lanes and a two-way left turn lane, the increasing traffic volumes in the Sagle Area would result in a level of Service E (very long delays turning onto or off of the side streets and driveways) (see Table 1-2 in the FEIS Chapter 1, Section 1.3, Purpose and Need for Action for information on traffic operations). In addition, having a consistent freeway design through the 31.5-mile section of US-95 is an important consideration to improve safety and to relieve congestion.

The Long Bridge is not within the project corridor but is planned to be widened as part of a separate project, the US-95, North and South project. Please contact ITD District 1 for more information regarding plans for improvements in that area.

COMMENT LETTER NO. 061 – Lakes Highway District Board of Commissioners

COMMENT 061.1
At the special Board Meeting of the Lakes Highway District held on January 29, 2007 the District Commissioners re-visited the alternatives for the frontage road adjacent to the Chilco Mill site. The Board has concerns regarding the Brown alternative which would utilize the Old HWY 95 alignment. The location of the proposed frontage road for the brown alternative is between the actual mill site on the west and the railroad to the east and may present safety and confinement issues as the railroad spur that accesses the mill for loading and unloading railcars crosses Old Hwy 95 at this point. Therefore, the Board supports the yellow alternative whereas the frontage road would be located to the west and around the actual mill site. This would alleviate the safety and confinement concerns the brown alternative would present due to the close proximity of the mill and the railroad and railroad spur to the proposed frontage road.

RESPONSE 061.1
Please see response 083.1.

COMMENT LETTER NO. 062 – Laura Ahlers

COMMENT 062.1
We have all seen the traffic increase a lot over the years. You could end a lot of the traffic build up by putting 4 lanes (2 each way) with turn lanes on the sides and in the middle (already have most of the easement)

RESPONSE 062.1
Thank you for your suggestions. Please see response 024.1.

COMMENT 062.2
Stop and/or traffic lights all the way from Garwood to Sandpoint – Help Traffic from side roads get on the highway, not quite as dangerous for the hwy driver getting cut off.

RESPONSE 062.2
While this alternative could improve some aspects of safety for travelers on the highway, it would diminish the safety of others as is evidenced at the existing signalized intersection along US-95. It would severely reduce the capacity of US-95 and create very lengthy delays in the project corridor. This alternative would not meet the project purpose and need of increased capacity and safety. Therefore it was not analyzed in detail in the FEIS.

COMMENT 062.3
Get the Silverwood exit off the highway – maybe a separate lane to take traffic down the country road and into their parking lot – in the back corner of their parking lot.

RESPONSE 062.3
The Preferred Alternative in this area has changed. The Modified Brown (Preferred) Alternative was developed following review of comments on the DEIS and additional engineering and environmental studies that were conducted in response to those comments. Through the Silverwood Theme Park area, US-95 would be improved along its existing alignment. The exit from US-95 directly to the Silverwood parking lot would be removed. An interchange would be constructed at Bunco Road. Motorists going to Silverwood would exit the highway at the Bunco road interchange and then access the parking lot from a new entrance on Bunco Road. The Bunco Road interchange was designed to adequately accommodate traffic destined for Silverwood even during peak times. For a more detailed discussion of why this change was made, refer to FEIS Chapter 2, Section 2.7, Comparison of Alternatives.

COMMENT 062.4
Use the long bridge that is now for walkers and bicyclists. Each side would go one way.

RESPONSE 062.4
The Long Bridge and Sandpoint areas are outside the limits of the US-95, Garwood to Sagle project. Explanation of how the project limits were determined is included in the FEIS Chapter 1, Introduction, Purpose and Need, and Project Goals and in the Screening of Alternatives Technical Report. Those areas are included in other planned projects. Refer to the DEIS Summary for a description of this and other nearby projects.

COMMENT 062.5
Take all the one way streets out of Sandpoint (city) also.

RESPONSE 062.5
The area you are referring to is in the City of Sandpoint which is outside of the project limits. Please see response 062.4.

COMMENT 062.6
Put 2 lanes out, towards Clark Fork and Bonner Ferry, all the way to the light, also two lanes into town. (NOTE) Put the signs at the light on Oak and Hwy 2 to Priest River/ Spokane and Coeur d'Alene: if we can't get rid of one way streets.

RESPONSE 062.6
Please see response 062.4.

COMMENT 062.7
You already have the property and a lot of the easements. So for the price of a little asphalt you could end a lot of the traffic problems and accidents, until we get the Bypass (which will be never).

RESPONSE 062.7
The Sand Creek Byway is currently under construction. Please see response 024.1. For information regarding other projects in the area, please see the FEIS Summary.

COMMENT LETTER NO. 063 – Philip Tuma

COMMENT 063.1
At the Athol Public Hearing (open house) on Jan. 23, 2007 I discussed the Sagle Brown alternative map (Fig 2-19) with Project Engineer Don Davis. This map indicates that a frontage road would be built west and adjacent of the freeway in the vicinity of N. Gun Club Road and would connect with this N. Gun Club interchange. Mr. Davis indicated this was currently a part of the preferred alternatives. I support this alternative as depicted on Figure 2-19 pg. 2-44 dated 12/06/2006. This alternative with its 3 interchanges appears to best meet the document's short- and long-term goals for safety, access, and traffic dispersal. I applaud the interchange at S. Gun Club Road w/ access to the Spades Intersection.

RESPONSE 063.1
The Modified Brown Alternative is a refinement of the Brown Alternative. The Sagle Brown and Modified Brown alternatives would be slightly different. The US-95 alignment would be shifted closer to the railroad and the frontage roads would be closer to US-95 south of the community of Sagle. The interchange north of South Gun Club Road would be shifted to the north for the Modified Brown Alternative; however, there would not be an overpass over the railroad to connect to Davis Road. Since the South Gun Club Road interchange would be shifted north, there would not be an underpass at Ivy Drive. In addition, the connection at Monarch Road would be reconfigured. The frontage road locations in the Sagle Area are shown in the FEIS Chapter 2, Alternatives, and the Summary Figure S-15 and Figure S-16 show the Sagle Area South Gun Club Road interchange.

COMMENT LETTER NO. 067 – Marlene J. Fletcher

COMMENT 067.1
I believe that the Brown Route is to be the best for the area; especially between LP to the Granite Hill (area). I would pray that that area also would be chosen to be the 1st part to be worked on. Especially with the Silverwood area. To me this area has had the most accidents.

RESPONSE 067.1
The Silverwood Theme Park area (approximately MP 446) was identified as a location with a high frequency of collisions per mile. While this area is not the highest accident area in the corridor, it

was a primary area of concern when developing alternatives and is included as part of the initial construction phase. Additional information regarding high accident locations is included in the FEIS Chapter 1, Introduction, Purpose and Need, and Project Goals, and in the US-95, Garwood to Sagle Traffic Analysis Technical Report. Funding, phasing and right-of-way acquisition is described in the FEIS Chapter 4, Section 4.17, Construction Effects and Chapter 11, Phased Project Implementation.

COMMENT LETTER NO. 069 – Terry Menshek

COMMENT 069.1

I have 10 acres on the hill overlooking Lake Cocolalla, I had purchased it years ago as a retirement property. With a freeway being built downhill from my property, it will not be the restful home I had anticipated. From my reading, I believe the Transportation Department has already decided that Highway 95 is the most suitable route. I, of course, would like to see the alternative route through open land where it will not so significantly impact the home and property owners of the area. This was done in California with Highway 5. Rather than disrupting families and homes along Highway 101 to increase the size of the freeway, CalTrans built a whole new highway through farm and grazing land.

RESPONSE 069.1

Building a new highway or freeway through rural undeveloped land could result in land use changes in areas where there is no existing development. It could also result in introducing an entirely new barrier effect where one does not already exist. The barrier effect could affect wildlife movement, hydrological connectivity of streams, wetlands, floodplains, and create barriers to communities. Adverse economic effects can result from drawing travelers away from existing businesses. In addition, constructing an entirely new freeway and having to maintain the existing US-95 roadway adds substantial operational and maintenance costs that would have to be borne by ITD and taxpayers.

One alternative, the West (Hoodoo Valley), evaluated a similar concept and is discussed in the DEIS Chapter 2, Section 2.2.1, Step 1 ~ Development and Evaluation of Design Standards.

COMMENT LETTER NO. 070 – Terry Menshek

COMMENT 070.1

As I mentioned in my earlier e-mail, it sounds as if the decision has really already been made.

RESPONSE 070.1

The Brown Alternative was identified as the Preferred Alternative in the DEIS, however there are five viable alternatives being considered until one is selected in the Record of Decision (ROD): the No Action, Yellow, Blue, Brown and Modified Brown alternatives. The Modified Brown Alternative is currently identified as the Preferred Alternative. See the FEIS Chapter 2, Alternatives for a description of this alternative and Chapter 4, Environmental Consequences for the discussion of effects associated with it.

COMMENT 070.2

If the highway does go right below my property, is there some consideration for a sound wall?

RESPONSE 070.2

The two dimensional (2-D) analysis for the Cocolalla Area demonstrates residential noise effects with any of the alternatives; however, there were no locations in the Cocolalla Area that had the potential to have effective noise mitigation, in part due to the topography of the area. A three dimensional (3-D) analysis was completed for the Modified Brown Alternative and is included in the FEIS Chapter 4, Section 4.7, Noise Effects. The analysis results show that a noise wall is not necessary in the vicinity of your property.

COMMENT LETTER NO. 071 - Kelly A. Trumble

COMMENT 071.1

Athol needs to have a Business Loop or the ITD will force Athol to become a Ghost Town! We, and I speak for all Athol Residents, need a second on ramp. The Brown revision using Parks Road as our Business Loop will be great. However, Silverwood should be incorporated into our Business Loop.

RESPONSE 071.1

With the Brown Alternative and the Modified Brown Alternative, there would be interchanges at Bunco Road, Parks Road and SH-54. The existing highway would be converted to a continuous frontage road connecting these roads and serving as a business loop. This has been clarified in the in the FEIS Chapter 2, Section 2.6, Description of Alternatives by Geographic Area.

COMMENT LETTER NO. 073 –Edgewood Log Structures

Same author as comment A-038.

RESPONSE 073.1

Please see responses for A-038.

COMMENT LETTER NO. 074 - Mark and Lisa McNearney

COMMENT 074.1

Through this letter, we are submitting testimony to become part of the public record regarding the US-95, Garwood to Sagle Project. We currently own personal property (mobile home residence) just south of Sagle residing at 468226 Hwy 95, “Harbison’s Rock & Gift Shop parcel.” (Township 56N, Range 2W, Section 16 and 21, Algoma School lot 6).

After reviewing the alternatives in the Sagle Area, as shown in the Draft Environmental Impact Statement (DEIS), we support the alternative "Sagle Yellow" alignment. We understand that the Sagle yellow alignment alternative would require the relocation of our personal property. We do not support the preferred alternative, “Sagle Brown” alignment, as this will create two roadways (highway and frontage road) on each side of our residence.

RESPONSE 074.1

Please see response 046.1 and A-004.2. The Modified Brown Alternative is identified as the Preferred Alternative and is further described in the FEIS Chapter 2, Alternatives. More detailed information regarding right-of-way needs and access will be available during final design.

COMMENT 074.2
I appreciate any information you may provide and ask that we be kept current on all issues surrounding the project. Please add each of us to the newsletter mailing list to the addresses listed below.

RESPONSE 074.2
Your names have been added to the mailing list for the newsletter and will be added to any other publication distribution list associated with the project.

COMMENT LETTER NO. 075 – Anthony and Marla Howard

COMMENT 075.1
We are the landowners of 457676 Highway 95, Cocolalla which is on the South end of the Granite-Careywood DEIS alternative map, which I have attached. According to your map, the frontage road is slated to go over our existing leech field, with the right-of-way encompassing our home on all alternatives. Needless to say, if this is your plan, it would render the home inhabitable. If this has already been decided, there is little we can do. However, there is an existing easement just to the east of the intended route, which would avoid the leech field, fence and home. I would be happy to walk this area with a representative if you are interested. It would be nice to know if your plans include the destruction of our home, to avoid making any more costly repairs to the home and the yard.

RESPONSE 075.1
Thank you for the information. As a result of extensive public and agency comment associated with the west frontage road in the Granite/Careywood and Cocolalla areas, the frontage road was shifted further to the east along the railroad right-of-way avoiding your leech field and house. The project team also walked the road you described and found it to be unfeasible to construct due to steep grades, difficult maintenance and excessive cost due to large cuts and fills required. Please see FEIS Chapter 2, Alternatives for a description of the Modified Brown Alternative that incorporates these changes.

COMMENT LETTER NO. 076 – Douglas C. Toland

COMMENT 076.1
The brown route options for Route 95 between Garwood and Sagle appears to be the best of those under consideration. However, in my opinion, better long-term planning could have saved time and money by deflection Route 95 to the west of Sagle, bringing it across a narrower stretch of the Pend Oreille River, merging it with an improved Route 2 west of Dover and routing the combined roads around the west side of Sandpoint, then splicing the new route into existing roadways at Kootenai Cutoff (Wal-Mart intersection).

In lieu of this dream, I must ask: What are the State's plans and timeline for improving Route 95 between Sagle and Sandpoint? The area around the south end of Long Bridge is already proving to be a bottleneck at times. (I have empathy for drivers trying to enter Route 95 from Lakeshore Drive and Bottle Bay Road.) A costly new 1-3/4 mile long bridge will be needed as will an elaborate frontage road intersection combination for Lakeshore and Bottle Bay roads. Although this segment is an entirely different issue than the Garwood to Sagle project, it will seriously compromise traffic flow coming from the upgraded stretch.

RESPONSE 076.1

The route that you identified is outside of the project's limits. More information regarding how the project limits and alignment were determined is included in the Screening of Alternatives Technical Report. The area between Sagle and Sandpoint including the Long Bridge, is part of the US-95, North and South project EIS, which is briefly explained in the FEIS Summary. Please contact ITD District 1 for more information regarding plans for this area.

COMMENT 076.2

I presume that several years or more will be needed to complete this project. In the interim, please consider installing a few more upgrades to the existing highway (safety upgrades already in place have saved lives!)

Please put a short bypass lane to the right of the northbound lane at Homestead Road! This would allow traffic to ease around vehicles waiting to cross southbound (uphill) traffic. The two orange "mouse ear" reflectors on the turning traffic" warning sign at the top of the hill are a grossly inadequate "fix" to this dangerous situation.

Pave an additional two or three feet of shoulder along one side of the four lane stretches in the Chilco and Silverwood areas, then re-position the lane markings to increase the separation between opposing traffic. Currently vehicles with a closing speed of 130+ mph only have a couple of feet between them.

Use higher quality paint pigments for making lane markings. If you can't find any marking materials that can withstand the ravages of studded tires, consider banning studded tires as some other northern states have done. Studs give drivers an inflated sense of security so they tend to drive too fast for conditions. While destroying road surfaces, studs create grooves that trap water, causing hydroplaning and reduced steering control.

The intersection of Ray and 27th on Spokane's South Hill has a short safety "island" in the middle of Ray for north-turning traffic. The island and lane are protected by curbs and markers. North turning drivers can negotiate one direction of traffic at a time improving traffic flow and reducing stress. Consider installing a similar island land for forth-turning traffic entering from Route 95 Lakeshore Drive.

RESPONSE 076.2

Thank you for your good suggestions. As has been done throughout the life of this project, such suggestions have been passed on to the ITD's Maintenance and Roadway Design sections for consideration in upcoming projects. Typical sections showing proposed lane, shoulder, and median width are included in the FEIS Chapter 2, Alternatives. Additional information regarding safety is presented in the DEIS and FEIS Chapter 3, Section 3.1, Transportation Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Routes and Airports and Chapter 4, Section 4.1, Transportation Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Routes and Airports Effects. The construction of the project will be phased to offer improvements in constructible and fundable units. Additional information about project phasing is provided in the FEIS Chapter 11, Phased Project Implementation.

COMMENT LETTER NO. 077 - Mary L. Toland

COMMENT 077.1
I feel it is imperative to provide adequate lane width and safe spacing of lanes. As inconvenient as limited access will be for some folks, it is essential to safety!

RESPONSE 077.1
Please see response 076.2.

COMMENT 077.2
And, as we wait for this project to reach completion, please provide the following now and throughout construction:

- Improved line paint and more frequent application
- At four lane stretches, widen shoulders and widen existing lanes (Chilco is so tight) so that Hwy 95 may be made safer during construction process
- Maintain "rumble strips"

RESPONSE 077.2
Please see response 076.2.

COMMENT 077.3
Consider greater separation between North–South lanes on Granite Hill/Homestead Road Area.

RESPONSE 077.3
Comment noted. A median will be provided in that area to separate north and south lanes of traffic.

COMMENT LETTER NO. 078 – Brian Pixler

COMMENT 078.1
I live at the north end of Cocolalla Lake in Westmond. My property is one of the lots on Overlake View Road between Overlake View Road and the hwy. I am opposed to the yellow and blue plans that have been developed. I believe the Brown Plan is the best plan possible as this one has the least impact to the property owners in this section. It leaves most of the properties between the hwy and Overlake View Road intact by improving the hwy and putting the frontage road where Overlake view Road already exists. If the yellow plan is approved this would cost the State a lot of money as all of the lots would have to be purchased between the two roads and force all of us here to relocate. We could not at the current property values replace the view or location with access to town and living out of town.

I also believe that the frontage road from the north end really needs not make the climb up the hill at the PP&E Gas Line. It would be a lot of excavation to make the grade. I know that none of us here along the lake would mind accessing our lots/homes by way of south side at the south end of Cocolalla Lake to access to the frontage road. At the north end of this at Overlake View Road could be a cul-de-sac. There is plenty of room for emergency vehicles to turn around without backing up. And would mean less cost to the State in excavation costs and acquisition of property. For the most part, most of the road, Overlake View Road could be left as is with little or no impact to the property owners, and virtually no cost to the State. There would be no paving or removing of or relocating of phone and power lines

along this section. The application used here with the Brown Plan. Best suits the State and the property owners on both sides of Overlake View Road. It is most cost effective for the State of Idaho.

RESPONSE 078.1

Thank you for your support and comments. There are several reasons why a connection from Overlake View Road to Westmond Road is included in this project. ITD and FHWA had many discussions about this issue with local elected officials, Bonner County Public Works Department, school district transportation officials, emergency service providers, and many residents.

Continuous frontage roads are proposed for the following reasons:

- ***To provide emergency services at least two access routes to any location providing flexibility***
- ***To minimize response times at the request of emergency service providers***
- ***To provide school buses access along frontage roads to pick up students so they don't have to use the main freeway as a bus stop at the request of school officials***
- ***To facilitate snow plowing and other road maintenance activities so there are no dead-ends roads***
- ***Local road officials have requested this configuration to improve efficiency and to allow delivery vehicles more flexible and shorter routes and to shorten driving time for local residents by providing direct connections to the freeway and other local roads in both directions***

COMMENT LETTER NO. 079 – Jay and Diane Dennis

COMMENT 079.1

After attending the most recent public hearing, I understand that our section will probably not be acquired for 10-13 years. Having built this home in 1993 to meet all of our needs for retirement, we are now left in limbo. We are not faced with just losing a section of our land, but with our residence. Unable to sell, without disclosing this as an identified property to be bought by the State, reduces its' market value. As we are within ten years of retirement, the financial feasibility of buying and/or building is contingent on the sale of this property. Remaining here, maintaining or improving our home, does not allow us to move forward. I would urge you to consider the effect on all homeowners who share in our situation. If the primary home is certain to be acquired, no matter what "phase" we are in, acquire all identified property prior to any money being used for construction of this highway would make the loss of a residence much more palatable especially for people nearing retirement age.

RESPONSE 079.1

ITD recognizes the hardship placed on landowners who own or lease homes and businesses located within the right-of-way of any highway project. ITD has taken steps to reduce such hardship in the following ways.

First, since the beginning of the NEPA scoping process for the project, ITD has publicized and held public meetings to give the public as much notice as possible regarding both the location and timing of phased construction within the right-of-way.

Second, ITD's Financial Plan includes funding mechanisms to purchase the right-of-way along the project corridor for all of the phases starting with those areas where construction will commence first. General right-of-way acquisition will be purchased first for the areas in the Chilco, Athol and some of

the right-of-way will be purchased in the south end of Granite/Careywood Area. See FEIS Chapter 11, Phased Project Implementation for further discussion of the funding and phasing for the project.

Third, Federal transportation law establishes a "hardship acquisition" program, which allows landowners to submit documentation demonstrating, "on the basis of health, safety or financial reasons, that remaining in the property poses an undue hardship compared to others" and the "inability to sell the property because of the impending project, at fair market value, within a time period that is typical for properties not impacted by the impending project." [23 CFR 710.503(c)]. After issuance of the record of decision by the FHWA, ITD will publish information regarding the procedures for landowners to follow in order participate in this program.

COMMENT LETTER NO. 082 – Robert F. Vincent

COMMENT 082.1
I am opposed to having an access road to the north of Cocolalla Loop Road and I am also opposed to an access road west of the railroad tracks at the south end of Lake Cocolalla due to the adverse effects such roads would have on the quality of entering the lake through existing or proposed wetlands.

RESPONSE 082.1
Neither the Brown Alternative described in the DEIS or the Modified Brown (Preferred) Alternative presented in the FEIS would include an access road north of South Cocolalla Loop Road. Other alternatives discussed in the DEIS would include a road north of Cocolalla Loop Road as you mentioned; however one of the reasons they were not selected as the Preferred Alternative is due to the potential adverse effects to wetlands and Cocolalla Lake. ITD and FHWA are required to design projects that avoid and minimize adverse effects to wetlands to the extent practicable. Modifications have been made to the proposed project and these changes have been incorporated into the Modified Brown Alternative. Wetland effects and mitigation are detailed in DEIS and FEIS Chapter 4, Section 4.10, Wetlands/Waters of the US Effects.

COMMENT LETTER NO. 083 – Union Pacific Railroad

COMMENT 083.1
I have the following comments regarding the proposed roadway alignment project noted above:

Riley Creek Lumber products is a major customer of ours in North Idaho. The proposed roadway alignment will affect the way we serve this customer.

A frontage road through the existing mill site and across our spur track would render the use of their spur track useless and severely cripple our business with this company. The Union Pacific Railroad would support an alternative that locates the frontage road West of the mill site. This would save the State and Public dollars that could be used elsewhere. The mill site could then operate for future growth in rail traffic.

RESPONSE 083.1
As a result of public and agency comments regarding the frontage road alignment and access to the Chilco Mill, the Chilco Brown Alternative has been modified to incorporate the Yellow frontage road alignment in the vicinity of the Mill. The Yellow Alternative aligns the frontage road to the west of

Mill. This as well as other changes spurred through public and agency comment helped to develop the Modified Brown Alternative. For a description of these modifications, please refer to the FEIS Chapter 2, Section 2.6, Description of Alternatives by Geographic Area. The FEIS Chapter 4, Environmental Consequences describes the associated effects of these modifications for each of the resources evaluated.

COMMENT LETTER NO. 084 – Gertrude M. Story
(aka Chris Story and Esther Gilchrist)

COMMENT 084.1
We are not at all pleased with the widened right-of-way as shown on the east side of Overlake View. The existing right-of-way of the county road is 60 feet. If your assurances that Overlake View as a frontage road would not "carry that much traffic" (your words) why not just improve the existing road bed with paving and leave the right-of-way alone? This would be in keeping with the avowed desire of all to maintain the rural character of Bonner County.

RESPONSE 084.1
If Overlake View Road becomes a frontage road, it would be improved to current Bonner County standards (so that it could be accepted by the county for maintenance purposes) which includes enough right-of-way to capture all cuts and fills necessary to upgrade the road to county standards. Please see response 078.1.

COMMENT 084.2
Keep in mind that our house is less than 75' from the east right-of-way line. Also, our septic drain field is even closer but within the building practices at the time (1991). There aren't any other locations for this drain field that still maintain 100 feet from the well. Would ITD, also, pay to relocate both the well and drain field including the necessary pumps and so forth plus the maintenance for 20 years or so? And would ITD undertake the restoration of our landscaping and natural areas of our 4.85 acres?

RESPONSE 084.2
Final design of the frontage road will take into account all wells, septic systems and other property features in existence. In the event that your well or drain field is adversely affected and cannot be avoided or replaced, you would be compensated for damages according to the Uniform Real Property Acquisition and Relocation Policies Act of 1970.

COMMENT LETTER NO. 085 – Frank Zimmerman

COMMENT 085.1
I have met with State Reps regarding frontage road location. I was assured that the location would be west and above the "Valley Vista" Barn so as not to disturb the historical barn. I just want to remind all concerned that there is a better alternate route anyway.

RESPONSE 085.1
Due to the fact that the Valley Vista Ranch is eligible for the National Register of Historic Places (NRHP) and is considered a Section 4(f) resource, it has special protection when considering FHWA actions and will be avoided. Under Section 4(f) of the US Department of Transportation Act of 1966, ITD and FHWA are obligated to select the alternative that avoids effects to that resource unless there

are no feasible and prudent alternatives to the use of the land and harm to the resources must be minimized. The Modified Brown Alternative, which is the Preferred Alternative, aligns the frontage road further to the west of the Valley Vista ranch similar to the Blue Alternative. This is further explained in the FEIS Chapter 10, Final Section 4(f) Evaluation.

COMMENT LETTER NO. 086 – Shawn Keough, State Senator District 1

COMMENT 086.1
This letter is to support the request of Riley Creek Lumber asking that the alternative selected near their mill at Chilco be changed from the "Brown Alternative" to the "Yellow Alternative."

Using the Yellow Alternative on that portion around Riley Creek Lumber's Chilco mill would be less expensive to the State. This is because the Brown Alternative has the potential to cost millions of dollars not currently planned for because it will severely impact the sawmill. Utilizing the Yellow Alternative will not impact the mill in the severe manner the Brown Alternative would.

Riley Creek Lumber Company is the largest lumber producer in Idaho, employing 480 people in our 3 Northern counties. The Chilco mill is a critical mill and the Brown Alternative could effectively shut the mill down. Idaho can ill afford the economic loss that would result with implementation of the Brown Alternative and the Chilco Mill.

RESPONSE 086.1
This modification was made and is reflected in the Modified Brown Alternative. Please see response 083.1.

COMMENT LETTER NO. 087 – James Clark, Idaho House of Representatives, District 3

COMMENT 087.1
I am writing to you regarding the above project and ask that you carefully consider the following:

- The proposed frontage right-of-way between railroad right-of-way and the Riley Creek, Chilco mill operations/lumber shipping and storage area is too confined for human safety and facility efficiency;
- State condemnation would be required to proceed with the ITD Preferred Alternative ("Brown Alternative") and would come at significant expense to the State and the taxpayer;
- Funds for road building should be used for road building, not condemnation which is not warranted;
- The "Yellow Alternative" providing an access to the west of the Riley Creek Chilco mill site would be the least costly and most efficient avenue to proceed with this project.

I urge you to select and implement the "Yellow Alternative." Please call me with any questions or issues.

RESPONSE 087.1
This modification is reflected in the Modified Brown Alternative. Please see response 083.1.

COMMENT LETTER NO. 088 – Jeralyn L. Mire

COMMENT 088.1
I wish you luck – I would not like to see tons of stoplights. I also would not like a major freeway – I am not sure how you can do it. Perhaps widen what we have and put in some frontage roads to go to a few stoplights.

RESPONSE 088.1
ITD and FHWA considered improving the highway by incorporating traffic signals rather than interchanges. However, interchanges provide more capacity and a safer freeway. A discussion of alternatives considered but not advanced for detailed study is presented in the FEIS Chapter 2, Development and Screening of Alternatives.

COMMENT LETTER NO. 089 – Bjarne Larsen

COMMENT 089.1
I understand that funds are now available for the project portion Wyoming to Highway 53 on Highway 95. I believe at all costs a fast track implementation should be priority at this critical time, before any more people are killed.

RESPONSE 089.1
US-95 Wyoming to Ohio Match Road project is not a part of this project. It was not funded by the US-95 GARVEE program, but rather was funded with National Highway System Funding. That project is prioritized among other ITD and FHWA projects and anticipated to be fully funded in 6-10 years. Included in that project is construction of a 4-lane divided highway with an at-grade intersection at Lancaster Road. That project will connect with the US-95, Garwood to Sagle project north of Boekel Road at MP 438.24. Additional information regarding project phasing and funding is provided in the FEIS Chapter 11, Phased Project Implementation.

COMMENT LETTER NO. 092 – Glen E. Eich

COMMENT 092.1
Continue with turning center lane left and right (example mile post 465 N. and 468 N). Put a merge lane north and south as needed or all the way.

RESPONSE 092.1
A similar alternative was evaluated during the screening of alternatives and is described in the DEIS Chapter 2, Section 2.2.1, Step 1 ~ Development and Evaluation of Design Standards and the Screening of Alternatives Technical Report. It is titled the Improved Two-lane Highway with Transportation System Management (TSM). This alternative would not meet the purpose and need for the project as most segments would suffer very lengthy delays (LOS E) in the 2030 design year.

COMMENT LETTER NO. 093 – Neil and Julie Leonard

COMMENT 093.1
The displacement of jobs compared to the Chilco Blue Alternative over the Chilco Brown Alternative will save approximately $500,000 as per the cost comparison on page 4-53 of the DEIS. However, the number of temporary jobs created are similar, DEIS page 4-59 states, “the three alternatives have similar

overall effects generating between 208 and 236 temporary construction-related jobs…" Given this fact the Blue Alternative seems like the best option. Also stated on page 4-128, "Of the alternatives, the Blue Alternative would have the least temporary construction effects."

RESPONSE 093.1

The Blue Alternative would have the least temporary construction effects because the interchanges are configured differently than the Brown Alternative. The Modified Brown Alternative, the Preferred Alternative, better meets the needs of growth, development, and land use. Based on public and agency comment, the Brown Alternative was modified to align the frontage road in Chilco to the west of the Chilco Mill preserving safety and operations for the mill; a major revenue contributor to North Idaho.

COMMENT 093.2

The contamination of water quality for over 100 people is a great risk. On the NE corner of our property, North Kootenai Water District has leased this corner; there is a well that feeds another well on the NW adjacent property. These wells feed 34 residences, affecting over 100 people in this community. They could be in danger, "the water quality of groundwater could be affected by increased roadway/runoff pollution, and wetland fills, removal of vegetation and well contamination. Well contamination can occur from pollutants entering wells which are a direct injection to the aquifer", as indicated on page 4-70 of the DEIS. Also, "soil disturbance during construction could result in land and water erosion that affects the water quality. (pg. 4-125)

RESPONSE 093.2

The FEIS Chapter 3, Section 3.8, Water Resources and Chapter 4, Section 4.8, Water Resources Effects provides additional information on water resources (surface and groundwater) and project effects. The statement you referenced refers to the sensitivity of groundwater contamination in wellhead protection areas, which is important to protect groundwater overall. Currently US-95 has treatment ditches along much of the corridor. However, there are areas where stormwater runs off onto adjacent property, and possibly surface and groundwater. This project would construct bio-swales along the corridor to collect and treat road runoff that could contain petroleum, heavy metals and other pollutants from the freeway and frontage road rights-of-way. Treating runoff prior to it entering surface water and groundwater would be an improvement over existing conditions. See response 033.2 regarding effects to wells.

COMMENT 093.3

The visual effects would have a negative impact on the value of our home and those on N. Williams Rd. and surrounding areas. "The Chilco Blue Alternative would be slightly less than the Chilco Yellow Alternative, because the Chilco Blue Alternative would cut a smaller swath through the existing evergreen tree stand before bridging over the Union Pacific railroad tracks." (Pg 4-107) The structural elements of the Preferred Brown Alternative would cut down trees on my property and on the property next to mine, opening up the unsightly view of the overpass.

RESPONSE 093.3

The Modified Brown Alternative, created as a result of public and agency comment, uses the Brown Alternative alignment in the Chilco Area, but includes the west frontage road for the Yellow Alternative, which goes west (behind) the Chilco Mill. This change results in the same effects to your

property as the Brown Alternative. The DEIS Chapter 4, Section 4.15, Visual Effects describes visual effects of the Brown Alternative interchange in this area. Because your parcel is treed, views from your home site (located from project aerial photos) are anticipated to be buffered. To help blend the fill slope for the interchange with the surrounding environment, the slope would be revegetated, as stated in FEIS Chapter 12, Environmental Commitments.

COMMENT 093.4

This brings me to my final point, the increased noise pollution. The removal of trees would not only affect the visual, but the noise pollution, thus allowing the increased highway noise to travel further and faster. Currently this noise pollution is dispersed between numerous exits along the highway and would now be at this one point, resulting in greatly increased noise pollution. As well, we fear that an overpass leading to a dead-end road backed-up to a forested area where a lake is present will only increase people to come and "hang-out" and take part in illegal activities, opening up my property and family to dangerous circumstances.

RESPONSE 093.4

Vegetation, including trees will be removed only as necessary. In areas of the right-of-way where trees help to shield the road or offer aesthetic value, they will remain. However, if they are in the clear zone, hinder sight-distance or otherwise pose a safety hazard, they may be removed. While the effectiveness of trees in reducing noise is much less than a noise wall, they do offer noise reducing properties in certain limited applications or circumstances. The noise due to interchange locations has been analyzed for the Modified Brown Alternative and is included in FEIS Chapter 4, Section 4.7, Noise Effects. Based on this analysis, the noise effects near your home are not expected to approach or exceed the FHWA noise impact criteria and no noise walls or other mitigation is expected.

The frontage roads will be a continuous route on each side of the proposed freeway, each leading to interchanges or overpasses (there are cul-de-sacs for some alternatives). Additionally, please see response S-001.6.

COMMENT 093.5

In Summary, we would like you to consider the Chilco Blue Alternative as the alternative of choice, as there is already an exit at Ohio Match, as well as a direct access to the national forest, and it will have the least loss of jobs and businesses affected. It also provides the least construction inconveniences for all residences, and no chance of valuable water contamination for over 100 people in the community. For the record, we would like to state that we greatly disagree with the number of residences that will be effected in the DEIS, of only 9-13 for any alternative. (Table 4-14 and table 4-15) There are 10 properties on N. Williams Rd. alone, not to mention all the properties adjacent to this frontage road off Ohio Match and further north on US-95 that will be effected greatly. Also stated in the report is the assumption that north of Garwood will be commercial property. Currently there are very few commercial properties compared to the number of residences and although it is not a specific development, the people in this "community" are building their dream homes, and the area has a lot of "character". The population growth of the DEIS shows the Chilco area as one of the highest growth areas, if this is true, why is the assumption of more commercial properties assumed? (Pg 4-52) If this

does happen then it will have a negative impact on the value of all our properties. Our hope is that you will seriously consider these concerns as you finalize your decision.

RESPONSE 093.5

The number of residential displacements is based upon available parcel information but will be further refined and updated during preliminary and final design. Growth projections take into account current land use plans, comprehensive (long range) land use plans, and traffic data. Although assumptions are made, they are based on best available sources of information.

Information regarding project effects on water quality has been added to the FEIS Chapter 4, Section 4.8, Water Resources Effects.

COMMENT LETTER NO. 094 – James and Karen Jensen

COMMENT 094.1

When will the final decision be made? Two of the projects will cut very near us, one (the brown) will not. We are looking at refinance and cannot tell anyone whether we will even have property when this is finished. We did not move out of town to have a freeway take away our dream.

RESPONSE 094.1

The Record of Decision (ROD), anticipated in early 2010, will select one alternative. Additional information regarding phasing and funding is provided in the FEIS Chapter 11, Phased Project Implementation.

COMMENT LETTER NO. 096 – Intermountain Forest Association

COMMENT 096.1

ITD's preferred Alternative; the "Brown Alternative" appears to be, overall, a good choice for much all of the Garwood-to-Sagle stretch. Unfortunately, this Brown Alternative provides for a frontage road to be built at the eastern edge of Riley Creek's Chilco sawmill, between the mill and US-95. The location of this frontage road on the east side of the mill is not an acceptable situation.

We recognize the need for a widened US-95, and are supportive of efforts to bring this goal to completion. We are requesting that, from Chilco road north to the end of Riley Creek's property boundary, ITD consider the so-called "Yellow Alternative," which would create a frontage road *around* the Chilco mill site. We prefer this alternative because it allows ITD's goals for this site (improved access to US-95, a frontage road to decrease highway traffic, etc) to be reached in a way that does not affect Riley Creek's ability to maintain and operate a working sawmill during the construction phases of the road improvement process.

RESPONSE 096.1

This modification was made and is reflected in the Modified Brown Alternative. Please see response 083.1.

COMMENT LETTER NO. 097 – Cora Marks

COMMENT 097.1
I would like to see the project extended south to include Wyoming Ave to Ohio Match Road and the Lancaster Interchange.

RESPONSE 097.1
A separate ITD and FHWA project that addresses the segment of US-95 from Wyoming Avenue to Ohio Match Road is being constructed. The initial phase of construction will construct a 4-lane divided highway with no interchange at Lancaster Avenue. The other phases of construction for that project are not yet finalized due to lack of funding. For more information, contact ITD District 1.

COMMENT 097.2
I would like ITD to use as much of the current alignment as possible.

RESPONSE 097.2
The Modified Brown Alternative utilizes as much of the existing alignment as possible. In the areas where the freeway alignment is not on the existing US-95, in most cases it is used as a frontage road for local access.

COMMENT LETTER NO. 098 – Tamera Judy

COMMENT 098.1
First choice, I urge you to dismiss the idea of planning various alternatives for frontage on a controlled access highway. You do not have the money for this project now. When you get the money, the rapid changes in the area will have affected feasibility of constructing what you are now considering. With the right-of-way you now have, a 5 lane highway could be constructed - two lanes going north, two going south and a turn lane in the middle. Yes, someone would try to pass in the turn lane. Yes, people will do risky, illegal behaviors no matter what type highway exists. Making this type of improvement will cost far less, will impact the environment less, and will not ruin our farm.

RESPONSE 098.1
Complete funding isn't currently available for the entire project. Funds are committed to begin the initial phase of construction in the Chilco and Athol areas from right-of-way acquisition through construction. More information regarding phasing and funding for the project is included in the FEIS Chapter 11, Phased Project Implementation. This project identifies the long term improvements to US-95 that would be constructed as funds become available. Identifying the long term improvements in the corridor allows local planning agencies and private property owners to make decisions considering the long term plans for the freeway.

The 5-lane highway design that you propose was evaluated during the alternatives screening process and is discussed in FEIS Chapter 2, Section 2.2.1, Step 1 ~ Development and Evaluation of Design Standards, Five-lane Highway with At-Grade Intersections and Traffic Signals (Type IV access control). For the design year 2030, this alternative would not meet ITD's operational standard of LOS B except in the middle segments of the project and it would have the highest crash rates of all action alternatives evaluated (1.64 crashes per million vehicle miles (cpmvm) based on historic crash rates for similar types of highways in Idaho. That accident rate is higher than existing conditions.

Consequently, that design would not meet the purpose and need for the project because it would not meet LOS B and it would not improve safety. The importance of US-95 as the only north-south highway in Idaho and its importance for regional, national and international trade was also a consideration in the decision.

COMMENT 098.2

If a controlled access freeway must exist, we prefer the Blue Alternative over the others. However; we note none of them actually follows the railroad right-of-way. In summer 2005 and again in the winter of 2005/2006 we met with Richard Flink, Burlington Northern and Santa Fe employee responsible for crossing and access safety. He proposed the railroad wanted to build an access road across our farm. We urged him to combine this with the frontage road being proposed by the highway department if roads there must be. Richard did then meet with us and Don Davis in Sandpoint. If there must be frontage road, please work further with the railroad to put it on their right-of-way which was their intention when Richard first visited us on our farm to discuss this issue.

RESPONSE 098.2

In an effort to consider your comment and other comments from the area, the frontage road was shifted further east adjacent to the railroad right-of-way, but cannot be moved onto the railroad right-of-way. ITD and FHWA have been meeting with the railroad companies throughout the project development and they have had opportunities to review the proposed improvements. ITD and FHWA have been trying to reach agreement regarding the use of railroad right-of-way for the freeway alignment and frontage roads, however, this is not yet confirmed. While the use of railroad right-of-way would decrease effects to residences and businesses, railroads must still maintain right-of-way for future rail expansion, maintenance and other railroad activities. UPPR has responded that they will not sell or grant any amount of longitudinal easement for expansion of the highway. They have been agreeable, however with granting easements for perpendicular crossings. Coordination with railroads will continue throughout the project design to ensure the alignment and design balances both the human and natural environmental effects as much as practicable.

COMMENT 098.3

We are aware Brown Plan at Careywood is preferred primarily due to wetland issues. I am also aware there are different classifications of wetlands. The area we prefer for the access road (Blue Plan or even better, on the RR right-of-way) is classified as wetland. I am sure the soil type there would show wetland type ground. However; one can drive a two wheel drive tractor across that ground from mid to late June until spring thaw. The vegetation is not wetland type vegetation. In fact, the location on our farm which is actually very wet is near the "preferred" course, closer to the forested hill where the road is planned to be. We are also aware of the option of mitigated wetlands, of using wetland grounds for road location and designing/improving other areas to compensate for the impact of construction.

RESPONSE 098.3

Comment noted. The wetland delineation and classifications were based upon standard methodology as described in the DEIS Chapter 3, Section 3.10, Wetlands/Waters of the US. During FEIS development, the project team verified the wetland boundaries and evaluated the forested hillside for wetlands. The road was moved further east, adjacent to the railroad right-of-way for the Modified Brown Alternative.

COMMENT 098.4

Researching this road issue, I have come to realize our farm is not considered "prime" as defined by the USDA. As I read the Idaho Transportation Department's plan for Garwood to Sagle, I note there is reference after reference to "prime" farmland and the implication is the farmland not so designated is not valuable, respected nor protected. Seems it is considered easily dispensable. Had we realized this would be an issue, we might have asked for evaluation of our farm, as we believe some of our acreage might qualify. That aside, we do farm our ground. There has not been a year when a crop was not taken the farm. We are growing hay, not because the soil is too poor to grow grains, but because we do not have the farm equipment for growing grain because there is not an elevator accessible. Our neighbors (Picketts and Bleckwenns are closest), as well, do still harvest a crop each year. Back to the issue of classification of farmland: if we are able to have our farms evaluated and more acreage is considered prime, we understand there is then the possibility of having mitigated farmland, or our farmland being replaced at State cost.

RESPONSE 098.4

The DEIS Chapter 3, Section 3.3, Prime Farmland and Chapter 4, Section 4.3, Prime Farmland Effects refer to Prime Farmland as it is defined under the Farmland Protection Policy and its application to federal projects requiring right-of-way as defined in the FEIS Chapter 3, Section 3.3.2, Regulatory Environment. However, effects to other types of farmland that do not meet the definition of prime farmland are also considered. We have also considered operational farming access effects. As a result, the Brown Alternative was modified to reduce the effects to your fields and farm operations and reevaluation of your soils are not needed. Effects to wet farmland are discussed in the DEIS and FEIS Chapter 4, Section 4.10, Wetlands/Waters of the US Effects. Effects to these farmlands are avoided and minimized to the extent practicable. The FEIS Chapter 4, Section 4.2, Land Use and Recreation Effects describes alternative effects to agricultural lands and Section 4.11 also includes descriptions of effects to grazing/ agricultural lands. The economic effects of the project alternatives are included in the FEIS Chapter 4, Section 4.5, Economic Effects.

In each of the sections of the FEIS, the importance of farmland for wildlife, economics, water quality, and wetland functions is described and the social and functional value of farmland is acknowledged. The project effects are considered and attempts are made to balance the human and natural environment.

COMMENT 098.5

For us the worst case scenario is Brown Plan, currently preferred. It destroys our south field which usually is the one with the best yield. The frontage access is shown as being in the middle of this field. If this exchange must be on our property, please put it next to the railroad, not in the middle of the field.

RESPONSE 098.5

The interchange location has been changed from the vicinity of Blacktail Road (Brown Alternative) to the vicinity of Bayview Road and the frontage road was shifted further east compared to the Brown Alternative. This revision would minimize adverse effects to your field by moving the frontage road closer to the railroad. These are reflected in the Modified Brown Alternative that is analyzed in the FEIS.

COMMENT 098.6
Other issues of concern not directly affecting our farm include the exchange on the east side of the road at Blacktail Road which will effect wetlands, the exchange at Sagle putting all the traffic past the Gunter Property rather than using the road past Badger Building Supply. That odd little loop actually adds to the length of the road. I am depressed looking at the miles and miles of frontage road paralleling the highway and destroying farm and habitat alike. In essence there will be three roads and a railroad. If that has to happen, put them as close to each other as possible and impact a minimal slice of the valley.

RESPONSE 098.6
As noted above, the interchange location for the Modified Brown Alternative would be located near Bayview Road as opposed to near Blacktail Road (Brown Alternative) and the west frontage road would be moved closer to the railroad and freeway keeping your fields as intact as possible. Please see response 048.1.

The north interchange at Sagle is needed to provide access to landowners through frontage roads. Providing access for daily commuting to homes, schools, work, and community resources is an important consideration for this project. The east frontage road configuration for the Brown Alternative was modified for the north interchange at Monarch Road. This is reflected in the Modified Brown Alternative described in the FEIS.

COMMENT LETTER NO. 099 –Lakes Highway District
Same comment letter as Comment Letter No. 112.

COMMENT 099.1
The District supports the Brown Alternative labeled "The recommended preferred alignment" except as noted in the next paragraph or the corridor alignment within Kootenai County as this alignment utilizes the existing highway right-of-way as much as possible and places the frontage roads adjacent to and parallel with the new alignment. The District also supports the interchange and overpass locations as shown on this alignment.

The one exception we would like to see incorporated into the final alignment is incorporating the yellow alternative around the north and west side of the Chilco Mill in the Chilco Road vicinity. By locating the frontage road around the mill site it would alleviate the safety and confinement concerns the brown alternative would present by squeezing the frontage road between the mill site and the railroad. It would also eliminate an "at-grade crossing" for the railroad spur. The frontage road crossing the railroad spur presents two issues. One, the train may block the crossing for extended periods of time while the rail cars are being switched and the train being made up. Second," the spur will cross at a skew which presents additional safety problems.

RESPONSE 099.1
This change is reflected in the Modified Brown Alternative. Please see response 083.1.

COMMENT LETTER NO. 100 – Jeremy Smith
The following is a compilation of observations relevant to choosing a direction and ultimate plan for a portion of the U.S. Garwood to Sagle Project. The information contained here was gathered and compiled by Jeremy Smith and may not reflect the ideals of every party referred to, however no party

reached voiced objection to the recommendation of the Yellow Plan Option 4 over the Brown Option (from the ITD Public Hearing on January 24, 2007 at Sagle Elementary School). Not all parties referred to were reached, necessitating several extrapolations of a final solution based on the common sense approach that is central to Sagle's character. The compiler believes these observations to be consistent with majority opinion, based on his contact with local businessmen and residents.

COMMENT 100.1

Yellow Plan Option #4 for the North bound side from Mile Marker 468 to 470 is much better for Sagle than the Brown Plan. Traffic patterns make much more sense, businesses will maintain traffic levels and accessibility, and long standing family farms are not impinged on.

Does it make sense?

- Currently, Highway 95 is dangerous. Our on-grade crossings have proven deadly and the non-divided nature invites head-on collisions. While the bike trail is a great local feature, sharing a portion with a frontage road is an acceptable alternative. It makes sense to improve the highway to freeway status.
- The Brown option, for this portion of roadway, does not make sense. It takes a community that has built itself up around a 'crossroads' for generations and removes that landmark. If Sagle road does not intersect a contiguous frontage road, our geographic identity is lost - for all community interests.
- Option 4 from the Yellow plan makes sense for this portion of road. A contiguous frontage that mimics the current highway will save Sagle's identity and value. Simple, common sense plans like this are in line with Sagle's community spirit.

What will happen to local property values?

- Current: Unchanged, property values will rise with the local index. Sagle is acceptably accessible at the moment.
- Under the Brown Plan, most developed commercial property in Sagle will lose inherent value, due to loss of accessibility and exposure. Empty commercial space does not help home values beyond.
- With the Yellow Plan, Option 4. Sagle's commercial property values will continue to rise, possibly at a rate higher than the local index for a time due to the increased access and safety a divided highway and proper frontage road can provide.

Does it uphold current community standards?

- Current solutions in Sagle are clean, simple and display common sense.
- Under the Brown Plan for this segment, Sagle will lose the part of its identity that centers around the 'crossroads' idea. Almost all services on the northbound side will be adversely affected, with none enjoying a true benefit. Even the Post Office will suffer.
- The Yellow Plan Option 4 does uphold community standards. It keeps to a common sense, minimally invasive ideal. The 'crossroads effect' is maintained. Directions to community locations and businesses will stay simple and straightforward the way the people are.

I have prepared several summaries of local businesses and the effects that they would see:

Blue Dog Espresso

Distance from highway:

- Current: 20'
- Brown Plan: 3/4 Mile
- Yellow Plan Option 4: 1/4Mile

Traffic flow change:

- Current: All traffic on Sagle Road and immediate access from 95
- Brown Plan: only traffic on broken frontage road; much more difficult to reach. Sagle Road traffic considerably reduced at this point.
- Yellow Plan Option 4: All traffic on Sagle Road, unbroken frontage road will make virtually no difference in highway traffic.

Visibility

- Current Strong visibility with crossroads effect.
- Brown Plan: Highway visibility ok. Sagle Road greatly reduced.
- Yellow Plan Option 4; No real change from current.

Ease of access

- Current: Easy, convenient access from Sagle Road and Highway 95.
- Brown Plan: Easy access from Sagle Road, backtracking will discourage commuters from stopping.
- Yellow Plan Option 4: Easy, convenient access from Sagle Road and Highway 95.

Is the business still viable under this plan?

- Current: Certainly.
- Brown Plan: It is likely that the business would have to move.
- Yellow Plan Option 4: This business would get stronger under this plan.

Overall business effects:

- Current: Strong traffic, ease of access and a sensible road layout makes this a very strong business site that caters to commuters.
- Brown Plan: Greatly reduced traffic, restricted access and non-standard frontage would choke this business that depends on commuters.
- Yellow Plan: This plan would strengthen this business and assure it's continuance for years to come.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

Eagles Nest Security Company

Distance from freeway

- Current: 20'
- Brown Plan: 3/4 Mile
- Yellow Plan Option 4: 1/4 Mile

Traffic flow change
- Current: All traffic on Sagle Road, and immediate access from 95
- Brown Plan: only traffic on broken frontage road; much more difficult to reach. Sagle Road traffic considerably reduced at this point
- Yellow Plan Option 4: All traffic on Sagle Road, Unbroken: frontage road will make virtually no difference in highway traffic.

Visibility
- Current: Strong visibility with 'crossroads effect'.
- Brown Plan: Highway visibility ok, Sagle Road greatly reduced.
- Yellow Plan Option 4: No real change from current

Ease of access
- Current: Easy, convenient access from Sagle Road and Highway 95.
- Brown Plan: Easy access from Sagle Road. Confusing access from 95.
- Yellow Plan Option 4: Easy, convenient access from Sagle Road and Highway 95.

Is the business still viable under this plan?
- Current: Yes.
- Brown Plan: Probably.
- Yellow Plan Option 4: Yes

Overall business effects:
- This business is not dependent on freeway access. While the Yellow Plan Option 4 would allow better access, it would not have a major effect in this case.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

Heritage Shores Realty, Inc.

Distance from freeway
- Current: 20’
- Brown Plan: 3/4 Mile
- Yellow Plan Option 4: 1/4 Mile

Traffic flow change
- Current: All traffic on Sagle Road, and immediate access from 95
- Brown Plan: only traffic on broken frontage road; much more difficult to reach. Sagle Road traffic considerably reduced at this point.
- Yellow Plan Option 4: All traffic on Sagle Road, unbroken frontage road will make virtually no difference in highway traffic.

Visibility
- Current: Strong visibility with 'crossroads effect'.
- Brown Plan: Highway visibility ok, Sagle Road greatly reduced.

- Yellow Plan Option 4: No real change from current.

Ease of access
- Current: Easy, convenient access from Sagle Road and Highway 95,
- Brown Plan: Easy access from Sagle Road, confusing access from 95.
- Yellow Plan Option 4: Easy, convenient access from Sagle Road and Highway 95.

Is the business still viable under this plan?
- Current: Strong traffic, ease of access and a sensible road layout makes this a very strong business site that serves the local community.
- Brown Plan: Greatly reduced traffic, restricted access and non-standard frontage would limit the value of this business storefront.
- Yellow Plan: This plan would strengthen this business and assure it's continuance for years to come.

Overall business effects:
- Rule # 1 of real estate: Location, Location, Location! The Brown Plan greatly reduces this location's value.
- The Yellow Plan, Option 4 greatly enhances it.
- This business will continue to thrive unless the Brown plan is enacted at this location.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

Alpine Mobile Home Park

Distance from freeway
- Current: 20'
- Brown Plan: 3/4 Mile
- Yellow Plan Option 4: 1/4 Mile

Traffic flow change
- Current: All traffic on Sagle Road, and immediate access from 95
- Brown Plan: only traffic on broken frontage road; much more difficult to reach. Sagle Road traffic considerably reduced at this point.
- Yellow Plan Option 4: All traffic on Sagle Road, unbroken frontage road will make virtually no difference in highway traffic.

Visibility
- Current: Strong visibility with 'crossroads effect'.
- Brown Plan: Highway visibility ok, Sagle Road greatly reduced.
- Yellow Plan Option 4: No real change from current.

Ease of access
- Current: Easy, convenient access from Sagle Road and Highway 95.
- Brown Plan: Easy access from Sagle Road, confusing access from 95.
- Yellow Plan Option 4: Easy, convenient access from Sagle Road and Highway 95.

Is the business still viable under this plan?
- Under all plans, this business will be viable -however the Yellow Option 4 offers the best effects.

Overall business effects:
- Current: nearly capacity occupancy, consistently.
- Brown Plan: Vacancies will take longer to fill as finding the entrance will be confusing.
- Yellow Plan Option 4: Should be very similar to current levels.

BEST PLAN FOR TIDS BUSINESS: YELLOW PLAN OPTION #4

Sagle Elementary School

Distance from freeway:
- Current: 1/4 Mile
- Brown Plan: 3/4 Mile
- Yellow Plan Option 4: 3/4 Mile

Traffic flow change
- Current: Sagle Road connects directly to the highway, allowing easy, one turn access to the school.
- Brown Plan: Two turns from the highway on roads without a clear line of sight will make finding the school slightly difficult.
- Yellow Plan Option 4: Turning from the highway onto the frontage road, the directions to the school would remain the same as at present.

Visibility
- No real change with any options.

Ease of access
- Current: Access is quite reasonable and straightforward.
- Brown Plan: An extra turn, with two side streets to get to the school.
- Added complexity makes for more difficult access.
- Yellow Plan Option 4: Keeping the major community center easy to find by just turning off the frontage road has ramifications for the community that will last decades.

Is the business still viable under this plan?
- Under all options, this school will continue to operate strongly.

Overall business effects:
- Sagle Elementary is the largest gathering place in Sagle, and for miles around. It is central to the continued vitality of this community, and simple, close access is essential for community health.

BEST PLAN FOR THIS SCHOOL: YELLOW PLAN OPTION #4

Sagle Senior Citizens, Inc.

Distance from freeway
- Current: 1/2 Mile

- Brown Plan: 3/4 Mile
- Yellow Plan Option 4: 3/4 Mile

Traffic flow change
- No real change in traffic flow with any option.

Visibility
- No real change in visibility with any option.

Ease of access
- Current: Two turns from the highway, simple access.
- Brown Plan: Four turns off the highway - complex access.
- Yellow Plan Option 4: Three turns off the highway - reasonable access.

Is the business still viable under this plan?
- Current: Certainly,
- Brown Plan: Access would be impeded, but not lost to the secondary community center.
- Yellow Plan Option 4: Access would be only slightly more difficult from current efforts; if the frontage road serves the same local purpose that the highway does now, there is no real difference.

Overall business effects:
- The Senior Center is the true secondary community center for Sagle.
- Maintaining easy and sensible access means continuing use of a vital community resource.

BEST PLAN FOR THIS CENTER: YELLOW PLAN OPTION #4

Cocolalla Cowboy Church

Distance from freeway
- Current: 1/2 Mile
- Brown Plan: 3/4 Mile
- Yellow Plan Option 4: 3/4 Mile

Traffic flow change
- No real change in traffic flow with any option.

Visibility
- No real change in visibility with any option.

Ease of access
- Current: Two turns from the highway, simple access.
- Brown Plan: Four turns off the highway - complex access.
- Yellow Plan Option 4: Three turns off the highway reasonable access.

Is the business still viable under this plan?
- Current: Certainly.

- Brown Plan: Access would be impeded, but not lost to the secondary community center.
- Yellow Plan Option 4: Access would be only slightly more difficult from current efforts; if the frontage road serves the same local purpose that the highway does now, there is no real difference.

Overall business effects:
- Houses of worship are important to community health. A small community like ours needs these places to come together, and those places need to be easy to access. The Yellow Plan Option 4 allows for large scale progress while maintaining small scale civic traditions.

BEST PLAN FOR THIS CENTER: YELLOW PLAN OPTION #4

Troy's Mini Barns

Distance from freeway
- Current: 20'
- Brown Plan: 3/4 Mile
- Yellow Plan Option 4: 1/3 Mile

Traffic flow change
- Current: Traffic flows right by on the highway, with the opportunity to stop.
- Brown Plan: Traffic goes by, but cannot run past the driveway without making several turns.
- Yellow Plan Option 4: Traffic flows by with the opportunity to stop.

Visibility
- Current: Visible from Highway.
- Brown Plan: Visible from highway and limited traffic on broken frontage road.
- Yellow Plan Option 4: Visible from Highway AND frontage road where slower traffic has MORE opportunity to stop.

Ease of access
- Current: Immediate access off the freeway makes Troy's a great place to store your extra possessions.
- Brown Plan: Four turns off the highway and the need to backtrack to return removes all convenience.
- Yellow Plan Option 4: One turn off the highway retains easy access.
- PLUS, two way traffic in front of the business means people will drive by.

Is the business still viable under this plan?
- Yes, under all plans the business is still viable. Vacancy rates will be lower and rents can be higher under the Yellow Plan Option 4.

Overall business effects:
- Yellow Plan Option 4 will only serve to enhance the value of Troy’s as a business. The Brown Plan will throw several wrenches into the works.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

Lucky Dog Trailers

Distance from freeway
- Current: 20'
- Brown Plan: 3/4 Mile
- Yellow Plan Option 4: 1/2 Mile

Traffic flow change
- Current: Traffic flows right by on the highway, with the opportunity to stop.
- Brown Plan: Traffic goes by, but cannot run past the driveway without making several turns.
- Yellow Plan Option 4: Traffic flows by with the opportunity to stop.

Visibility
- Current: Visible from Highway.
- Brown Plan: Visible from highway and limited traffic on broken frontage road.
- Yellow Plan Option 4: Visible from Highway AND frontage road where slower traffic has MORE opportunity to stop.

Ease of access
- Current: Immediate access off the freeway makes Lucky Dog an attractive place to buy your trailer.
- Brown Plan: Four turns off the highway and the need to backtrack to return removes all convenience.
- Yellow Plan Option 4: One turn off the highway retains easy access.
- PLUS. Two way traffic in front of the business means people will drive by in both directions.

Is the business still viable under this plan?
- Current: Certainly
- Brown Plan: It is difficult to sell trailers when it is difficult to arrive and depart with a trailer. The less turns, the better. The trailer business would be quite difficult under this plan.
- Yellow Plan Option 4: Losing direct highway traffic will hurt sales inherently, but gaining a 2-way frontage road will likely offset those losses due to slower drive-by traffic.

Overall business effects:
- The Brown Plan would impair business, while the Yellow Plan Option 4 may improve things.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

A note on Lucky Dog Trailers: Two years ago the owner had to spend roughly $10,000 improving his driveway to ITD standards. It would be a waste to make that improvement useless by not making a frontage road.

Mac's Custom Tie Downs

Distance from the freeway
- Current: 100'
- Brown Plan: 4/5 Mile

- Yellow Plan Option 4: 1/4 Mile

Traffic Flow Change
- Current: Easy access for several freight trucks daily.
- Brown Plan: Impeded access for large trucks with varied drivers - hard to find location means delayed shipments in and out.
- Yellow Plan Option 4: Standard Frontage Road with two way traffic ensures easy access for truck drivers to pick up and drop off

Visibility
- No change with any option.

Ease of Access
- Current: Easy access for several freight trucks daily.
- Brown Plan: Impeded access for large trucks with varied drivers hard to find location means delayed shipments in and out.
- Yellow Plan Option 4: Standard Frontage Road with two way traffic ensures easy access for truck drivers to pick up and drop off

Is the business still viable under this plan?
- Current: Yes
- Brown Plan: Yes, but considerations for moving would have to be made.
- Yellow Plan Option 4: Yes, with no real effect.

Overall Business effects
- The Yellow Plan offers the best long-term alternative here - allowing for freeway progress while maintaining tight production and delivery schedules.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

Badger Building Supply

Distance from freeway
- Current: 1/5 Mile
- Brown Plan: 1/5 Mile
- Yellow Plan Option 4: 1/10 Mile

Traffic flow change
- Current: Badger's Customers must take two turns from the highway to reach them.
- Brown Plan: Badger's Customer's must take two turns from the highway to reach them.
- Yellow Plan Option 4: Badger's customers could turn into his business directly from the frontage road.

Visibility
- Current: Badger has strong visibility currently.
- Brown Plan: Badger continues to have strong visibility.

- Yellow Plan Option 4; Badger's visibility gains from being the first business at the interchange.

Ease of access
- Fairly easy access.
- Brown Plan: No Change
- Yellow Plan Option 4: Increased access from both sides of property.

Is the business still viable under this plan?
- Current: Badger is a very viable business.
- Brown Plan: No Change.
- Yellow Plan Option 4: Badger has possibly the most to gain from having a near comer lot at the highway interchange, and direct access to the frontage road.

Overall business effects:
- The Brown Plan will not hurt Badger, but the Yellow Plan Option 4 allows for a stronger, long-term growth that integrates Badger as an anchor of the community.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

Northern Lights

Distance from freeway
- No change

Traffic flow change
- Current: Minimal traffic.
- Brown Plan: Considerable traffic added to a business that does not depend on drive-by traffic.
- Yellow Plan Option 4: No change from current.

Visibility
- No change

Ease of access
- Fairly easy access.

Is the business still viable under this plan?
- Yes, in all instances.

Overall business effects:
- Aside from the nuisance of unnecessary added traffic from the Brown Plan, no option presents a significant issue for Northern Lights. From the standpoint of "A healthier Sagle means a healthier Northern Lights," The Yellow Plan Option 4 is the best solution.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

RESPONSE 100.1

Thank you for your comprehensive descriptions. Following review of public and agency comments on the DEIS and after consultation with local elected officials and regulatory agencies; several changes have been made to the Brown Alternative and are reflected in the Modified Brown Alternative. One of these changes includes a modification to the frontage road on the east side of US-95 in the Sagle Area. The frontage road has been aligned adjacent to the freeway for its entire length through Sagle. Under the Modified Brown Alternative there would be no direct connection from Sagle Road to the freeway. Access to the freeway would be provided by two interchanges in Sagle. Local access would be via the frontage road, which would be contiguous and continuous between interchanges. The same conditions would exist under Sagle Yellow Option 4. None of the action alternatives would have a direct connection to Sagle Road from the freeway.

Please refer to the FEIS Chapter 2, Alternatives for a description of this modification. See the FEIS Chapter 4, Environmental Consequences for discussion of effects associated with the alternatives.

COMMENT LETTER NO. 101 – Ann Jurcuvich

COMMENT 101.1

As you plan for trails, I would do as much as possible to have the trails wander from the precise parallel of the highway. In addition, I think there needs to be the ability to get across the highway by way of catwalks and/or tunnels in addition to the intersections designed for street traffic. These should be at frequent enough intervals to allow the community to make use of it. In addition, an occasional park and bike area would be very valuable with primitive or better restroom facilities.

In summary, I am advocating the following:

- Enhanced bike trails to make the best use of the scenic environment (not merely parallel trails)
- Additional catwalks or tunnels to enable crossing the highway at reasonable intervals
- Park and bike (or park and walk) sites at occasional intervals which might include at least primitive restroom facilities.

RESPONSE 101.1

All of the action alternatives would remove and replace the bicycle/pedestrian paths/trails at the north and south ends of the project and construct new bicycle/pedestrian facilities along the entire corridor. Within ITD right-of-way, it would be a separate trail away from the travel lanes of the freeway. On frontage roads, it may be a wide shoulder or a separate pathway. ITD and FHWA would construct the trails as part of the project and agreements for maintenance of the trails will be arranged (see the FEIS Chapter 2, Figure 2-6, Typical Section, US-95). Bicycle/pedestrian facilities would be provided on all roads that cross the freeway and would limit crossings to interchanges and bridges. All of the alternatives would be safer for pedestrians and bicyclists than the current condition. ITD and FHWA will work with state and local recreation agencies, including Idaho Department of Parks and Recreation, National Park Service, and Kootenai County Parks and Waterways as well as private groups such as the North Idaho Centennial Trail Foundation and North Idaho Bikeways. Local Highway Districts will also be involved, including Lakes Highway District and Bonner County Road and Bridge.

There are several existing recreational trails that intersect the project alignment. Connections would be planned and made to these trails at a future date. This includes the existing trails starting at the south end of the project on the east side of the highway that currently extends to Garwood Road. It also includes the trail at the north end of the project that begins at Sagle Road. There would also be a connection to the trail to Farragut Park that extends east from just north of SH-54 in Athol.

COMMENT LETTER NO. 102 – Vonie McGill

COMMENT 102.1

Why not build the south lanes west of the railroad and the north lanes east of the railroad, then when the rail is abandoned use of it to build an excursion railroad? If not there would be the land between the highways to be used to expand the highway when necessary.

RESPONSE 102.1

Much of the right-of-way adjacent to the railroad is retained by the railroad for future rail expansion, maintenance and safety. Union Pacific Railroad (UPRR) was not agreeable to the use of any of their 100 feet of right-of-way for freeway construction. To put southbound US-95 on the west and eastbound on the east is possible but it requires additional land on both sides (east of the freeway and west of the railroad)) and still requires frontage roads on each side resulting in a similar width as the proposed alignments. Overpass and interchange structures would be much larger to connect freeway lanes.

The action alternatives follow the existing US-95 right-of-way as much as possible. This involves utilizing the existing US-95 as frontage or local access roads as much as possible where the freeway is realigned.

COMMENT 102.2

Ten years ago when we refinanced our property, we were told we had to have flood insurance as we were in a 100 year flood plain. Planning and Zoning also told us if something were to happen to our home we couldn't rebuild because of the flood plain designation by FEMA. According to your pamphlet, the only "flood plains" are Algoma and Cocolalla Creek area. If that be the case, why are we required to carry flood insurance by the lending institutions?

RESPONSE 102.2

There are different types of designations for floodplains. Those shown in the DEIS Chapter 3 Section 3.9, Floodplains are based on FIRMs from FEMA and show Flood Zone A and B areas. Flood Zone C areas are areas of minimal flooding and are not shown on the FIRMs nor are they shown in the DEIS. In addition, electronic information was not available for the City of Athol so that area may not have been included in the mapping. Your property may fall within the area where the mapping was not available and may have been determined through a site visit by agencies or others. You may wish to ask for clarification by your lender.

During the FEIS development the floodplains were evaluated in greater detail for this project. The floodplains are shown in the floodplain figures in the FEIS Chapter 4, Section 4.9, Floodplain Effects.

COMMENT 102.3
When "95" was built years ago why were there no culverts put under the road at mile marker 444? They effectively shut off the natural drainage, in other words a mini dam.

When this idea of redoing "95" came about we gave one of your people a picture of what happened to our road (flooded), because of no culverts back in 1996. Is this picture nowhere to be found? If so please let us know, I still have others.

RESPONSE 102.3
The area near MP 444 is described as wetland and is also a 100-year floodplain. A detailed hydraulic analysis has been completed for the Modified Brown Alternative (see Floodplain Technical Report Addenda). A culvert will be constructed at that location to pass the 100-year flood event and to retain the hydraulic connectivity of the wetland. ITD District 1 has requested an additional photo.

COMMENT 102.4
Stay within the original 60 feet and take some from the railroad. We prefer not to sell or have our home taken from us.

RESPONSE 102.4
Based on the preliminary right-of-way needs identified in the DEIS, your property would not fall within the alternatives' footprint and therefore would not be acquired. ITD and FHWA have had ongoing discussions with UPRR to reach agreement on utilizing railroad right-of-way in specific areas. However, that land in most cases is reserved for future rail expansion, safety and maintenance. Discussions with UPRR will continue through final design.

COMMENT LETTER NO. 103 – Raymond Delay

COMMENT 103.1
Granite - the Delays are favoring the yellow alternative, it has the least impact on our ownership. We favor the placement of the interchanges in Granite and Careywood. We favor the configuration of the divided highway with 50-foot medians. We favor the frontage road from interchange to interchange on both sides of the highway. We favor above grade railroad crossings. We favor minimal effects to wetlands. However, the interchange at Blacktail appears to impact the wetlands and flood plains of Cocolalla Creek. The population served from Bayview Road must be as much as the Blacktail Road. The use of "Old Hwy 95" going south from Blacktail would have less of an impact to wetland; if the interchange was moved a few hundred yards south of our current drawn interchange then you would accommodate both major communities without wetland interference.

RESPONSE 103.1
The interchange location for the Modified Brown Alternative would be located near Bayview Road as opposed to near Blacktail Road as with the Brown Alternative, described in the FEIS Chapter 2, Alternatives. This revision will minimize adverse effects to agricultural lands and wetlands at the interchange but will unfortunately still affect your property. Please see response 042.1.

You will be compensated for your loss through the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970.

COMMENT LETTER NO. 104 - Lynn Franck

COMMENT 104.1

I think the IDT could easily remedy the factor of safety in the sections of Hwy 95 Garwood –Sagle with reducing speed! 65 mph is way Too Fast due to heavy interchanges in areas of homes. Research has shown slower speeds make better gas mileage – in an era of higher oil prices the IDT could be consumer-conscious in two ways speed lowered for SAFETY and economy! Safety was one of your so-called reasons to spend so many tax dollars to widen the road. I feel there are plenty of places between Garwood and Sagle where drivers who want to "get ahead" can do so. There are 3 (I think) places where it is 4 lanes and people can pass. (They often go 70 – 75 mph in those areas.)

RESPONSE 104.1

Currently, the many public and private approaches along the highway limit US-95's capacity and contribute to increased vehicle crashes. The area has had more than a 50 percent increase in traffic volumes since 1990 and it's likely that traffic will continue to increase through the design year of 2030. The number of at-grade approaches along the highway will likely increase resulting in higher accident rates and reduced highway capacity. While lowering the speed limit has the possibility of helping to improve safety in the short term, it will not address the problem of no division of oncoming traffic, which results in head-on collisions. Neither would it address another primary purpose of the project, which is to accommodate future growth. The project involves a substantial undertaking; however, building a safe roadway and providing efficient access to work, home, schools and other destinations for the traveling public is important.

ITD and FHWA agree that better gas mileage could be obtained through lower speeds. The FEIS Chapter 4, Section 4.16, Energy Effects states that 35 to 45 mph is the most energy efficient speed range. However, during more congested periods, there are other important factors related to improving gas mileage. Maintaining a consistent speed over a distance is generally more fuel efficient than frequently slowing, stopping and accelerating. Updated information regarding energy due to the updated traffic analysis is in the FEIS Chapter 4, Section 4.16, Energy Effects.

COMMENT LETTER NO. 105 – Kim Bristlin

COMMENT 105.1

The time frame for the frontage road in front of my property so there is access to a proposed freeway is a concern. This frontage road needs to come first or we have no access out. At the public meeting in Athol this concern was not able to be answered.

RESPONSE 105.1

ITD and FHWA would always provide access to properties during construction. The details of this access are not yet developed but will be coordinated during final project design.

Regardless of the phase of construction, all local roads and driveways would remain open during construction except for short periods of closure. Some detours may be required to accomplish this. Prior to and during construction, the public will be kept informed of the construction activities. The FEIS Chapter 11, Phased Project Implementation describes phasing and funding.

COMMENT 105.2
I am also concerned about the decrease of property values.

RESPONSE 105.2
We understand that property values may be affected by having a freeway located adjacent to residential and commercial areas. In some instances multifamily residential and commercial properties have increased in value as a result of new roadway construction and as a result of higher traffic volumes. However, single family residential properties have been known to have slightly lower property values as a result of increased traffic adjacent to those properties.

It is well documented that this section of US-95 has serious safety and congestion issues. The Brown Alternative as well as the Modified Brown Alternative were developed to minimize adverse effects to both human and natural resources and to strongly consider the needs of the local communities. ITD and FHWA have been working closely with the communities, local elected officials, businesses, and individuals to try to meet the myriad of interests and needs, many of which can conflict.

COMMENT 105.3
I have an existing tree barrier on the west side of my property which is a noise barrier for the current Hwy 95. What is the noise barrier going to be when the freeway is completed and the trees have been removed?

RESPONSE 105.3
While we recognize the importance of trees to act as a visual buffer, their effectiveness in reducing noise is limited. Still, ITD and FHWA will make all attempts to minimize effects to trees throughout the project corridor. Saving trees will be considered during final project design. The Modified Brown Alternative would not affect the trees on your land. Since trees have already been cleared in the right-of-way for visibility, very few if any, additional trees would be removed from this side of US-95.

COMMENT LETTER NO. 106 – Virginia Ueberroth

COMMENT 106.1
As a large property owner in Athol, we would like to comment on the 448 portion of the plot map. We have included a plot map of the area you propose to cross with the "Brown Route". The property had been plotted and approved before we bought it in 1997, a compelling reason to buy. The Brown Route would impact at least seven of the parcels. The water source comes from the center of the property and it would be very difficult to extend it beyond the proposed Hwy.

RESPONSE 106.1
In consideration of public comments ITD and FHWA have revised the Sylvan frontage road alignment to go west on Remington Road towards the freeway then continue south closely following the freeway alignment. This configuration is described in the FEIS Chapter 2, Alternatives under the Modified Brown Alternative. Effects of the Modified Brown Alternative are presented in the FEIS Chapter 4, Environmental Consequences. This modification minimizes effects to your property and the well.

COMMENT 106.2

The Blue Route is undoubtedly the most beneficial for us. If the Brown was chosen, the frontage road should go west at Remington Road to the Hwy.

RESPONSE 106.2

As a result of public comments, the frontage road along Sylvan Road has been modified to intersect Remington Road at a 90 degree angle, turn west on Remington Road and align closely to the freeway at Parks Road. This reduces effects to your property and others. The Blue Alternative is aligned further west of your property because it is west of Silverwood Theme Park. This alternative has substantial effects on new undeveloped land and would result in a substantial amount of new right-of-way requirements.

COMMENT 106.3

We feel choosing the Brown Route is a very expensive option, and has a tremendous impact on many homes in the area. This area has always been rural, and most of us would like to continue to have that rural feeling.

RESPONSE 106.3

ITD and FHWA have attempted to balance the consideration of traffic needs with reducing effects to the surrounding landscape and land use. While your property currently has a rural setting and is zoned rural residential, it is platted for more dense development, consistent with the development trends outside of the City of Athol. The alternatives would primarily be along the alignment of existing US-95 with short realignments. The nearest access to US-95 for your properties would be through the SH-54 interchange which is just east of the City of Athol. This area is already experiencing development pressures which could affect the rural character. Development would occur even if the freeway was not constructed. See FEIS Chapter 4, Section 4.19, Cumulative Effects.

COMMENT LETTER NO. 107 – Athol Seventh Day Adventist Church

COMMENT 107.1

We realize that in keeping with the eminent domain law, the State of Idaho will consider all the facts regarding each property in establishing the value for the land taken to develop the new Highway, however, Kootenai County has become an extremely desirable area for development which lends to the property value increase since 2005. We know that the assessed value does not determine market value and since we have the only commercial 9.98 acre parcel in close walking proximity to the City of Athol and the only grandfathered double Highway 95 driveway entrance makes this a prime parcel that has a significantly higher value than the neighboring residential parcels who do not have legal access from Hwy 95.

RESPONSE 107.1

Under the standard appraisal procedures and in compliance with the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970, access would be considered during the appraisal process. If your property is devalued due to access change, you would be compensated for this devaluation.

COMMENT 107.2

Your highway placement plan runs north and south almost splitting our parcel in half impacting our existing building usability, creating a loss. If at all possible we would like this not to happen. If the usability of our existing building does create a loss we feel we should be compensated.

RESPONSE 107.2

If your property is affected, you would be compensated under the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970. It is unknown at this phase of the proposed project if property would be purchased and if so, how much. However, based on early right-of-way footprints for the Modified Brown (Preferred) Alternative, your property would not be affected. More detailed information is anticipated during final design.

COMMENT 107.3

This property was purchased for the express purpose of building a church and Christian school, which would bring an asset to the community. With added Highway traffic surrounding our property the Highways will create a safety issue with school children so close to the new and old highway. We would like this important safety factor considered; that the ingress and egress driveways from the highway and Sylvan Road entrances, should have ample lighting and no loss of our double driveway on the west side of our property accessed from Hwy 95.

RESPONSE 107.3

Comment noted. For safety reasons access to US-95 will only be allowed through interchanges and connecting frontage roads. Please see response 107.1.

COMMENT 107.4

The Highway 95 and Sylvan Road entering the property driveways be blacktopped at least-10 to 15 feet for dust control.

RESPONSE 107.4

New roads and changed-use roads would be surfaced according to Lakes Highway District Standards. Driveway aprons from frontage roads to properties would also be paved for approximately 10-15 feet.

COMMENT LETTER NO. 108 – Cody Bleckwenn

COMMENT 108.1

All the proposals that have been presented are not acceptable. The Blue alternative is the only one that would benefit our farm. Less pasture and hayfields will be destroyed.

RESPONSE 108.1

The Modified Brown Alternative west frontage road near your farm was shifted further to the east as compared to the Brown Alternative to keep as much of your fields intact as possible while also avoiding encroachment into railroad right-of-way and Cocolalla Creek. The FEIS Chapter 2, Alternatives, describes the Modified Brown Alternative.

COMMENT LETTER NO. 109 – Nova Bleckwenn

COMMENT 109.1

None of the proposals presented are acceptable. The Blue Alternative is the least destructive. Less hay fields and pasture will be destroyed and less chance of pollution of our water system. If you have to take land from the farmers, please consider the Blue Alternative. That seems the least evasive on the farmers.

RESPONSE 109.1

In response to public and agency comments the interchange near Blacktail Road has been moved to the vicinity of Bayview Road as shown under the Blue Alternative. In addition, the west frontage road for the Brown Alternative was modified and is adjacent to the BNSF right-of-way, thereby reducing effects to your fields.

This and other changes to the Brown Alternative are reflected in the FEIS as the Modified Brown Alternative. Please see the FEIS Chapter 2, Alternatives, for a description of modifications and Chapter 4, Environmental Consequences, for the effects of the action alternatives.

Stormwater runs off the road and into ditches in most areas. However, there are areas in the corridor where no ditches are present and stormwater runs onto adjacent land and in some cases may enter surface water or groundwater. With the action alternatives, road runoff will be contained on ITD right-of-way and treated for quantity and quality. This system will be a combination of ditches and treatment ponds as explained in the FEIS Chapter 4, Section 4.8, Water Resources Effects. In the FEIS Chapter 3, Section 3.8, Water Resources, recorded wells within the project corridor are identified and would be avoided where possible. Where this is not possible, they would be decommissioned according to regulations and replaced in a new location.

COMMENT LETTER NO. 110 – Ben and Elizabeth Reese

COMMENT 110.1

It appears to us that the Yellow Alternative is the most logical choice and would create less turmoil.

RESPONSE 110.1

Comment noted. The FEIS Chapter 2, Alternatives introduces the Modified Brown Alternative created as a result of public and agency comments on the DEIS. Portions of the Yellow Alternative have been included in the Modified Brown Alternative.

COMMENT 110.2

As we said on our comment forms on 1/27/05, Westmond is considered by some to be an old established community. Actually it is a mish-mash of small business, temporary residences and trailers not connected in any way as a community.

RESPONSE 110.2

The Westmond Homeowners group contacted ITD in 2003. Since that time ITD has been updating and gathering comments from the group. The Westmond Homeowners group is an asset as they provide local knowledge of the Westmond Area and they have approached us as an organized community. Therefore, Westmond has been described as a community in the document.

COMMENT LETTER NO. 111 – Mrs. Bob (Eloise) Wieber

COMMENT 111.1
My three choices for the Sagle alternative Route are:

Sagle Blue # - 1st choice
Sagle Brown # - 2nd choice
Sagle Yellow #4 – 3rd choice

I prefer Sagle Blue because of less traffic and noise to us and all wildlife we have. We definitely are against Yellow 5 alternative as it would completely destroy our whole property which we not only have lots wildlife, but we have been here 40 years or more and longer than others that have just moved into the area. Having been the first ones on the property and developed it from scratch and put lot hard work into building a business here for many years as well!

RESPONSE 111.1
The Blue Alternative has only one interchange in Sagle, whereas the Brown and Modified Brown alternatives have two interchanges in Sagle which is more consistent with local agency plans. Yellow Option 5 is not the Modified Brown (Preferred) Alternative. Based on preliminary right-of-way needs, your property would not fall within the Preferred Alternative footprint and would not need to be acquired.

COMMENT LETTER NO. 112 - Lakes Highway District
Identical to Comment Letter 099. See response 099.1.

COMMENT LETTER NO. 113 – Debbie Wieber

COMMENT 113.1
My 1st 3 choices in order for the Sagle Highway improvement are:

#1-Sagle Blue
#2 Sagle Brown
#3 Sagle Yellow

Having lived and developed our property over 35 yrs ago, we feel that this should give us a little more "clout" than the person who may have only lived on their land a much shorter time. I am definitely against "Yellow 5" as this goes right thru our property, also taking out 38 years of memories not to mention destroying all the wildlife that have made this their home as well for years.

RESPONSE 113.1
Please see response 111.1.

COMMENT LETTER NO. 114 - Senator Mike Jorgenson, Idaho State Senate

COMMENT 114.1
The proposed frontage right-of-way between railroad right-of-way and the Riley Creek, Chilco mill operations/lumber shipping and storage area is too confined for human safety and facility efficiency.

State condemnation would be required to proceed with the ITD Preferred Alternative ("Brown Alternative") and would come at significant expense to the State and taxpayer. Funds for road building should be used for road building, not condemnation which is not warranted.

The "Yellow Alternative" providing an access to the west of the Riley Creek Chilco mill site would be the least costly and the most efficient avenue to proceed with this project.

RESPONSE 114.1
Please see response 083.1.

COMMENT LETTER NO. 115 - Jennifer Costich-Thompson

COMMENT 115.1
As a lifetime resident of this area, I have seen my share of vehicle collisions on the stretch of Highway 95 between Coeur d'Alene and Sandpoint, many of them indeed involving fatalities. However, the ITD is promoting this project and their "preferred alternative" under the guise of reducing congestion and accidents, which is very misleading to the general public. If you receive testimony from the Idaho State Police, I believe you'll find that the majority of collisions are directly the result of "driving under the influence", "following too close", or 'excessive speed for the road conditions", *not* the highway condition itself. Many other collisions involve wildlife in the area. Creating a four-lane, divided freeway will not reduce the quantity of any of those causes for collisions. On the contrary, it may in fact give many motorists the false impression that they can drive even faster and could result in increased speed-related collisions! Our communities and highway would be much safer if rather than creating a divided freeway; we invested more money for law enforcement on that stretch of highway.

RESPONSE 115.1
The traffic analysis, which is based on State Patrol numbers, states loss of control is the primary reason for crashes. The traffic data that was collected for the traffic analysis was the most current information available at the time. The FEIS includes updated traffic information including safety and operations in FEIS Chapter 1, Introduction, Purpose and Need, and Project Goals.

Historic crash data in Idaho show that facilities with full access control, (access through interchanges only), have a much lower accident rate than facilities with driveway connections and intersections. Data show that collisions at intersections are the primary types of accidents which involve rear-ending and turning movement accidents. Safety and operations are primary reasons that ITD and FHWA have proposed constructing a freeway.

COMMENT 115.2
You are correct in saying that northern Idaho has undergone a dramatic population increase in the last twenty years, and will likely continue to do so. I am satisfied with ITD's efforts to-date to improve the capacity and safety of the existing highway corridor. I have seen a dramatic decrease in congestion recently, with the exception of the area within a three-mile radius of Sandpoint. Within the last twenty years, ITD has created a four-lane highway from Garwood to Chilco and added passing lanes near Silverwood, Athol, Granite Hill, the Cocolalla valley, and Sagle, which have increased the capacity and safety of those stretches of road. More recently, ITD has created and improved turning lanes at Westmond Road, Dufort Road, S. Cocolalla Loop Road" Southside School Road, Beers-Humbird Road,

Lakeshore Drive, and Sagle Road. ITD also just completed the long-overdue new "Westmond Bridge" overpass over the Burlington Northern Railroad tracks north of the Beers-Humbird Road. All of the ITD's recent projects in this area have focused on widening shoulders and lanes, adding/improving turn lanes, and improving the "crown", super, and drainage of the highway-all of which (if given the time to evaluate) have greatly improved and will continue to improve the safety and capacity of Highway 95.

RESPONSE 115.2

Comment noted. These spot improvements are minor, separate and do not address the purpose and need of the entire facility for the future.

COMMENT 115.3

You state that this project would reduce congestion between Coeur d'Alene and Sandpoint, which is not entirely true. Increasing the number of lanes and adding turn lanes would decrease congestion in some areas. I'm sure ITD is aware of the most congested areas. The areas I find most congested are Coeur d'Alene to Garwood, and intermittently near Chilco, Athol, Sagle, Lakeshore Drive, and Sandpoint. Since I grew up near Sandpoint, I can tell you that even if you created a four-lane highway up to Sandpoint, that would not decrease the congestion and frustration of the highway approaches (1-2 mile approaches) both from the north and south ends of that town. Until the town of Sandpoint is redesigned (maybe with a bypass), there simply is not the capacity within town to accommodate the number and *type* of vehicles in that area during "peak" times or community events (like "Lost in the 50s"). So, creating your divided, four-lane freeway from Garwood to Sagle will not impact congestion entering or leaving Sandpoint, as you implied in your draft environmental impact statement. Those statements are deceptive, at best.

RESPONSE 115.3

Comment noted. Improving US-95 in the Sandpoint area is part of a separate project, the US-95, North and South project, and is outside of the limits of this project. There will be no improvements to US-95 in Coeur d'Alene as part of this project. Statements regarding the inclusion of Sandpoint or Coeur d'Alene have been clarified in the FEIS.

Additional improvements are planned for US-95 outside of the project corridor and are further explained in the FEIS Chapter 11, Phased Project Implementation.

COMMENT 115.4

Also, what is the purpose of dividing the highway (in essence creating a freeway) and creating frontage roads to access points? How do you think this will increase the capacity of the highway and improve safety? At best, a divided freeway would only decrease the number of head-on vehicle collisions and would not eliminate head-on collisions entirely. As I stated before, most of the collisions result from following too close, excessive speed for road conditions, driving under the influence, or abundant wildlife. In effect, by increasing the road density (with the addition of frontage roads and access point interchanges) you will not only negatively impact many natural resources and social values, but will only displace the traffic congestion to access points/ interchanges and create an added financial burden to taxpayers (whether county or State) for maintaining the additional frontage roads.

RESPONSE 115.4

As mentioned in response 115.1, historic crash data on highways in Idaho show that highways with full access control, have a much lower accident rate than highways with driveway connections and intersections. That is one of the primary reasons that ITD and FWHA have proposed constructing a freeway. Eliminating turning movements on and off the highway would eliminate a major cause of accidents. Access to local properties and local circulation would take place on frontage roads and other local roads.

With regard to capacity, interchanges that allow access on and off the freeway from ramps have a much higher capacity than highways with signalized intersections. Due to the traffic volumes, signals would be required at many of the cross roads if interchanges were not constructed.

Your comment regarding the fact that the divided freeway would not eliminate head on collisions entirely is true but it would decrease the numbers of head on collisions and reduce the severity of collisions when they do happen. The most frequent reason given for crashing in the project corridor has been loss of control or ran off road, which together involved 34 percent of all crashes in the analysis.

Natural resource and social issues are discussed in response 115.5 and in the DEIS and FEIS Chapter 4, Environmental Consequences.

COMMENT 115.5

I am very strongly opposed to the creation of a *divided*, four-lane freeway, especially in the stretch of US-95 from Granite Hill to Sagle. This is NOT necessary to improve safety and reduce congestion, nor will it be in the future. In addition, the creation of a divided freeway would very negatively impact several natural resources and social values, including wetlands (most of which are Federally-listed), the health and resilience of natural floodplains, groundwater aquifers and private wells, wildlife populations, soil resources, archaeological/ heritage sites, and social values like noise pollution, aesthetic values, and quality of life for area residents. I am also strongly opposed to creating a divided freeway because it would require the development of interchanges, frontage roads, and additional overpasses. I feel the analysis in the DEIS was inadequate pertaining to the effects of the alternatives on many resources and values, and at times the DEIS was misleading in its evaluation and disclosures.

RESPONSE 115.5

We recognize that there would be adverse natural resource effects as a result of the project and they have been analyzed and discussed in the FEIS. Every effort was made to accurately disclose the project effects. The purpose and need of the project is important as it addresses public safety and sufficient capacity for the present and the future for this facility. The Brown Alternative was developed in an attempt to balance both the effects to the human and natural environment while still achieving safety and capacity. The alignment follows the existing US-95 as closely as possible while still considering future needs and resource effects. The project team solicited information from the public and resource agencies regarding resources and their impacts. The analysis and disclosure reflect what is available at this time. As a result of public and agency comment, ITD and FHWA have developed the Modified Brown Alternative to further minimize resource and community effects.

Additional information has been added regarding floodplain, water resources, and wetlands to the respective sections of FEIS Chapter 4, Environmental Commitments.

COMMENT 115.6

I request that you consider and choose an additional alternative as the preferred alternative. Such an alternative might entail widening the existing highway corridor to include four-lanes, with a middle turn lane and exit lanes to primary roads. Such an alternative would eliminate the need for frontage roads, improve flow of traffic, reduce congestion, improve safety, and reduce the negative effects to both environmental and social values.

RESPONSE 115.6

The highway design that you mention in your comment was explored during the early screening process which is described in the DEIS Chapter 2, Section 2.2, Development and Screening of Alternatives. This alternative would not meet ITD's operational standard for Level of Service (LOS) B in the 2030 design year. In addition, that road type has the highest anticipated crash rate of all the design types evaluated. Please see response 024.1.

COMMENT 115.7

Because I am not as familiar with natural resource conditions and social values elsewhere, I will primarily address specific concerns related to the Cocolalla and Westmond portions of this project proposal and DEIS. However, many of the issues I raise about effects to environmental and social values could be conveyed for the entire length of the proposed project. I am strongly opposed to the preferred (Brown) alternative for the Cocolalla and Westmond segments of this proposed project.

RESPONSE 115.7

Comment noted.

COMMENT 115.8

Cocolalla Area. If you only give the citizens of this area the option of one of the three alternatives you proposed, your project could have significant negative impacts to the health and resilience of Cocolalla Creek and the associated wetlands. By only giving the options of the Brown, Yellow, and Blue alternatives" all of which are divided, four-lane freeways" a significant number of functioning floodplain acres will be placed under asphalt (or concrete). I surmise that your Yellow alternative was an attempt at reducing those acres by reducing the width of the divider between two-way traffic, yet from a hydrologic sense that reduction is still not enough. No divider is necessary.

RESPONSE 115.8

Please see response 115.6 with regards to the selection of the divided four-lane freeway design standard.

Currently the existing US-95 does not have stormwater treatment. As a part of this project the freeway interchanges and frontage roads will incorporate stormwater treatment. This treatment would improve stormwater quality thereby mitigating some of the potential effects to Cocolalla Creek and the associated wetlands.

As part of the Yellow, Brown and Modified Brown alternatives, the median width was reduced from 50 feet to 22 feet from about MP 459 to MP 461.5 to reduce wetland and floodplain effects. Safety is

one of the primary purposes of the project. With the elimination of a wide median, a barrier would be necessary to reduce the risk of head on collisions. Since publishing the DEIS, modifications have been made to the Brown Alternative and are reflected in the Modified Brown Alternative, to further reduce adverse effects to wetlands, floodplains, and other natural resources. A detailed hydraulic analysis of the Modified Brown Alternative was completed and floodplain mitigation is discussed in the FEIS Chapter 4, Section 4.9, Floodplain Effects. Please see FEIS Chapter 4, Environmental Consequences for additional and revised resource effect information.

COMMENT 115.9

By increasing the "footprint" of the US-95 corridor in that area (from its present impact) and forcing Cocolalla Creek to function in a narrower floodplain, the stream, which floods readily almost every spring, will flood more frequently, at more substantial depths, and could potentially have flooding effects further upstream or downstream from the current trends. I disagree with the DEIS when in states that 0 acres of "floodplain" would be impacted by any of the alternatives. What measure was used for this interpretation'? Many families east of US-95 in the Cocolalla valley can attest to the fact that almost every spring Cocolalla Creek floods the majority of the hay/pasture ground that comprises that valley. Some families keep a boat handy because their driveways even flood.

RESPONSE 115.9

ITD and FHWA recognize that by increasing the footprint of US-95 in the Cocolalla Creek floodplain, we will be required to consider project effects to flooding. During the FEIS development a detailed hydraulic analysis was completed to evaluate if floodplain encroachments would result in elevated flood levels. The Modified Brown Alternative would encroach on the Cocolalla Creek floodplain, but would not result in a significant rise in the base flood elevation. Mitigation would be required if there is more than a one-foot rise in surface water elevation resulting from the project. This includes areas of fill in the floodplain.

Westmond Creek and Cocolalla Creek would be crossed by bridges as opposed to culverts. More information is provided in the FEIS Chapter 4, Sections 4.8, Water Resources Effects and 4.9, Floodplains Effects.

Also note that the Modified Brown Alternative would reduce wetland and floodplain effects through the following:

- ***Locating the interchange in the Granite/Careywood Area at Bayview Road rather than Blacktail Road***
- ***Placing the west side utility corridor between MP 456 and MP 461 along the west side frontage road right-of-way***
- ***Modification of the South Gun Club interchange in the Sagle Area***

COMMENT 115.10

In addition, with the increase in the proposed US-95 "footprint" in that area and the additional road density (with new interchanges and frontage roads), the project will also impact the natural hydrology of the area in other ways.

Increased area under asphalt equates to less available area for soil water recharge, potentially decreasing the function of the soils in the area. That could lead to a decreased ability of the floodplain to accommodate fluctuations in stream flow, storm and runoff events, and sediment delivery.

As all road engineers should know, asphalt does not allow for infiltration of precipitation into the soil profile and will result in "overland" flow to a point at which infiltration can occur. That increase in overland flow has the potential to significantly increase sediment delivery, erosion potential, and pollutant delivery to the wetlands and stream. In other words, the lesser the area we put under asphalt, the better!

Under this proposal, a substantial number of acres of land adjacent to the corridor, frontage roads, and interchanges will be directly affected by the construction project. As such, soils will undergo significant compaction, displacement, and physical structure (bulk density) change which would likely be irreversible. Such significant soil resource detrimental effects would also reduce the ability of the soils to not only accommodate soil water recharge, but also the water-holding capacity and nutrient availability to sustain the plants necessary for proper hydrologic function.

The native and suitable, introduced plant species which are currently thriving in the Cocolalla Creek floodplain function in very important roles. By increasing the width of the US-95 corridor and its impacts the quantity of these plants would be reduced. Fewer plants would reduce the ability of the floodplain to accommodate run-off, storm, and flood events. In addition, plants (especially the grass and sedge species in the Cocolalla floodplain) act as filters for sediment and pollutants which will increase as a result of the runoff potential from the highway or freeway itself.

RESPONSE 115.10

A HEC-RAS analysis was completed for Cocolalla Creek. The Modified Brown Alternative would not result in a significant rise in the base flood elevation.

The function of floodplains and associated wetlands and streams is addressed in FEIS Chapter 3, Section 3.9, Floodplains and potential effects are identified in the FEIS Chapter 4, Section 4.9, Floodplain Effects. FEMA has developed floodplain maps which identify Zone A (100-year flood) and Zone B (100- to 500-year flood). Flood Zone A areas are primarily confined to the Cocolalla Creek area. Flood Zone B areas are primarily adjacent to the highway near Algoma (see FEIS Figure 3-5, Floodplains within the Project Corridor). Thus, a very small percentage of the total floodplain is being covered by the roadway resulting in minimal adverse effects to floodplain functions. Furthermore, as per FEMA requirements, the project is not allowed more than a one-foot increase in the base flood elevation or mitigation is required for the hydraulic capacity loss. The Modified Brown Alternative would not raise the base flood elevation greater than one foot.

Stormwater would be collected and treated in the immediate area of the roadway and would be integrated into the final design. Stormwater design includes implementation of Best Management Practices (BMPs) to minimize effects to the environment. BMPs could include using infiltration basins, swales, sediment traps, etc. Construction activities would occur outside of wetlands, except in those areas where wetland fill has been permitted. Affected wetlands will be mitigated resulting in a no net loss of wetland function and values (including groundwater recharge). For upland soils,

construction activities will be primarily in the proposed right-of-way. For those areas that are disturbed and not part of the roadway (asphalt or roadway shoulder), the disturbed area will be revegetated. Reseeding operations may include ripping of soils if deemed necessary in order to support plant growth. Experience shows that these disturbed areas can be successfully revegetated and do support plant growth. Generally, upland area soils function similarly to pre-construction conditions after re-vegetation has occurred. Moreover, these upland areas comprise a small percentage of the area (less than one percent by a visual inspection of maps) and therefore the overall effect to soil functions is considered to be minimal.

Soil compaction is a function of soil moisture, soil type, and the equipment causing the compaction. Generally, the greatest damage to soils occurs when soils are wet, fine textured, and when heavy construction equipment is being used. Presently for the project corridor, no earth work is allowed during the winter shut down period (October 15 through April 15) when soils are wettest. This winter shut down period would minimize the potential for soil compaction.

COMMENT 115.11

Such a proposal in this floodplain would also require construction to include bringing in substantial quantities of fill from other areas to raise the road level. Such fill often comes with issues. Certainly as I mentioned above, the construction and fill would have negative impacts to soil resources in the area and the hydrologic function of Cocolalla Creek. However, in addition fill often brings in weeds previously not introduced to this area. Please analyze the potential for noxious weeds and the environmental impacts of those weeds. This project should not only minimize the likelihood of weed seeds being brought in with fill, but should also mitigate the negative impacts of weeds by requiring pretreatment for vehicle AND equipment used in the construction project (prior to each entry into the area), Noxious or weedy plant species introductions for this area could be complicated by the fact that there are fewer herbicides available to control weeds in wet areas. Keep in mind, this entire floodplain is wet usually through at least July. Weeds brought in along the highway are not only an issue for ITD maintenance, but also for the landowners near the highway and especially adjacent farmers, whose economic livelihood could be dependent upon healthy, weed-free pasture and hay.

RESPONSE 115.11

Please refer to the Noxious Weed Plan in DEIS Appendix G. The plan includes control of noxious weeds during construction and immediate revegetation of exposed or bare soils to minimize the establishment of weeds. ITD and FHWA have requirements to control noxious weeds through both State Regulations and Policy and have standard specifications that will be implemented through construction contracts.

COMMENT 115.12

The ITD is *required* to minimize negative impacts to Federally-listed wetlands, so for the Cocolalla segment of the US-95 proposal. I urge you to consider additional alternative. An alternative entailing widening the existing corridor to accommodate four-lanes, with a center turn lane, and turnout/exit lanes for primary intersections might serve such purposes. Such an alternative would eliminate the need for frontage roads and interchanges, reduce the road density and US-95 "footprint" of the project, and would minimize detrimental effects to environmental and social values. In addition, such an alternative would still meet the purpose and need for the project including improved safety and reduced congestion.

RESPONSE 115.12

Regarding wetlands please see response 037.2. The alternative that you recommend would not meet the project purpose and need because it would not improve safety to an acceptable level in the 2030 design year. Please see response 024.1 and the Screening of Alternatives Technical Report.

COMMENT 115.13

Should you choose to ignore my suggestion of an additional alternative for this segment, I urge you to minimize at all costs the negative impacts to the hydrologic resources in the area. As a result the Yellow alternative in this area would be less impactive (and a lesser evil) than the Blue alternative.

RESPONSE 115.13

We appreciate your comments. Many of the components of the Yellow Alternative that reduce wetland, floodplain, and other natural resource effects have been incorporated into the Modified Brown Alternative described in the FEIS Chapter 2, Alternatives, which has resulted in decreased effects to aquatic resources in many areas.

COMMENT 115.14

I do not think the public would benefit from either creating a *divided*, four-lane freeway with associated frontage roads and interchanges or from realigning a new freeway or highway outside of the existing US-95 footprint. I believe the least impactive approach would be to create a four-lane highway with center turn lane and turnout/exit lanes. However, I have numerous, specific concerns regarding both environmental and social values, and I would like each issue analyzed, effects disclosed, and detrimental effects eliminated or minimized through modification to the alternatives proposed, effective design criteria, or appropriate, science-based mitigation measures.

RESPONSE 115.14

Comment noted. Please see response 024.1.

COMMENT 115.15

In the DEIS, I did not see any analysis or disclosure of effects to potential heritage/ archaeological sites (with the exception of the Westmond Cemetery). Have you even inventoried the potential sites, or have you just relied on known locations already on file with the Idaho State Historic Preservation Officer (SHPO). Many sites are likely not on record at SHPO. Please inventory, analyze, and disclose the effects of each alternative on old farmsteads, homes, cemeteries, old mines and excavations, and historic lumber camp (Humbird Lumber Company) locations. Many of these potential sites are located adjacent to the Overlake View Rd., Westmond Road, Beers-Humbird Road, and East Dufort Road.

RESPONSE 115.15

A Historical and Archaeological Survey Report was conducted for the project corridor that included background research, tribal consultation, shovel testing, recording resources and determination of effects and developing a Memorandum of Agreement. The reports have been updated as the project progresses. A total of 122 cultural resources were recorded in the Project Area of Potential Effect.

Under Section 106 of the National Historic Preservation Act, ITD and FHWA are required to determine if these resources are eligible for the National Register of Historic Places and assess the effects of the alternatives to the resources. Thirty-two (32) of these cultural resources were found to be eligible. Many were archaeological sites; however, the cultural resource surveys that describe

these sites and sensitive information are not typically distributed with the FEIS and technical reports in order to protect these resources from vandalism and destruction. Under FOIA, this information is exempt from distribution. Please see Chapter 8, List of Agencies, Tribes and Organizations to Whom the FEIS Will Be Sent for more information.

The project effects to cultural resources have been determined and have received concurrence from the Idaho State Historic Preservation Officer. In addition, the Tribes have had an opportunity to review the information and tour the project. They did not express objection and will continue to be involved and consulted through project development. Please see FEIS Chapter 9, Section 9.3, Tribal Coordination.

A technical report documenting the historical and archaeological survey and addenda to the report were included as part of the DEIS and FEIS but not released for public review. The DEIS Chapter 3, Section 3.13, Historic and Archaeological Resources provides a summary of the cultural resources identified and Chapter 4, Section 4.13, Historic and Archaeological Resource Effects summarizes the effects of the action alternatives to those resources. Addenda were also completed during the FEIS development. Additional information regarding effects to the Modified Brown Alternative is added to the FEIS Chapter 4, Section 4.13, Historic and Archaeological Resources.

COMMENT 115.16

In the DEIS, ITD claims that the preferred (Brown) alternative would impact fewer displacements than the other two alternatives. I believe that is inaccurate. In some instances, what the ITD claims as household or business displacement appears to merely be impact to land *not* impact to actual homes or businesses. If that's true, the DEIS is misleading. It appears that the displacement being claimed by the Yellow alternative would primarily be a result of the location of the proposed interchange. By proposing the Westmond interchange in the Yellow alternative to be located directly over Westmond Creek and the associated wetlands, approaches to and from the interchange would tend to affect more residences, as many homes/businesses are clustered just north of the Westmond Store & Gas Station. Couldn't the alignment for the proposed freeway or highway remain on the existing corridor (as in the Yellow alternative), and the placement of the Westmond interchange be located south of the Westmond Store, just on the north end of the comer? In this way, by keeping on the existing alignment but moving the interchange south of Westmond, there would be less impact to not only environmental resources but also less household and business displacement. Please consider and analyze this option.

RESPONSE 115.16

The DEIS Chapter 4, Table 4.3, Right-of-Way Effects for Each Alternative, shows the estimated displaced households, the estimated partial acquisitions, and displaced dwelling type as well as other right-of-way effects. This table separates the partial acquisitions of land from the estimated displaced households, which would be effects to houses, access, or a majority of the property. This information shows that the Brown Alternative has fewer displaced households than the Blue, Yellow Option 3 or Yellow Option 4 alternatives. See the FEIS Chapter 4, Section 4.4, Social Effects, for more information.

ITD and FHWA considered using the Yellow Alternative rather than the Brown Alternative in the Westmond Area. However, the Yellow Alternative would result in more household and business displacements resulting in more employees being affected in the area.

COMMENT 115.17

Both the Brown and Blue alternative propose realigning the stretch of US-95 from Westmond north to the Westmond Bridge (RR overpass) and propose moving the highway/freeway east. These alternatives also suggest modifying the corner near the north end of Cocolalla Lake by moving the freeway up on to the toe slope of the hill just to the East of the lake. This concerns me for many different reasons. Moving the alignment of the freeway/highway corridor further to the east would negatively impact many values or resources.

RESPONSE 115.17

Comment noted. As noted above and in the FEIS, the Modified Brown Alternative minimizes effects to businesses and homes along the existing highway. Far fewer displacements to businesses would be required compared to the Yellow Alternative as many of the businesses are along existing US-95, the majority of which would be displaced with the Westmond Yellow Alternative. This does not mean there would not be effects to other persons or resources, but it was determined by ITD and FHWA that the overall effects would be less with the Modified Brown (Preferred) Alternative than with the other alternatives.

COMMENT 115.18

Environmental Concerns: Even with the addition of a bridge over Westmond Creek, the proposal would increase the detrimental impacts to Westmond Creek and the associated wetlands. As stated in my opinion about Cocolalla Creek, the DEIS does not propose restoring the existing crossing, only adding a new crossing. This additional crossing to the east of the existing alignment would result in increased road density; increased potential for overland flow, sediment and pollutant delivery potential to the stream; compaction, displacement and physical change of adjacent soils and riparian areas; decreased capacity for soil water recharge; decreased ability of the stream to function correctly and accommodate run-off, and flood events; and indirect effects to the riparian plant communities in the Westmond Creek floodplain and associated wetlands. The DEIS disclosed only 1/2-acre more of impacted wetland under the Brown alternative, when compared to the Yellow alternative. Although that only accounts for Federally-listed wetlands and really only accounts for direct impacts, that 1/2-acre of reduced impact still worth it. I urge you (on this issue alone) to reject the Brown and Blue alternatives. If you must choose an alternative from the three you propose, the yellow alternative (maintaining existing alignment) has less detrimental impact to wetlands and streams and should be the preferred alternative.

RESPONSE 115.18

The Blue, Brown and Modified Brown alternatives would bridge Westmond Creek twice - one crossing being over the new Westmond Bridge. The Yellow Alternative would have five bridge crossings resulting in more construction and indirect effects to Westmond Creek. The wetland effects have been revised in the FEIS Chapter 4, Section 4.10, Wetlands/Waters of the US Effects.

Please refer to the FEIS Chapter 2, Table 2-10, Summary of Alternatives Effects, for effects to environmental resources for all alternatives. An additional crossing would increase soil density and potentially decrease soil water recharge capacity; overland flow, sediment and pollutant delivery, and

run-off. These will be addressed in the Drainage Plan, Stormwater Pollution Prevention Plan, and BMPs that would be implemented during final design and construction to avoid and minimize effects to the floodplain, wetlands, and riparian areas.

All wetlands in the project right-of-way have been delineated, verified by the USACE, and are described in the Wetland Delineation Technical Report. Mitigation will be provided for both jurisdictional and non-jurisdictional wetland effects to ensure no net loss of wetlands function and values as a result of the project.

The original Westmond Bridge is listed on the National Register of Historic Place. Modification of the structure is regulated under Section 106 of the National Historic Preservation Act and Section 4(f) of the USDOT Act, and it will be avoided by all of the action alternatives.

COMMENT 115.19

The area around Westmond Creek and the wetlands adjacent to the Beers-Humbird Road are the result of shallow water tables and the glacial/lacustrine geomorphology and are primary tributaries to Cocolalla Lake. Cocolalla Lake is very close to being in a eutrophic condition (a dying lake that has less water coming into it than going out). Because of the tenuous condition of the lake and its tributaries, you need to be especially careful to limit or eliminate negative impacts to both the tributaries and the soils in the area. If you compact the soils, you could detrimentally affect the groundwater supplies which feed not only the streams and wetlands, but also private wells in the area. Compaction near the highway corridor could also result in a completely altered hydrologic system and negative indirect effects to groundwater further away from the highway, as well as Westmond Creek and the lake itself.

RESPONSE 115.19

Effects to groundwater, public, and private wells in the area were considered during development of alternatives. All water resources (including wellhead protection areas and aquifers) and effects to these resources are evaluated and described in the FEIS. Please see response 115.10.

COMMENT 115.20

The proposal basically promotes a wide, divided, four-lane freeway, as well as adding frontage roads adjacent to the freeway. All of these parallel roads create a huge corridor which wildlife (Particularly deer and moose) will have to cross during cyclical trips to and from feeding areas and hiding cover. The alternatives proposed will not only decrease suitable wildlife habitat, but will also increase the stress to animals and the likelihood of them being involved in collisions on the freeway or frontage roads.

RESPONSE 115.20

Please see response S-001.5. Collision data has been analyzed and several potential wildlife movement and crossing locations have been identified. ITD and FHWA will continue coordination with the Idaho Department of Fish and Game, private landowners, and Bonner and Kootenai counties to refine crossing details through project development.

COMMENT 115.21

Moving the alignment of the freeway/highway up onto the toe slope to the East of Cocolalla Lake would result in significant compaction and displacement of soils. That in turn, could negatively impact other

resources as listed above, but would also have the potentially irreversibly damage potential heritage/archaeological sites.

RESPONSE 115.21

Please see response 115.10. During Section 106 consultation with the local Tribes and the State Historic Preservation Officer (SHPO), the project effects were determined based on the construction and operation for each alternative. Alternative effects to cultural resources including archaeological sites are discussed further in the DEIS Chapter 4, Section 4.13, Historic and Archaeological Resource Effects. Additional information is provided in the FEIS Chapter 4, Section 4.13, Historic and Archaeological Resource Effects. However, distribution of this information is limited to protect resources from vandalism. For additional information, please see response 115.15.

COMMENT 115.22

As I stated in discussions about the Cocolalla area, noxious weeds should also be considered here (and throughout the proposed project area). As a potentially affected adjacent landowner, I am concerned about the potential for new invasive and/or noxious weeds in this area - not only because of my requirement by law to treat them where possible, but also because of their detrimental effect on native plant populations.

RESPONSE 115.22

Please refer to the Noxious Weed Plan in DEIS Appendix G. The plan describes measures for controlling the invasion and establishment of noxious weeds during construction with monitoring for up to three years. Specific areas to be planted with native vegetation will be determined during final design. Routine road maintenance within ITD right-of-way includes mowing and periodic herbicide use. See response 115.11.

COMMENT 115.23

Social Concerns: As stated above, there are numerous private wells in the area (many of them shallow - including ours), and any change in soil densities or physical structure could detrimentally impact the volume and quality of water available to area landowners. Water in the area is primarily used for households, although many landowners also water livestock and have water rights from area ponds and streams to irrigate agricultural/horticultural crops.

RESPONSE 115.23

Please see response 125.6. ITD and FHWA will ensure that the project would not affect the quantity or quality of groundwater. If wells are affected, the effects would be mitigated. See the FEIS Chapter 4, Section 4.8, Water Resources Effects for more information.

COMMENT 115.24

By moving the alignment of the proposed freeway east of the existing corridor, ITD would have to construct US-95 over the existing gas line corridor for a significant distance. Couldn't this be a safety concern? Also, wouldn't this create potential difficulties with future maintenance of both the freeway and the gas line?

RESPONSE 115.24

Please see response 125.6. Gas lines and other utilities have been documented in the vicinity of the project. Coordination will continue with respective utility companies during final project design and

construction. Highways and local roads are routinely constructed across gas lines and other utilities. Safety measures will be incorporated into the project for safe construction and maintenance of the freeway and utilities.

COMMENT 115.25

By moving the alignment of the proposed freeway east of the existing corridor, ITD will also have to change the approach to the new Westmond Bridge (unless they plan on rebuilding the bridge by the time this project would be implemented). The alignment proposed would result in a significant S-curve just south of the Westmond Bridge, which could present an additional safety hazard for travelers (especially during winter months).

RESPONSE 115.25

The design at this stage is preliminary. During final design, the project, including the curves approaching the bridge, would be designed to meet ITD standards. The recently constructed bridge will not need to be rebuilt.

COMMENT 115.26

Many homes (accessed from Beers-Humbird Road) would be negatively affected if the freeway alignment were shifted east in this area - either through displacement or other social issues like increased noise, visibility, and decreased aesthetics and quality of life.

RESPONSE 115.26

Social effects such as displacement, neighborhood cohesion and neighborhood quality are discussed in the FEIS Chapter 4, Section 4.4, Social Environmental Effects. See the FEIS Chapter 4, Section 4.15, Visual Effects for more information regarding visual effects.

ITD and FHWA have been working closely with the communities, local elected officials, businesses, and individuals to try to meet the myriad of interests and needs, many of which can conflict. ITD and FHWA, through the Modified Brown Alternative, have attempted to balance the needs of the community and consider adverse effects to resources.

The Westmond Modified Brown Alternative would be shifted further east compared to the Westmond Yellow Alternative and would affect fewer residences and no businesses. Therefore, it would **have a lesser effect on the community as a whole.**

Overall, noise effects are expected to be less for all the action alternatives compared to the No Action Alternative. However, in the Beers-Humbird area, homes may have higher noise levels since they would be closer to the new alignment of the freeway. But noise analysis shows that the effects would not approach or exceed FHWA's noise abatement criteria or warrant noise abatement. See the DEIS and FEIS Chapter 4, Section 4.7, Noise Effects.

Visual effects have been considered as summarized. Visual effects are discussed in FEIS Chapter 4, Section 4.15.3, Visual Effects.

COMMENT 115.27

From a personal perspective, my family and I would be negatively impacted if the Brown or Blue alternative were chosen. By moving the alignment in this stretch further east and developing a raised freeway as proposed, many elements to our quality of life would be detrimentally impacted. From our family home site, a raised freeway/highway would be fully visible. The aesthetic values in our sheltered valley and pastoral area would be greatly diminished. Please analyze, properly disclose and minimize or eliminate the potential detrimental effects to aesthetic values in the areas.

RESPONSE 115.27

There are several areas through the project corridor where the Brown Alternative was modified resulting in less effects to aesthetics, including the west frontage road in the Granite/Careywood Area. The FEIS Chapter 4, Section 4.15, Visual Effects discusses measures that will be implemented to minimize visual effects to the residences, businesses and the surrounding area.

COMMENT 115.28

By raising the roadway, other factors would also be exponentially worsened for us and other area landowners, including noise pollution. The higher off the ground any roadway is, the further away the noise pollution will carry. Our family farm was built on the premise of being in our own peaceful, secluded spot - far removed from the “rat race". By proposing the new, raised freeway further east of the existing corridor, ITD will be putting it "in our face." Please analyze the potential impacts more fully prior to a decision and development of a final EIS. Once you begin the project, mitigating freeway noise by better insulating homes will not reduce the effects to our quality of life. Therefore, ITD should pursue all efforts to avoid an increase in noise pollution. Noise pollution is also an issue with wildlife and livestock, at least until they are forced to adapt.

RESPONSE 115.28

Please see response 115.26 and 115.27. As a result of any of the action alternatives, noise may affect residents and businesses differently than the No Action Alternative. Some homes, including those in the Beers-Humbird area, will likely experience higher noise levels. Additional analysis of noise was completed which indicated a noise wall was warranted near MP 468 on the west side of the freeway. This is described in the FEIS Chapter 4, Section 4.7, Noise Effects.

COMMENT 115.29

As you can see my concerns are centered on minimizing negative impacts to both environmental resources and social values. I am particularly concerned about the ITD "preferred" (Brown) alternative and its potential impacts in the Cocolalla and Westmond areas, I request that ITD consider and seek public comment on an additional alternative that would entail widening the existing corridor only where necessary to create a four-lane highway, with center turn lanes and turn-outs/exit lanes at primary intersections. This would eliminate the need for increased road density (frontage roads/interchanges), decrease displacement of residential and commercial uses, and dramatically decrease the huge footprint (additional negative impacts) of the proposed freeway. Such an alternative would still meet your project's purpose and need, while balancing both the social values and minimizing negative impacts to natural resources in the area.

RESPONSE 115.29

Please refer to response 024.1.

COMMENT 115.30

In the event that ITD only allows citizens to choose from the three alternatives presented, my preference through the Cocolalla and Westmond areas would be the Yellow Alternative, with minor modifications. The Westmond interchange should be relocated so that it exists just south of the Westmond Store and Gas Station, just north of the corner on the north end of Cocolalla Lake. In this way, fewer residential and commercial uses would be displaced and fewer detrimental effects to natural resources and social values would occur.

RESPONSE 115.30

The Westmond Yellow Alternative has greater effects on businesses and many homes than the Brown Alternative. The Modified Brown Alternative more closely balances both the human and natural environmental effects while still achieving safety and capacity objectives. Changes to the Brown Alternative have been made to reduce natural resource effects and are described under the Modified Brown Alternative in the FEIS Chapter 2, Alternatives and in the respective sections of Chapter 4, Environmental Consequences.

COMMENT 115.31

Although, I don't truly believe your proposal (of a divided freeway) is necessary to accommodate current and expected traffic and reduce congestion, I realize that safety should be improved were feasible. Unfortunately, ITD would like to keep us safe by trying to put us in a bubble, and engineers seem to believe the only good highway is a freeway. None of the alternatives proposed in the ITD DEIS will eliminate collisions (as they don't address the primary causes of vehicle collisions on US-95); nor will they completely eliminate traffic congestion (especially in busy areas like Garwood, Athol, Sagle and Sandpoint.)

RESPONSE 115.31

The selected design standard would improve safety in the project corridor by controlling access and eliminating the many approaches on and off of US-95. This, as well as the additional travel lanes, would reduce congestion. Increasing the capacity and safety of the facility is the purpose and need of the project. ITD and FHWA are required to look beyond the immediate situation to future needs.

COMMENT LETTER NO. 116 – Nicholle Braspennickx, USACE

COMMENT 116.1

Something should be put in front of the Wetland delineation Report explaining the Nov. 2005 JD is the official call.

RESPONSE 116.1

Comment noted. The Jurisdictional Determination from the United States Army Corps of Engineers is located in DEIS Appendix A. A copy of this letter has also been inserted in the Wetland Delineation Technical Report.

COMMENT LETTER NO. 117 - Donna Johnson

COMMENT 117.1
My property is for sale but because of the proposed highway in 2004 a cash sale fell through; in 2005 I had another firm prospect from Colorado and that deal fell through; in 2006 I had two very qualified buyers interested until they too were informed of the proposed highway change.

At this point my frustration level is extremely high and I feel I'm being held hostage by the Idaho Transportation Dept. I will be 70 years old this year and the sale of my property is my retirement fund.

RESPONSE 117.1
Currently this section of US-95 is considered very dangerous and congested. This will worsen as the area continues to grow. While construction of this freeway would have effects to the area, it would be a much safer and shorter commute than the existing facility, making it more appealing for many prospective landowners. However, it is understandable that not all prospective buyers would consider this.

Based on preliminary right-of-way design, your property does not fall within the Modified Brown (Preferred) Alternative, Brown or Blue alternatives right-of-way. After the FEIS public review, a Record of Decision (ROD) will be developed that will select an alternative. If the Preferred Alternative is selected, your property will not be affected. It would only be affected by the Yellow Alternative.

COMMENT 117.2
So as I understand it, when the Record of Decision is issued in the summer of 2007, the selected route will be a legal line placed on a map indicating where the new highway will someday be. Recently I have been informed the Transportation Board has not allocated money to buy any properties that are affected in Bonner County at this time. Do you have any provision for an early buyout?

RESPONSE 117.2
At this point, the ROD is expected in 2010 and will select one alternative. Please see response 117.1 and the FEIS Chapter 11, Phased Project Implementation.

COMMENT 117.3
Without a plan for design or acquisition or construction or even a timeline, you are making it impossible for me or other property owners to move on with our lives. Therefore you need to make a decision as to where the new highway will be and purchase the necessary land now, not 10 years from now.

RESPONSE 117.3
Please see response 117.1.

COMMENT LETTER NO. 118 – Ti and Yvette Hobbs

COMMENT 118.1
We don't want the highway any closer to our house than it already is. We would have to see a layout of the proposed changes to be able to decide if it's ok or not. The way it's described doesn't make sense to us without seeing what is proposed. I think turnouts are a good idea.

RESPONSE 118.1
The alignments for each of the action alternatives were developed through a multi-disciplinary approach that included substantial input from the public, local officials and agencies. Maps of the action alternatives are included in the FEIS Chapter 2, Alternatives. Turn outs do not meet the project goals and objectives. Please see response 056.1.

COMMENT 118.2
I think what makes 95 dangerous is the stupid rumble strips, they were very poorly done and planned. Once they catch your tires you have to jerk out of them and if its slick you lose control. Again about the rumble strips having them solid and right on the lines is very stupid.

RESPONSE 118.2
Please see response 024.2.

COMMENT 118.3
If the road was to be widened it would be nice to have a concrete barrier to reduce traffic noise. We don't want to see the highway either. Right now we have trees (a thin section) between it and us. I don't want to see headlights all night long through our bay window.

RESPONSE 118.3
The FEIS evaluates noise effects for the Modified Brown Alternative. For areas that would exceed the ITD noise abatement criteria (66 dBA for residential) noise mitigation has been considered. This evaluates the cost and amount of decrease in noise levels as a result of mitigation. See the FEIS Chapter 4, Section 4.7, Noise Effects. This analysis confirms that the proposed project would not exceed the ITD noise abatement criteria at your house, therefore, no noise wall or other mitigation is planned.

During final design removal of vegetation will be minimized as practicable which will help reduce headlight glare.

COMMENT LETTER NO. 119 – David B. Ivy

COMMENT 119.1
The Blue alternative takes the highway very close to my property. I have spent much time and money building a patio, BBQ sanctuary in my back yard. The highway will ruin it and my resale value in my home. I would expect to be compensated for my losses if the Blue Alterative goes right past my house with all the noise and air pollution. The Brown Alternative will ruin our small town businesses, as station, restaurant, video store, Honda shop, etc., but I would rather lose those than my back yard sanctuary.

RESPONSE 119.1
The FEIS Chapter 3, Section 3.7, Noise explains noise regulations and when abatement or mitigation is required. Noise effects have been evaluated for the Modified Brown (Preferred) Alternative in your area and are discussed in the FEIS Chapter 4, Section 4.7, Noise Effects. Based on the noise analysis, noise walls are warranted on the west side of the freeway between MP 468.82 to MP 468.9 north of Schell Road.

Air quality effects would be similar between alternatives. Effects to individual properties would vary depending on how close they are to the freeway. Air Quality effects are discussed in the DEIS and FEIS Chapter 4, Section 4.6, Air Quality Effects.

COMMENT LETTER NO. 120 – Les and Betty Lyon

COMMENT 120.1
Sagle Area – US-95 and Dufort: We prefer the Brown option if the frontage road is placed west of the power lines on the west side of existing highway.

RESPONSE 120.1
The frontage road would be west of the existing power lines just north of Dufort Road on the west side of the highway. However, the power lines would be relocated during construction of the freeway to be within the utility corridor adjacent to the frontage road. The details of design and utility relocation will be determined during final design.

COMMENT LETTER NO. 121 – Don and Sylvia Eich

COMMENT 121.1
We have 46 acres that this highway project will for the most part eliminate. We have been putting our life on hold for almost 5 yr. waiting for some solution from the Idaho Transportation Department to buy us out. We are 71 yrs and 76 yrs old and need to retire from here but can't sell our place because the highway is suppose to take it. I realize that we are probably not the only one, but this does not make it any easier for us. We have lived on this 46 acres for over 40 years and we planned to sell it to retire. We have missed many opportunities for higher real estate prices recently to sell because of the highway going through. It is not fair to expect people, especially older people like ourselves to do this. Any input on this situation would be welcome.

RESPONSE 121.1
ITD and FHWA are actively pursuing methods of early acquisition including using the SEP-15 program. See FEIS Chapter 11, Section 11.2, Project Programming and Funding.

COMMENT LETTER NO. 122 – Bill and Pam Gage

COMMENT 122.1
As owner of the Boondux Bar and Grill, I am worried that you will cut me off from direct highway access effectively eliminating 25% of my business. This of course is not acceptable. I have operated the business for five years and I have made it profitable, to ruin that is unjust. I bought this business with long-term goals in mind to provide a retirement. Left alone, it would provide that if I am bypassed, it will take that away. Obviously this concerns me greatly.

RESPONSE 122.1
No direct access to or from US-95 would be provided to your property under the Modified Brown Alternative or any other action alternatives. However, you would retain access to US-95 through a frontage road that would access an interchange.

COMMENT 122.2

I have operated the business for five years and I have made it profitable, to ruin that is unjust. I bought this business with long-term goals in mind to provide a retirement. Left alone, it would provide that if I am bypassed, it will take that away. Obviously this concerns me greatly.

RESPONSE 122.2

Under the Modified Brown, Brown, or Blue alternatives, none of your property would be acquired although access would be changed as discussed above to improve capacity and safety. Under the Yellow Alternative your business would be acquired for right-of-way in accordance with the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970. See the DEIS Appendix C, Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970.

COMMENT LETTER NO. 123 – Paul Pickett

This comment letter provides an extensive amount of information regarding soils, farm production wildlife, concern about water quality, springs, livestock, small farms, wetlands, Cocolalla Creek, the Blacktail interchange, the five lane highway design, comparisons of the Blue and Brown Alternatives and other issues.

COMMENT NO. 123.1

This document is in response to the Draft Environmental Impact Statement (DEIS) for the US-95 Garwood to Sagle Project. In particular, it is a response to the Brown Alternatives (DEIS preferred) for:

- A frontage road on the west of the highway between about Milepost 456.6 (Blacktail Milepost 458.5 (about ½ mile south of Huckleberry Mountain Rd.) and
- A proposed interchange at Blacktail Rd.

The following discussion will demonstrate in principle and in substance:

- That the adverse environmental effects of the Brown Alternative outweighs the benefits of its supposed wetland avoidance.
- That the adverse effects on high quality agricultural land are in conflict with the stated goals of county planners and the USDA.
- That the adverse economic effects on small farms would be severe.
- That practical alternatives are available including:
  - Expansion within the existing highway right-of-way.
  - DEIS Blue Alternative in the Bayview Rd. to Huckleberry Mt. Rd. portion of the Granite/Careywood Area.
- That use of wetlands can be mitigated and such mitigation is possible on the affected parcels.
- That the decision for the Blacktail Rd. interchange may have involved conflicts of interest.
- That the decisions made for the DEIS Brown alternative include assumptions which may not reflect reality.

RESPONSE 123.1

Comment noted. The response to these comments is included in the subsequent responses.

COMMENT 123.2

- Soil is sandy against the moraine and becomes gravelly as it approaches the escarpments.

- Predominate uses are hay and grazing, followed by farmsteads and small grain cultivation. Bonner Type 2 soil is considered prime agricultural land when under irrigation. This has been misrepresented by the DEIS to mean that the land is of little value without irrigation.

The DEIS fails to note the following:

- So-called "sub-irrigation" is present over significant acreage within this soil type. In most cases, where present, it is significant near the moraines and varies as a descending curve to little or none between the halfway point and the escarpments.
- Average annual rainfall in the area of 30-35 inches per year is high enough to allow average normal dry-matter production up to 3600 pounds per acre of hay using improved grass species and appropriate levels of nutrient. Irrigation after the hay crop provides fall grazing.
- Idaho State law permits irrigation of up to 10 acres without obtaining water rights. Some small farmers irrigate 10 acres or less from springs and wells. This would not be gleaned from interviews with public officials, government biologist or from public documents.

RESPONSE 123.2

The Farmland Protection Policy Act has specific criteria that are used in evaluating different soil types and evaluating the proposed conversion of farmland (meeting their definitions) to non-agricultural uses. The designation of prime farmland soils only when irrigated speaks to the optimum productivity of the soils if they are irrigated. DEIS Chapter 3, Sections 3.3, Prime Farmlands and Chapter 4, 4.3, Prime Farmlands Effects references to "prime farmland soils only when irrigated" refer to a specific classification by the US Department of Agriculture (USDA).

This is not meant to imply that the soils on your property are inadequate for farm production and do not have good yields. Reference to the USDA classifications is not intended to imply that farmland not fitting the USDA definitions are unimportant or have no value. Clarifying language has been added to the FEIS Chapter 3, Section 3.3, Prime Farmlands and Chapter 4, Section 4.3, Prime Farmlands Effects.

ITD and FHWA have considered effects to prime farmland meeting the USDA definitions as well as effects to other farmland and farming operations. A site visit was conducted during the growing season and the highly productive fields were noted. Additionally, a site visit was made to the frontage road location to take a closer look at the effects to the farming operations, the sub-irrigation, wetlands, floodplains, visual quality, wildlife habitat, and historic resources all of which were considered when evaluating other possible road alignments in the area. During that visit, the sub-irrigation that you mentioned was observed and noted.

In order to minimize effects to productive fields, the unique rock outcroppings, the hillside springs that provide sub-irrigation for fields, and the mature forested slopes, the west frontage road for the Modified Brown Alternative was shifted further to the east adjacent to the railroad right-of-way. Additional information regarding the consideration of the resources and effects of the Modified Brown Alternative have been added to the FEIS Chapter 4, Environmental Consequences under the respective resource headings. Additional information regarding the farmland soils and agricultural lands is included in FEIS Chapter 3, Section 3.2, Land Use and Recreation and Section 3.3, Prime Farmlands.

COMMENT 123.3
Serious disturbances of wildlife habitat whether road is on top or on slopes of terraces.

RESPONSE 123.3
During preparation of this FEIS, the project team visited the area of the west frontage road in the Granite/Careywood Area to obtain more detail regarding effects to this area. The function and value of the forested slopes and springs, which would be affected by the Brown Alternative, were assessed. As a result, the frontage road location was moved east of the slopes and springs to minimize the effects to wildlife habitat on the forested slopes and terraces by the Modified Brown Alternative.

COMMENT 123.4
The DEIS does not mention Soil Type 3 or the potential consequences of its use for roadways. There are no guarantees against:

- Highly unstable because gravel is smooth rather than angular.
- Slippage.
- Gullying.
- Disturbance and rerouting of underground springs with consequential loss of wildlife habitat.
- Contamination of pristine spring water.
- Silting of proximate wetlands.
- Loss of wildlife breeding, nesting, sheltering, foraging, and hunting grounds.
- Extreme difficult with establishment of vegetation – topsoil gone in a hot, dry landscape.
- During excavation:
  - Elimination of all plant life on slopes
  - Mud and/or silt in springs
  - Extreme silting of nearly pristine down-slope wetland marshes
- Also see Section 4 Farmland and Farmland Economics.

RESPONSE 123.4
As a result of public and agency comment, the Modified Brown Alternative's west frontage road in this area was shifted further east, closer to the railroad, thus avoiding the erosion risks and other effects associated with construction on or near the forested slope and springs.

Additional geotechnical investigations may be conducted for the selected alternative during final design to ensure that all roadways are stable and meet Bonner County design requirements. Vegetation disturbance will be minimized as feasible, exposed slopes or soils will be covered and re-vegetated soon after disturbance, and water flowing adjacent to or under the roadway will be conveyed so that it would not jeopardize the integrity of the roadway or be contaminated by road runoff or other highway related pollutants. Measures that will be taken to minimize design and construction effects to resources are described in the FEIS Chapter 4, Environmental Consequences under Mitigation Measures for each of the respective resource headings and in Chapter 4, Section 4.17, Construction Effects. Best Management Practices and mitigation measures are also summarized in the FEIS Chapter 12, Environmental Commitments.

COMMENT 123.5
Toxic pollutants – stay in existing corridor alignment

- This soil is largely unpolluted except in the railroad/highway corridor.
- It makes little sense to open a new avenue for toxic drainage to enter these wetlands. The alternatives discussed later in this document would confine additional pollutants to the corridor which is already compromised by the railroad and the highway.
- An upgrade to the current US-95 highway would avoid the included wetlands altogether
- Wildlife disruption and displacement – discussed in wildlife section
- Draws, cuts, drainages require elevation of the roadbed with culverts – the end of pure water.
- Most of the affected wetlands for the DIES Blue alternative are designated as wetlands because of their potential for moisture retention and their high, underlying water table. It can be easily demonstrated that for much of the year, a 4-foot deep post hole will bring up dry to moist soil. These are low value wetlands indeed.

RESPONSE 123.5

Existing US-95 has vegetated ditches through much of the project corridor; however, it does not treat all of the stormwater from the highway. There are areas where stormwater may run off onto adjacent properties and may enter surface and groundwater. Any of the action alternatives would improve this existing condition by constructing stormwater treatment systems that could include bio-swales or other Best Management Practices to protect surface and groundwater. Additional information regarding surface and groundwater resources and effects to these resources, (including stormwater effects and treatment) has been added to the FEIS Chapter 3, Section 3.8, Water Resources and Chapter 4, Section 4.8, Water Resources Effects respectively.

Additional detail regarding the definition of wetlands, the existing condition of the affected wetlands and their existing and affected functions and values is included in the FEIS Chapter 3, Section 3.10, Wetlands/Waters of the US and Chapter 4, Section 4.10, Wetlands/Waters of the US Effects. Effects to wildlife are described in FEIS Chapter 4, Section 4.11, Wildlife and Vegetation Effects.

COMMENT 123.6

These Pywell soils are of significantly higher value that the Hoodoo soils, from a purely wetland perspective, yet they will be seriously compromised by the proposed Brown alternative frontage.

RESPONSE 123.6

The frontage road alignment has been shifted with the Modified Brown Alternative and would minimize effects to the Pywell soils in this area.

COMMENT 123.7

Environmental hazards of proposed frontage road:

- Toxic automobile fluids and emissions that are currently restrained to the existing highway/railroad corridor will be given new avenue for encroachment into the high value, unpolluted Pywell soils
- Cans, glass containers, plastics, bottles, baby diapers, litter of all sorts.
- Provide wetland mitigation opportunities.

RESPONSE 123.7

Potential highway related pollutants are disclosed in the FEIS Chapter 3, Section 3.8, Water Resources. Effects and mitigation measures to reduce or offset effects of stormwater and other

highway related pollutants on surface and groundwater are presented in the FEIS Chapter 4, Section 4.8, Water Resources Effects.

A Conceptual Wetland Mitigation Plan has been developed and select priority sites have been acquired. Efforts to identify suitable mitigation sites will be ongoing. Wetland mitigation opportunities will be explored in this area and landowners would be contacted during preliminary and final design as appropriate. The roadway will be maintained after construction which includes implementing adopt-a-highway and other litter control programs.

COMMENT 123.8

The author has observed and identified all of the animals observed on his property and provided extensive and detailed descriptions of wildlife movement and occurrence. The information was not repeated here but is in the copy of the letter which is contained in Appendix J of the FEIS.

RESPONSE 123.8

Thank you for the comprehensive description of wildlife occurrence of the area. Potential effects to wildlife and their habitat are presented in the FEIS Chapter 4, Section 4.11, Wildlife and Vegetation Effects.

COMMENT 123.9

Does, fawns, and yearlings still attached to the family unit get the best feeding areas. The mature bucks live (well, that part is secret). The young bucks must find new territory, over the mountain west or across the highway. A doe rarely leads her family east of Cocolalla Creek.

The potential game crossing under the existing bridge at Cocolalla Creek is a preposterous idea. The creek fills the full width under the bridge. Would the BNSF railroad be willing to completely redesign and rebuild their bridge? Landowners' concerns for deer crossings have been met with this ludicrous tease, which is meant solely as pacification. Only a newly constructed underpass, spanning all lanes of a new highway, on dry ground, could provide wildlife with a chance of escaping certain death. Look to the Alaskan Highway for guidance, lest this area become another California disaster.

RESPONSE 123.9

The locations for wildlife crossings are based on traffic/crash data, snow tracking surveys, land use information and collaboration with IDFG. We have considered wildlife crossings in locations with the best characteristics to ensure success. A wildlife movement study was conducted as part of the DEIS that identified several potential wildlife crossings. One, which you mentioned, is proposed immediately south of your property where Cocolalla Creek crosses under the roadway. While this would be designed to convey Cocolalla Creek, it would also be constructed to accommodate movement of deer, and other wildlife through construction of an upland shelf within the culvert. Appropriate fencing would be placed to direct the wildlife through these potential crossings. Of course, using all available resources to ensure crossings are properly located is the initial priority. Your intimate knowledge of your land is invaluable and the information that you provided will be considered during preliminary and final design when making final determinations on specific wildlife crossing locations and mitigation measures. ITD and FHWA appreciate the information and your concern for wildlife mitigation.

COMMENT 123.10

"The Farmland Protection Policy Act (FPPA) of 1981 (Environmental Analysis Bureau, 1997) addresses the subject of prime farmlands as applied to NEPA and states: the purpose of the Farmland Protection Act is to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural use…" There is no mention of "irrigation" or "prime" in the Federal language. The word "prime" in that statement was added in by the authors of the DEIS.

RESPONSE 123.10

The FPPA definition of prime farmland does not specify irrigation; rather it is the NRCS Bonner County Soil Survey that uses "prime farmlands only when irrigated." The FEIS Chapter 3, Sections 3.3, Prime Farmlands and Chapter 4, Section 4.3, Prime Farmlands Effects have been modified to clarify the descriptions of prime farmland and effects.

COMMENT 123.11

Bonner County planners have expressed the desire to see the county's open spaces preserved. This goal includes the protection of the remaining large tracts of agricultural lands, both for their aesthetic appeal and their historical and economic significance. The lands along this corridor are some of the last remaining in Bonner County that are zoned agricultural. The proposed DEIS Brown Alternative frontage road would consume many acres of this highly productive, prime farmland along an important green belt corridor. Even if the roadway were placed on the Bonner Type 3 slopes, the upslope Bonner Type 2 acreage losses would equal those used if the roadway were constructed on the prime farmland of the terraces. This would be due to the requisite, consistent, gradual slope required to avoid massive landslides and sagging.

RESPONSE 123.11

The west frontage road in this location has been shifted to the east, adjacent to the railroad right-of-way to minimize segregation of the farmland and avoid construction on and near the slope. This is consistent with local zoning and agricultural designations for the area and would minimize the risks of potential slope failures. Bonner County officials have also recommended that frontage roads be continuous between interchanges.

COMMENT 123.12

The DEIS, on page 3-19, states that land west of the highway in the Granite area is gravel quarry and other is railroad. It states that land east of the highway make up large agricultural tracts. Why is there no mention of the large agricultural tracts west of the highway in the Careywood area?

RESPONSE 123.12

This information is added to the FEIS Chapter 3, Section 3.2, Land Use and Recreation under 3.2.3, Existing Conditions.

COMMENT 123.13

The technological advancements in farming and the growth of corporate farm (many are still family operations) are feeding the world. The small farmer can rarely sustain a modern lifestyle on the farm income alone. Indeed, the earnings from farm operations are supplemental to most. These earnings may pay the utilities, farmer's insurance, property taxes and/or pay for the winters heating needs. Most small farmers and/or their family members contribute to sustenance with outside jobs. The removal of even a

few acres is lost productively. And lost productivity on any size farm can mean negative vs. positive cash flow.

RESPONSE 123.13

The struggles of the small farm and value of its subsistence is acknowledged. In an effort to minimize effects to the farming community in the area, the west frontage road was realigned to stay closer to the railroad right-of-way, and where possible to keep as much of the farm fields intact as practicable while considering other resources. This is reflected in the Modified Brown Alternative described in this FEIS.

COMMENT 123.14

Lost and/or damaged springs for domestic livestock and irrigation purposes would also be devastating. As discussed earlier, the damage to the marshes would be irreversible.

RESPONSE 123.14

The frontage road has been placed to avoid the springs making it necessary to align the frontage road in the hayed and grazed wetlands adjacent to the railroad right-of-way. In an effort to minimize effects to functions and values of the wetlands, the alignment avoids the scrub-shrub wetland areas and Cocolalla Creek as much as possible. See FEIS Chapter 4, Section 4.10, Wetlands/Waters of the US Effects for a description of the effects to wetlands and the proposed mitigation for affected functions and values.

COMMENT 123.15

A DEIS Blue interchange and frontage would confine additional pollutants to the corridor which is already compromised by the railroad and the highway. All of the following must include provisions for safe passage of wildlife.

RESPONSE 123.15

Please see response 123.5 and 123.9.

COMMENT 123.16

Upgrade US-95 in the existing corridor: This alternative is the number one choice of the affected residents. The DEIS mentions the numbers of slideoffs and loss-of-control accidents on US-95 today. It says nothing of the fact that these are almost exclusively associated with excessive speed and poor vehicle maintenance. These problems will not go away with the construction of a freeway.

- Constructed in the existing right-of-way.
- Identical to that which is found in Sagle today.
  - Five contiguous lanes, two northbound, two southbound, with center, left-turn lane.
  - At highway approaches, additional lanes for safe right turn onto and off of the highway.
  - Traffic control lights at major intersections.
  - Reduce speed from 65 mph to 55 mph.
  - Little more than 6 minutes extra for the Garwood to Sagle drive.
  - Worthwhile for the safety improvement.
  - Enforce speed strictly.
  - Implement State-wide vehicle inspection program.
- Little need for land acquisition would save millions of taxpayer dollars.

- No loss of wetland or farmland.
- Keeps pollution localized in already compromised setting.
- Easier, quicker access for emergency services.
- No reason for a freeway.
  - Limited resources will not bring industry of business on large scale.
  - Materials, manufacturing, and assembly costs overseas justify shipping abroad.
  - Today's fuel problems mean a larger role for railroads with trucking being more local.
  - Large-scale shipping to western US from Canada will use Interstate 5 and ocean shipping to ports in LA, Oakland, Portland and Seattle.
  - Large-scale shipping to the Midwest and East will route through Chicago, Detroit, Cleveland, and ports east.
- The future of the Idaho panhandle can be found in its past and present.
  - Tourism.
  - Timber.
  - Agriculture.
  - The tourists won't come when the forests are grown up with home sites.
  - The overly sub-divided parcels today to last into the next century.
  - Stop the subdivision. It can never be put back.
  - Do make North Idaho the next California.

RESPONSE 123.16

This Five-Lane alternative was evaluated early in the Screening of Alternatives. Please see response 024.1.

COMMENT 123.17

Use the existing two lanes as a frontage road in this short sketch. This alternative has been presented at private meetings and public hearings. Interest is shown and then forgotten:

- Place interchange at Bayview Road.
- Purchase additional acreage from Rudolph Krepps.
  - Has demonstrated desire to sell parcels of land.
  - Has not demonstrated a desire to save a large tract of forest land.
  - Wishes to drain a Planned Unit Development on wetlands east of Cocolalla Creek using the existing highway/railroad drainage.
- Affected landowners are used to crossing railroad tracks safely.
- Do not mind crossing railroad tracks.
- Make BNSF responsible. They have already tried and failed to transfer their liability onto the landowners.
- No loss of wetland in affected area.
- Keeps pollution localized in already compromised setting.

RESPONSE 123.17

Thank you for the information. ITD and FHWA are committed to providing safe roadways for the traveling public. One of the safety goals for the project is to eliminate at-grade railroad crossings to improve safety. While the existing landowners may be accustomed to crossing the tracks without

incident, there have been crashes over time and there would be more crashes as traffic volumes increase. At-grade railroad crossing historically have a high incidence of severe crashes and are being replaced with grade separations when practical. ITD and FHWA have been working with the railroads throughout the EIS development and will continue working with them through design.

In order to minimize effects to farmlands, the alignment of the frontage road would need to go through the wetlands adjacent to Cocolalla Creek so wetland effects would not be totally avoidable in this area. An alternate route to the west of the homes in the area, on the hillside, is an upland option that was evaluated through a field survey but was found to be unfeasible. Construction through that area would require construction on steep hillsides requiring expansive cuts and fills.

An additional alternative of shifting the US-95 alignment east and using existing US-95 as a frontage road was also evaluated during FEIS development but was not further evaluated due to increased displacements on the east side of the road.

Another modification to the Brown Alterative is the placement of the interchange near Bayview Road (as in the Blue or Yellow alternatives) as opposed near Blacktail Road. This resulted in a substantial reduction in wetland and floodplain effects as described in the FEIS Chapter 4, Section 4.9, Floodplain Effects and 4.10, Wetland Effects. Highway pollutants including stormwater are described in the FEIS Chapter 4, Section 4.8, Water Resources Effects.

COMMENT 123.18

Use the Blue alternative in the Granite/Careywood area: China, India and Latin America are probably the fastest growing economies in the world today. Tomorrow, Southeast Asia, Africa. All of this development requires materials. Rising materials costs over the past several years, with no signs of a major slowdown, have placed the feasibility of funding this project in jeopardy. Nonetheless an alternative must be proposed which would be far more realistic that the DEIS Brown alternative. The Brown alternative actually saves affected landowner wetlands to use even more wetlands.

- Uses 16.3 acres of wetlands while Brown alternative uses 25 acres of wetlands.
- Move the interchange from Blacktail Rd. to Bayview Rd.
  - Bayview interchange on flat Type 2 Bonner soil.
  - Blacktail Rd. interchange on scrub and scrub-shrub wetlands.
- Vastly larger landholding could better absorb economic losses.
- Keeps pollutants and litter localized along existing corridor and compromised drainage, thus avoiding new pathways into virtually unpolluted areas.

RESPONSE 123.18

FHWA and ITD recognize the escalating material and construction prices and the growth of world economies. US-95 is on the National Highway System and important for supporting international, national and regional trade. Ensuring that goods can be moved safely and efficiently is essential to ensuring competitiveness and was an important consideration when selecting the freeway design standard for this corridor.

As a result of public and agency comments, changes were made to the Brown Alternative as described and analyzed in this FEIS. This has resulted in a reduction of wetland, floodplain and other effects compared to the Brown Alternative. These are described under the Modified Brown Alternative in the FEIS Chapter 4, Environmental Consequences. Modifications specific to your concerns include locating the interchange near Bayview Road rather than near Blacktail Road, shifting the west frontage road to minimize effects to large and small farms, and treating road runoff prior to it entering surface and groundwater.

COMMENT 123.19

Residents along the corridor from Blacktail Road to Huckleberry Mountain Road were never informed of nor approached regarding the definition of or the possibilities for mitigation of the wetlands under question on their properties. The floodplains north of Milepost 459 to the Southside School seems to have been included in early decisions regarding mitigation. But the landowners in the area under discussion never heard the word mitigation until the release of the DEIS in January 2007. That is unfair and must be challenged. Furthermore, the Brown alternative makes allowance for the building of an interchange over the low-lying, Palustrine emergent scrub-shrub at the convergence of Blacktail Rd. and US-95.

RESPONSE 123.19

The Granite/Careywood Brown Alternative was modified so that the interchange is now near Bayview Road thereby, reducing wetland effects. However, there is still considerable amount of wetlands affected through the project corridor for any of the action alternatives. Property to be used for wetland mitigation if found to be feasible, would not be condemned but would be obtained through voluntary right-of-way acquisition.

The lost functions and values of wetlands must be mitigated, the details of which would be determined in coordination with the US Army Corps of Engineers during preliminary and final design (through the permitting process). To ensure mitigation success, ITD and FHWA have been identifying areas that have characteristics that would make good mitigation sites (e.g. hydrology, size, vegetation, restoration opportunities and land use). While many sites have been identified, evaluated and prioritized, wetland mitigation evaluation is still in the conceptual phase and no in depth studies have been completed for specific parcels to determine feasibility. Sites that have good potential have been identified in the Conceptual Wetland Mitigation Plan Technical Report to demonstrate that there are many suitable sites that could mitigate for the project's wetland effects. See response 125.34.

COMMENT 123.20

This section will present the opportunities available for wetland mitigation under a plan other than the Brown alternative. They must be seriously considered.

Bonner soil:

- Steepest slopes:
  - Plant and cultivate appropriate drought-tolerant native trees, shrubs, bushes, and improved grasses.
  - Restrict livestock access except as necessary for travel to/from upland/lowland pastures.
- More gradual slopes provide hay and grazing without erosion.

- Follow USDA-Natural Resources Conservations Services (NRCS) guidelines.

Hoodoo and Pywell Soils:

- Areas adjacent to Cocolalla Creek:
  - Restrict livestock for a riparian zone on the eastern side of the creek in areas.
  - Where needed, provide improved livestock watering sites at the creek following NRCS and USACE guidelines.
- Pywell soil depressions at foot of slopes and fed by springs:
  - Consult with NRCS regarding improvement to Class I Open Water, aquatic environments.
  - Test bores NRCS representatives in 2001 on the author's property revealed ideal conditions:
  - Year-round water supply.
  - Muck and peat at graduated depths to 60 inches
  - Claypan having Wrencoe silt characteristics, of depth and permeability to contain an open water, aquatic environment.
  - Would provide migratory waterfowl nesting, feeding, and fledging habitat not currently found in the affected area.
  - Excavated material would be used as top dressing on or incorporated into Bonner soils to increase marginal organic matter content (3% average). Would aid soil moisture and nutrient retention.

RESPONSE 123.20

Thank you for your suggestion regarding wetland mitigation. Many of these suggestions are similar to the proposed wetland mitigation and will be considered during mitigation plan development.

COMMENT 123.21

We are being asked to suffer the load for wetland losses in other areas of the project by having our lands virtually "cut in two." Our land values would plummet, our safety would be in jeopardy. Our lifestyles would be ruined, and our livelihoods would be compromised. We raise trees for timber. We raise high-quality affordable beef for local consumers. We provide boarding for horses and training facilities, too. We are factory workers, lawyers, teachers, psychologists, and computer scientists who for governments, small businesses, and corporations. We practice agronomy, silvaculture, biology, horticulture, veterinary medicine and animal husbandry. But in our hearts and our lifestyles, we are first and foremost – farmers. We love the land. We love our animals. We love the wildlife. We love the ecology. We are conservationists who will fight for what we hold dear – our farms.

RESPONSE 123.21

The segregation of farmland in the area has been minimized through the west frontage road realignment for the Modified Brown Alternative. The Modified Brown Alternative places the frontage road on the east side of your property along Cocolalla Creek without disturbing the creek channel itself. This would still affect your farm but would not bisect it, leaving more area intact for farming operations.

COMMENT 123.22

The DEIS Brown alternative does nothing to meet a clean water goal. In fact, it would worsen any existing situation. And it is not cost-effective.

RESPONSE 123.22
Please see response 123.5 and the FEIS Chapter 4, Section 4.8, Water Resources Effects.

COMMENT 123.23
If the EPA and USACE really want to do something in this area, get us the funds to carry out the available mitigation plans.

RESPONSE 123.23
Comment noted. Funding for project planning including mitigation is available for the initial phase of construction for specific geographic areas. See the FEIS Chapter 11, Phased Project Implementation.

COMMENT 123.24
Ruining our marshes and our agricultural lands will do nothing to restore Cocolalla Creek.

RESPONSE 123.24
While there would be considerable effects to wetlands in the project corridor, there are beneficial aspects that would result from implementing any of the action alternatives. There would be stormwater treatment where none currently exist, which would reduce pollutants and minimize erosion effects of stormwater on the streams. Wetland mitigation requirements will lead to opportunities for restoration, rehabilitation, enhancement and creation of wetlands throughout the area. Some of these mitigation measures could include recommended removal of livestock access to surface waters, reshaping incised stream banks to simulate natural stream channels, revegetating riparian corridors and floodplains to offer shading and lower water temperatures, soil stabilization and habitat enhancement. More discussion regarding project effects to Cocolalla Creek and wetlands can be found in the FEIS Chapter 4, Sections 4.8, Water Resources Effects and 4.10, Wetland/Waters of the US Effects.

COMMENT 123.25
DEIS Alternatives page 2-49 – blue alternative uses less wetland, less floodplain, less agricultural land, less timberland, and less riparian area than the Brown. So why all the talk about the EPA demands this alternative? It is interesting that Marsha Phillips, ex-county commissioner was the greatest advocate for the interchange at Blacktail Road. She lives up Blacktail Road. "Smells of Pywell muck on a hot summer day."

RESPONSE 123.25
As a result of public and agency comment many components of the Blue Alternative were incorporated into the Modified Brown Alternative, the Preferred Alternative. This includes modification of the Brown Alternative so the interchange is near Bayview Road rather near Blacktail Road, which reduces wetland effects. In many areas this has resulted in less resource effects while still balancing the effects to the human environment. Please see the FEIS Chapter 2, Alternatives and the appropriate resource headings in Chapter 4, Environmental Consequences for a description and effects of the Modified Brown Alternative.

COMMENT 123.26
Highway maintenance issues:
- The draws blow full of snow during blizzards.

- The north side of the draws get little if any sun for six months – ICE
- Maintenance costs. The county is already concerned. Wait until the road buckles due to frost heaving.
- And we will be asked to foot this bill, too.

RESPONSE 123.26
Maintenance of the roadways, including the frontage roads is a high priority for ITD and FHWA. The frontage roads would be designed according to Bonner County Road Standards, which consider environmental conditions, snow fall, ice, heaving and other maintenance concerns. ITD and FHWA have coordinated closely with local jurisdictions to ensure roads are designed to consider their maintenance concerns.

COMMENT LETTER NO. 124 – Nova Jo (Judy) Kellogg

COMMENT 124.1
It seems to me that all the testing and studies currently being done along the sides of the existing highway are a waste of time and money as situations may be completely changed by the time there are funds available to actually begin the project.

RESPONSE 124.1
Please see response 117.1 and the FEIS Chapter 11, Phased Project Implementation.

COMMENT 124.2
Also, it seems sensible to me to keep all these roads as close together as possible to destroy as little land as possible.

RESPONSE 124.2
In most cases, the freeway follows the existing US-95 alignment with occasional realignments. Frontage roads are kept close to the freeway except to avoid wetlands, historic resources, or to provide connections to communities. In the vicinity of Granite/Careywood, the west frontage road the alignment was moved closer to the freeway adjacent to the railroad right-of-way.

COMMENT 124.3
The railroad wants to put in an access road and you want to put in a frontage road. Why not either: Make one road that could do for both? (Richard Flink of Burlington Northern and Santa Fe seemed to think that was something that was reasonable).

RESPONSE 124.3
There would be one frontage road or service road that would serve both vehicle traffic and for railroad maintenance. Coordination with the BNSF is ongoing and would continue throughout the project development. Please see response 098.2.

COMMENT 124.4
As a poorer second option, at least put the roads both right next to each other to keep as much land as possible intact.

RESPONSE 124.4
As a result of public comment, the west frontage road in the Granite/Careywood and Cocolalla areas was realigned closer to the BNSF right-of-way to keep as much of the farmland intact as possible. Please see response 124.2.

COMMENT 124.5
Apparently our farm, and others included in this section of your project, do not classify as "prime"? Please keep in mind that though they may not be prime to you, we and neighbors have fed ourselves and our cattle from them all our lives (in some cases for three generations).

RESPONSE 124.5
While the farmland may not be classified as prime under the Federal guidelines (see the FEIS Chapter 3 Section 3.3, Prime Farmlands), it is still considered in the development of project alternatives. There have been many modifications to the project alternatives to minimize farmland effects. Please see response 123.2 and 98.4.

COMMENT 124.6
If you put in your "brown" plan we will certainly no longer be able to do this. Some of the "wetlands" you say you are trying to protect with this plan can be walked or even driven across during the summer and even the drier springs.

RESPONSE 124.6
The areas that are described as wetlands in the DEIS and FEIS were identified and delineated as wetlands based on specific criteria protocols developed by federal agencies. Seasonal wetlands may also be considered wetlands. See the DEIS Chapter 3, Section 3.10, Wetlands/Waters of the US.

COMMENT 124.7
Widen the existing highway to make a five lane one with a turn lane in the middle (I believe people will be victims of their own folly no matter how safe you try to make it for them).

RESPONSE 124.7
Please see response 024.1.

COMMENT 124.8
At least put your roads together - your blue plan comes the closest to doing this.

RESPONSE 124.8
As a result of public comment, the Brown Alternative west frontage road in Granite/Careywood and Cocolalla areas was shifted closer to the railroad right-of-way and freeway. Please see response 124.2.

COMMENT 124.9
Please discard the brown plan as impractical in that it destroys miles of good land (and seems to me would use a lot more of taxpayer's money.

RESPONSE 124.9
Please see the FEIS Chapter 2, Section 2.6, Description of Alternatives by Geographic Area for additional explanation of how the Brown Alternative has been modified to consider public comments.

COMMENT LETTER NO. 125 - US Environmental Protection Agency

COMMENT 125.1

Concern that the future 404(b)(1) analysis for Clean Water Act 404 permitting may indicate that the Brown Alternative is not the least environmentally damaging practicable alternative (LEDPA) because of impacts in nearly all the project segments. Other alternatives or modifications to alternatives should be considered to lessen impacts to wetlands and waters of the U.S. as well as wildlife habitat/vegetation, and prime farmland. We recommend that the LEDPA and the rationale for its selection be identified in the Final EIS.

RESPONSE 125.1

The LEDPA is identified during the 404 permitting process and is identified by the USACE. However, the FEIS does identify the Environmentally Preferred Alternative and explains the rationale for its selection. The original alternatives that were developed were revised to avoid and minimize wetland effects after preliminary discussions with the EPA and the Army Corps of Engineers. The typical section for the Yellow, Brown and Modified Brown alternatives was reduced from 240 feet to 212 feet from approximate MP 459 to approximate MP 461.5. The center median in many areas near wetlands was reduced from 50 feet to 22 feet which resulted in a reduction of 7.8 acres of wetlands effects. Additionally, the utility corridor on the west side of the freeway was eliminated in certain areas which further reduced wetland effects.

The Brown Alternative has been revised to further reduce wetland effects. The Sagle interchange has been reconfigured to reduce wetland effects. The Granite/Careywood interchange that was originally located at Blacktail Road for the Brown Alternative was moved to the vicinity of Bayview Road as shown in the DEIS under the Blue and Yellow alternatives. This change resulted in a reduction in wetland effects of approximately 10 acres. In addition, from approximately MP 456 to MP 461 there is no utility corridor and utilities would be placed in the frontage road right-of-way. These and other changes to the Brown Alternative are analyzed under the Modified Brown Alternative in the FEIS. The LEDPA similarly to the Environmentally Preferred Alternative must also consider historic resources and socio-economic effects. These other resources are described in the FEIS Chapter 2, Section 2.6, Description of Alternatives by Geographic Area.

COMMENT 125.2

Wildlife crossings and hydrological connectivity structures that provide permeability and ecological connectivity are needed at strategic locations throughout the project corridor. The work done thus far to analyze and propose crossing locations is appreciated, yet more work and firm commitments are needed to ensure that rapid development of private lands does not preclude needed mitigation. To inform the project mitigation design, we have enclosed performance standards for achieving ecological connectivity developed for a similar project in Washington State.

RESPONSE 125.2

The I-90 Snoqualmie Pass project that you refer to in the letter borders primarily undeveloped public lands and has steeper more mountainous areas where animal migration routes were limited to valley floors. These conditions do not exist in the project corridor for the US-95, Garwood to Sagle project. Therefore, the guidance for that project is not directly applicable to this project at this stage of project

development. However, many of the recommended engineering solutions will be considered during final design.

The action alternatives discussed in DEIS Chapter 2, Section 2.3.2 include wildlife crossings in specific areas within the project limits where there are high crash rates associated with animal/vehicle collisions and the presence of wildlife was identified through snow tracking surveys. Certain locations have been identified with better likelihood of having less dense development pressure than other areas in the corridor. ITD does not typically purchase property specifically for conservation of wildlife corridors outside of the required right-of-way. FHWA policy does not allow the intentional inducement or the prevention of development, nor is FHWA in a land use planning role. That is the responsibility of the local jurisdictions in their comprehensive planning process and zoning/development regulations. ITD and FHWA will continue to coordinate with local agencies, including the Idaho Fish and Game, and Kootenai and Bonner counties to offer input regarding the results of the wildlife movement study so they may utilize that information when considering the land use around the potential wildlife crossing locations.

COMMENT 125.3

Proactive efforts are also needed to ensure firm mitigation commitments for achieving "no net loss" of wetlands based on wetlands functions.

RESPONSE 125.3

ITD and FHWA are continuing efforts to identify land parcels that have opportunities for wetland mitigation to comply with FHWA's policy of no net loss of wetlands. The functions and values for each affected wetland have been assessed and sites are being investigated that replace those functions and values to a greater extent. The original list of sites has been screened based on parcel size, proximity to effects, ownership, landscape position, hydrology, and overall opportunities for mitigation success. Presently over 30 potential sites have been prioritized and are being considered. Several of the top priority sites are located at the southern end of Cocolalla Lake. Other properties within the Cocolalla Creek Watershed are also considered high priority sites since Cocolalla Creek is a water quality limited stream (303(d) listed by Idaho Department of Environmental Quality (IDEQ)). Areas where there may be opportunities to protect, enhance, and restore wetland functions and improve water quality in Cocolalla Creek are high priority to many local residents. These areas are being investigated in detail to determine feasibility for mitigation for the action alternatives. Land owned and managed by Idaho Fish and Game (IDFG) south of Cocolalla Lake has been reviewed in the field and opportunities associated with this area are being further investigated.

An innovative solution is being pursued to purchase high priority mitigation sites prior to approval of the Record of Decision (ROD) through the FHWA Special Experimental Project (SEP-15) process. This process will allow specific actions such as right-of-way acquisition, preliminary and final design to proceed prior to issuance of the ROD. These actions will be implemented following the conditions outlined in the SEP-15 approval. This has been applied to one priority site. This will ensure the best sites are available for successful mitigation.

COMMENT 125.4

To mitigate the induced travel and growth effects of the project, we encourage collaboration with local governments to thoughtfully plan for orderly, low impact development and transportation systems.

RESPONSE 125.4

Existing coordination with local agencies will continue as the project moves forward. This is accomplished primarily through the planning of the local and regional transportation networks with agencies including KCATT, BCATT, KMPO, and local jurisdictions. While ITD and FHWA play a role in planning transportation networks to accommodate existing and future traffic, it is not a land use planning agency with the associated responsibilities and authority. ITD and FHWA may be involved in discussions with local planning agencies regarding transportation systems, but do not make decisions regarding the intensity of development within the counties or cities. Please see the FEIS Chapter 4, Section 4.18, Indirect Effects for additional information regarding secondary and cumulative effects of the project and induced growth.

COMMENT 125.5

We recommend that Transportation Demand Management (TDM), Transportation System Management (TSM), and public transportation be added to the selected alternative to reduce environmental, social, and economic impacts in the project area.

RESPONSE 125.5

Under FHWA Guidelines (FHWA, 1987b), TSM, TDM and mass transit alternatives are required to be evaluated in urbanized areas over 200,000 in population. As discussed in the DEIS Chapter 2, Section 2.2.1, Step 1 ~ Develop and Evaluate Design Standards, the project corridor is rural and does not meet the population threshold now or by the 2030 design year. Therefore, there are no further requirements for evaluating these alternatives. The TDM, TSM, and public transportation alternatives however, were included as components of the screened action alternatives but were not carried forward for detailed analysis. During the alternatives screening process, it was determined that TDM, TSM, or public transportation would not reduce vehicle travel in sufficient numbers to preclude a four-lane divided freeway. None of the action alternatives would preclude the development of TSM, TDM or transit measures in the future.

COMMENT 125.6

With respect to groundwater protection, particularly for the Southside Aquifer and the Spokane Valley Rathdrum Prairie Sole Source Aquifer that underlie the project area, more information is needed regarding impacts to and from utilities affected by the proposed project, and regarding the identification and protection of private and/or public water supply wells that may be impacted by the project.

RESPONSE 125.6

The locations of the primary utilities in the project corridor are shown in the DEIS Chapter 3, Section 3.2, Land Use. For all of the action alternatives many of the utilities would have to be moved at least once during construction. Some of the initial utility relocations would take place prior to the start of the major construction activities. However, utilities would be relocated throughout the entire construction period. For any of the action alternatives, relocating utilities is an engineering issue that must be carefully planned as part of final design and during construction. While some coordination is ongoing with utility companies, more specific relocation details would be developed

during final design. Please see the FEIS Chapter 4, Section 4.2, Land Use and Recreation Effects for additional information regarding utility relocations.

The DEIS Chapter 3, Section 3.8, Water Resources and Chapter 4, Section 4.8, Water Resources Effects include information describing both surface and groundwater in the project corridor and how the proposed project is anticipated to affect those resources. Additional information and maps showing the locations of private and public wells and source waters have been added to the FEIS Chapter 3, Section 3.8, Water Resources and Chapter 4, Section 4.8, Water Resources Effects.

COMMENT 125.7

More information is needed regarding surface water quality and the protective measures that will be taken to ensure compliance with TMDLs and to prevent further degradation of water quality from the project's direct, indirect, and cumulative effects.

RESPONSE 125.7

Additional information regarding surface water quality and protective measures is included in the FEIS Chapter 3, Section 3.8, Water Resources and Chapter 4, Section 4.8, Water Resources Effects. Additional information regarding secondary and cumulative effects is included in the FEIS Chapter 3, Section 3.18 and Chapter 4, Section 4.18, Indirect Effects. This information is based on national research regarding stormwater treatment and its effectiveness. This project would improve stormwater quality because while stormwater runs into ditches within the existing project corridor, there are many areas where there are no ditches and stormwater runs onto adjacent land and in some cases surface water and groundwater. Stormwater treatment for the freeway along the entire project corridor would be a component of the project design.

COMMENT 125.8

More information is needed regarding riparian area and floodplain conditions, impacts, and protection efforts.

RESPONSE 125.8

Additional information regarding riparian areas, floodplain conditions, and effects and protection efforts is provided in the FEIS Chapter 3, Section 3.8, Water Resources, Section 3.9, Floodplains; Chapter 4, Section 4.8, Water Resources Effects, Section 4.9, Floodplain Effects; and Chapter 12, Environmental Commitments. A HEC-RAS analysis was conducted during FEIS development. The Modified Brown Alternative would not cause more than a one-foot rise in flood elevations. Mitigation would be required if there is greater than a one-foot rise in flood elevations resulting from the selected alternative. More information regarding the functions and values of wetlands and condition of surface waters and their associated riparian areas is also included in the FEIS.

COMMENT 125.9

Sensitive receptors to air pollution/air toxics, including elementary schools, are located in the communities adjacent to and bisected by US-95. We recommend adoption of construction mitigation measures to lessen air quality impacts to these populations.

RESPONSE 125.9

Air pollution/air toxics effects to sensitive receptors along the project corridor are disclosed in the DEIS Chapter 4, Section 4.6, Air Quality Effects. Construction measures that will be included as

Environmental Commitments for the project are included in the DEIS Chapter 11, Environmental Commitments. Additional commitments to reduce air quality effects are included in the FEIS Chapter 4, Section 4.6, Air Quality Effects. In addition to the specified commitments outlined in the DEIS and FEIS, ITD has Standard Specifications that address air quality concerns as they relate to ITD construction projects.

COMMENT 125.10
More attention and effort are needed to address project related impacts on low-income residents.

RESPONSE 125.10
Adverse effects to low-income residents were considered in the development of this project. The freeway alignment for all of the action alternatives runs east of Athol, avoiding an area with low-income residents on the west side of existing US-95. This helps to preserve businesses and several resources for low-income populations that may have been affected had the alternatives continued on the existing alignment through Athol (see the DEIS and FEIS Chapter 4, Section 4.4, Social Environment Effects).

Attempts were made to find replacement lots near the trailer parks for future replacement of the affected trailers so that affordable housing would still be available in the project area. Lots are currently available and this information is reflected in the FEIS Chapter 4, Section 4.4, Social Environment Effects. A noise wall was determined feasible and cost effective near a mobile home parks near MP 468 on the east side of the freeway. Coordination meetings with the landowner were conducted during FEIS development.

In addition to considering low-income populations in the freeway alignment and placement of the alignment and frontage roads, ITD and FHWA also made special efforts to inform residents in the trailer parks and mobile homes of the upcoming hearings and availability of the DEIS. Newsletters and fliers were posted at the bulletin boards of the trailer parks. In addition, hearings were located to be within walking distance of the Athol residents. More information about coordination with low-income populations is included in the FEIS Chapter 4, Section 4.4.2, Environmental Justice Effects.

The Uniform Relocation and Real Property Acquisition Policies Act of 1970 for which ITD and FHWA are required to comply, ensures fair and equitable treatment during acquisition under federally-assisted projects (see the DEIS Appendix C, Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970).

COMMENT 125.11
More attention and effort are needed to address government to government consultation with Indian Tribes.

RESPONSE 125.11
The Tribes have not requested formal government to government consultation for this project. However, Tribal consultation has been an ongoing process throughout the project development. ITD and FHWA intend to continue this coordination even beyond the NEPA process through project development. Tribal consultation letters were sent to the Kalispel, Coeur d'Alene, Kootenai Tribe of Idaho, the Confederated Salish and Kootenai Tribes of the Flathead Nation in 2002 and August 2003.

Immediately before publication of the DEIS in 2006 and during development of the FEIS, there were additional consultations with both the Kalispel and Coeur d'Alene Tribes. Tribal Historic Preservation Officers and staff from both tribes reviewed the cultural resource survey reports and data and were consulted through phone conversations. In addition, the Tribal Historic Preservation Officer and Archaeologist from the Coeur d'Alene Tribe conducted a detailed tour of the project corridor and specific sites of interest. They offered information regarding their concerns and expressed a desire to be further consulted prior to construction in specific areas. Government-to-government consultation will be ongoing through design and construction. Tribes will continue to be contacted through letters, phone calls, project information distribution lists, and newsletter circulation. A description of coordination with Tribes since publication of the DEIS is included in the FEIS Chapter 9, Comments and Coordination.

COMMENT 125.12

More attention and effort are needed to address project related impacts on the prevention and control of invasive species infestations due to proposed project activities.

RESPONSE 125.12

The information provided in the DEIS, Appendix G, Noxious Weed Control Plan and ITD Standard Specifications include practices that address noxious weed control on ITD and FHWA construction projects. See response 115.11.

COMMENT 125.13

In Section 1.4, Proposed Solution, p. 1-14, it is stated that selecting a four-lane divided freeway with Type V access control was based in part on an environmental evaluation. The information presented in the DEIS and in supporting documents does not describe an environmental evaluation for determining the design standard for this project. Environmental evaluations were done for alternatives that met the design standard (and for the no action alternative), but we did not find a description of an environmental evaluation for determining the proposed solution. The description of the development and evaluation of design standards presented later in the DEIS (Section 2.2.1, p. 2-4) includes existing and forecasted traffic volumes, highway capacity, level of service, and crash history, but no inclusion of environmental factors. We recommend that the final EIS include a clarification of environmental factors used in the process to select a design standard.

RESPONSE 125.13

An environmental evaluation was completed early in the project development that inventoried resources. Results of this evaluation were considered but did not preclude the selection of the design standard. Clarification of the environmental evaluation applied when determining the design standard is presented in the FEIS Chapter 2, Section 2.2.1, Step 1 ~ Develop and Evaluate Design Standards.

COMMENT 125.14

The four-lane divided highway with at-grade intersections (Type IV access control) with traffic signals was considered but rejected because it would not meet Level of Service (LOS) B for the design year of 2030, and would not improve safety to the same extent as the freeway alternative. However, Transportation Demand Management (TDM), Transportation System Management (TSM), and public transit could be added to this alternative to improve its performance. We recommend that this

alternative be further evaluated to determine the extent to which these additional features would improve the LOS and safety.

RESPONSE 125.14
Please see response 125.5.

COMMENT 125.15
We also recommend that all alternatives advanced for analysis include TDM, TSM, and transit components. The DEIS indicates that residents along the corridor are forced to travel by privately owned vehicles (POVs) or by foot because there is no local bus or other transit service in the corridor. We recommend consideration of a diversified transportation system to provide citizens with viable alternatives to POVs. This would serve the needs of the low-income residents throughout the corridor and the many commuters traveling to Sandpoint, Coeur d'Alene, and Spokane for employment, would conserve energy, and would improve safety and LOS in the corridor, especially on frontage roads.

RESPONSE 125.15
Please see response 125.5.

COMMENT 125.16
We are aware of a design alternative that may be useful in minimizing the number of frontage road lanes while meeting the need to provide local access to existing businesses and residences. This design feature, called a "Texas Turnaround" is used in Texas for this purpose. The Texas Turnaround would consist of one one-way lane on each side of US-95. The one-way lane makes a U-turn under the freeway and circles back in the opposite direction, thereby providing local access for a given segment of roadway. We recommend that this concept be explored to minimize the footprint and potentially the cost of the proposed project.

RESPONSE 125.16
We have evaluated the use of the "Texas Turnaround" frontage road configuration as a result of your comment and have concluded that it is appropriate in an urban setting, with frequent turnarounds, but would not be effective for this proposed project. In addition, this alternative would require construction of considerable above grade structures that would be extremely expensive and result in high visual effects to the communities where they would be placed.

COMMENT 125.17
We believe that habitat fragmentation and its associated impacts on wildlife (e.g., road kill, barrier, edge, and near roadway effects) and safety (e.g., vehicular/wildlife crashes) are among the most serious impacts that would result from the proposed US-95 expansion. The current two-lane roadway bisects habitats for elk, whitetail deer, mule deer, moose, bear, and a host of other game, non-game, reptile, amphibian, bird, and fish species, and impacts their seasonal, migratory, and daily movements (p. 3-84). As a result, collisions with wild or domestic animals are the second most common cause of crashes in the project area (p. 1-14).

RESPONSE 125.17
ITD and FHWA are addressing this issue. ITD and FHWA have conducted studies to determine the best locations for the construction of wildlife crossings and will work in cooperation with IDFG to

locate these crossings at logical locations along the corridor. ITD and FHWA are committed to constructing wildlife crossings as part of the project.

COMMENT 125.18

The proposed project would exacerbate this condition by expanding the current two-lane highway to a four-lane divided freeway with median, barriers, interchanges, paved shoulders, utility corridors, bike/pedestrian path, east and west frontage roads and turn lanes – resulting in a corridor footprint more than a fifth of a mile wide. Traffic volumes and speeds would also rise, increasing the severity of collisions (p. 1-13) and the barrier effects of the roadway. In accord with the concerns of the public (p. 1-2) and of resource agencies, a context sensitive approach that provides permeability for wildlife and that achieves the project purpose and need for increased safety is needed.

RESPONSE 125.18

Corridor fencing and wildlife crossings are planned to address this issue. See response 125.17.

COMMENT 125.19

We commend FHWA and ITD for proposing wildlife crossings as mitigation. We believe wildlife crossings are necessary to provide aquatic and terrestrial habitat connectivity, maintenance of biodiversity for both high and low mobility species, and to prevent vehicular/wildlife collisions. Based on the information provided in the DEIS we have the following concerns regarding implementation:

The DEIS (p. 4-93) proposes wildlife crossings with seven potential locations identified, but also states that "The success of crossings are dependent on surrounding land uses and the installation and ultimate locations of the crossings will be dependent on the planned uses in the vicinity at the time of final design." While the DEIS states that specific efforts would continue to refine locations, numbers and design of wildlife crossings and to ensure their success, these specific efforts are not described. As a result, there is no way to determine the feasibility of implementing this proposed mitigation, and whether or not it will be adequate to address the identified needs. The rapid development of private lands in the project corridor could prevent implementation unless specific steps are taken to ensure that mitigation will be accomplished.

Consequently, we recommend that FHWA and ITD take tangible, proactive steps now to secure lands on both sides of US-95 through purchase, trades, easements, long-term agreements, or other appropriate real estate instruments to preserve movement corridors and to ensure that suitable locations, adequate numbers, and designs of habitat connectivity structures are incorporated into the project. Fencing would be needed in addition to the connectivity structures, but fencing alone would not achieve ecological needs, nor would it fully prevent vehicular/wildlife collisions.

RESPONSE 125.19

See response 125.2 regarding efforts to assess wildlife crossing locations and securing land for wildlife connectivity beyond ITD right-of-way. ITD and FHWA have and will continue to coordinate with local agencies, including the Idaho Fish and Game and Kootenai and Bonner counties, regarding wildlife crossing locations. Wildlife fencing and other connectivity design recommendations are included as part of the wildlife connectivity mitigation as discussed in the DEIS Appendix F, Wildlife Movements Report; Chapter 4, Section 4.11, Wildlife and Vegetation Effects and FEIS Chapter 12, Environmental Commitments.

COMMENT 125.20

The information in the DEIS regarding the use of bridges vs. culverts at stream crossings and other aquatic features is unclear. For fish passage, only various culvert designs are proposed (p. 4-91). However, on p. 4-93, the DEIS proposes bridges over Cocolalla and Westmond Creeks designed to accommodate wildlife movements. We recommend the use of bridges as much as possible rather than culverts, because they would best provide hydrological connectivity, fish passage, and can be designed to accommodate terrestrial wildlife movement.

RESPONSE 125.20

Bridge structures are proposed in four locations; three over Cocolalla Creek and one over Westmond Creek. Culverts are proposed in all other areas. During final design when additional detailed hydraulic analysis is conducted, the appropriate sizing and design of culverts/bridge structures for aquatic and terrestrial wildlife movements will be completed. We acknowledge your comment that bridge structures are preferred.

COMMENT 125.21

The inclusion of median barriers within the project design could also pose a problem for wildlife movement unless wildlife are prevented from entering the roadway right-of-way (e.g., by fencing, walls, topographic features, or other artificial barriers constructed from project salvage materials) and are provided with safe crossing structures. To address this and many other important connectivity design features and needs, we have enclosed a copy of performance standards for achieving ecological connectivity. These standards, which are state-of-the-art and broadly applicable to this proposed project, were developed in Washington State by the I-90 Snoqualmie Pass East Mitigation Development Team (MDT), using best available science and expert peer review. We recommend adoption and implementation of as many of these standards as possible in the design, construction, and operation of US-95. We have also enclosed a full copy, on compact disc, of the MDT's report for the I-90 project.

RESPONSE 125.21

Please see response 125.2.

COMMENT 125.22

The DEIS indicates (p. 3-53, 3-54) that project area water bodies (Cocolalla Lake, Cocolalla and Fish Creeks and their tributaries) are on the Clean Water Act 303(d) list because they do not meet water quality standards. The streams exceed temperature standards; Cocolalla Lake is listed for nutrients (phosphorous), dissolved oxygen, and organic enrichment. Cocolalla Creek is also receiving 5,700 tons/year of sediment as compared to its target sediment load of 673 tons/year. The DEIS indicates that a TMDL was prepared in 2005 and that the TMDL implementation plan is currently under development. In the absence of the TMDL implementation plan, the DEIS points to BMP (p. 4-147) for stormwater and permitting processes as the means to address project impacts to wetlands and water quality.

While this approach seems reasonable when water quality standards are being met, it does not inform the reader as to whether or not impaired water quality and aquatic resources will be adequately improved and protected. Because the TMDL is available and because the direct, indirect, and cumulative effects of this proposed project could have significant impacts on these water bodies and their riparian areas, we recommend that there be more discussion of the existing conditions in project area water bodies and of the means to prevent further exacerbation of water quality impairments in the EIS.

RESPONSE 125.22

Please see the FEIS Chapter 3, Section 3.8, Water Resources and Chapter 4, Section 4.8, Water Resources Effects for additional information regarding existing conditions in the project corridor and project effects to water quality. FEIS Chapter 4, Section 4.18, Indirect Effects and Section 4.19, Cumulative Effects.

COMMENT 125.23

The EIS should provide some analysis of expected amounts and types of direct, indirect, and cumulative stormwater inputs, effectiveness of treatment methods, and information about other mitigation that may be necessary to adequately protect and improve water quality.

RESPONSE 125.23

Since publication of the DEIS, ITD and FHWA completed a Concept Drainage Plan for the proposed project which includes both quantity and quality treatment of stormwater. This should improve the stormwater quality over existing conditions as the existing roadways do not currently have stormwater treatment along the length of the corridor. Information regarding the expected types of pollutants from the proposed project are included in the DEIS Chapter 3, Section 3.8, Water Resources and Chapter 4, Section 4.8, Water Resources Effects. The methods of stormwater treatment, the pollutants that would be treated and the effectiveness of the proposed Best Management Practices are included in the FEIS Chapter 4, Section 4.8, Water Resources Effects.

COMMENT 125.24

In DEIS Table 3-20, Surface and Groundwater Resources within the Project Corridor (p. 3-54), the beneficial use for Sagle Area unnamed creek near milepost 468 is described as "forested wetland area". Although there is no specific citation for the information in the table, the information appears to be based on Idaho water quality standards. "Forested wetland area" is not a beneficial use described in those standards. We recommend listing the appropriate beneficial use for this unnamed creek.

RESPONSE 125.24

Information has been added in the FEIS Chapter 3, Section 3.8, Water Resources and Chapter 4, Section 4.8, Water Resources Effects.

COMMENT 125.25

In Section 3.8.3, Existing Conditions, Surface Water (p. 3-55), the modification of wetlands and some stream channels is described, but the section includes almost no information to describe biological, chemical and physical conditions of the surface water features within the project corridor. Even basic information on these aquatic features would allow a reader to better understand the conditions of these resources. We recommend that the Final EIS provide sufficient information to describe the surface water features.

RESPONSE 125.25

Information has been added to the FEIS Chapter 3, Section 3.8, Water Resources and Chapter 4, Section 4.8, Water Resources Effects.

COMMENT 125.26

Table 7, Alternatives Summary (p. 22) shows the Blue Alternative impacting only 25.9 acres of wetlands. This estimate appears to be in error based on the wetland impacts identified in each of the

alternatives for each project area. If this is the case, we recommend the error be corrected. If not a mistake, the measures to avoid wetland impacts identified in this alternative need to be incorporated into a Preferred Alternative.

RESPONSE 125.26

The FEIS Summary table has been corrected to display the corrected information. Please see the FEIS Chapter 4, Section 4.10, Wetlands/Waters of the US Effects for the accurate description of wetland effects for all action alternatives.

COMMENT 125.27

In Section 2.6, Least Environmentally Damaging Practicable Alternative (p. 2-53), the quotation attributed to the Clean Water Act is actually not part of the Clean Water Act. The statement is contained in the Guidelines developed as a requirement of the Clean Water Act [Section 404(b)(1)]. This should be noted accordingly in the Final EIS. The citation for the statement in the Code of Federal Regulations is correct.

RESPONSE 125.27

Please see the FEIS Chapter 2, Section 2.6, Description of Alternatives by Geographic Area for the correct reference to Section 404(b)(1) and discussion of the Environmentally Preferred Alternative.

COMMENT 125.28

Section 2.6 highlights a significant issue concerning the difference between the Preferred Alternative and the least environmentally damaging practicable alternative (LEDPA) as described in the Section 404(b)(1) Guidelines. The Preferred Alternative identified in the DEIS is the Brown Alternative. The LEDPA is different than the Preferred Alternative in all project segments except the Cocolalla Area. The Section 404(b)(1) Guidelines do not allow discharge of dredged or fill material into waters of the United States for any project other than the LEDPA. The identification of the LEDPA is not exclusively based on impacts to waters and wetlands. Other environmental consequences are also to be considered when identifying the LEDPA. Consequently, an alternative with the least amount of impacts to waters and/or wetlands might not be the LEDPA if there are other significant adverse environmental consequences with that alternative. A project requiring a Department of the Army Section 404 permit must be in compliance with the Section 404(b)(1) Guidelines. The LEDPA must be the selected alternative in order to be in compliance with the Guidelines. We recommend that the LEDPA and the rationale for its selection be identified in the Final EIS.

RESPONSE 125.28

Under NEPA, the record of decision issued by the FHWA will identify the "alternatives which were considered to be environmentally preferable" [40 CFR 1505.2(b)]. The LEDPA will be fully evaluated as part of the Federal Water Pollution Control Act [33 USC 1344] permit process administered by the USACE. While FHWA and ITD have coordinated the development of alternatives with the USACE, and while USACE is a cooperating agency for the NEPA process, the USACE will undertake its own independent evaluation of the LEDPA.

Although the wetlands permitting process has yet to be completed, the FEIS includes an updated comparison of quantitative effects on wetlands between alternatives in the FEIS Summary, Chapter 2, Alternatives and Table 2-4 to Table 2-10.

COMMENT 125.29

In Section 3.10.2, *Wetlands, Regulatory Environment* (p. 3-63), two corrections are needed: (1) A proper citation for the definition of waters of the United States is 33 CFR 328.3(a). The definition described in this section of the DEIS is a definition of only one of the categories of the waters of the United States. The DEIS should either include a complete definition of waters of the United States or clarify that only one category of jurisdictional water is being described in this section. (2) The paragraph on jurisdictional wetlands should include the full definition of wetlands (or saturated *by surface or ground water* at a frequency) and should include the citation to 33 CFR 328.3(b).

RESPONSE 125.29

Citation 33 CFR 328.3(a) and citation 33 CFR 328.3 (b) are included in the FEIS Chapter 3, Section 3.10.2, Regulatory Environment.

COMMENT 125.30

In Section 3.10.3, *Wetlands, Existing Conditions* (p. 3-65), while the MDT Montana Wetland Assessment Method is being used within Idaho by a number of different agencies and groups, including the Idaho Transportation Department, the methodology has not been "recognized by the State of Idaho" in any official capacity. In fact, the State of Idaho has not officially identified or recognized any specific wetland assessment methodology. This should be clarified in the Final EIS.

RESPONSE 125.30

The statement "currently recognized by the State of Idaho as a wetland rating system" was corrected in the text of the FEIS.

COMMENT 125.31

DEIS Table 3-23, Wetlands Identified within the Project Corridor (p. 3-65), only identifies two wetland sites (Q and W) rated as Category II wetlands. However, review of the Wetland Delineation Report (Technical Report) reveals that not all the wetlands are rated correctly. For example, both wetlands sites O and V should be rated as Category II wetlands because both have General Wildlife Habitat scores of 0.9, which meets criteria for Category II. Corrections to the ratings should be made in the Final EIS at all appropriate locations.

RESPONSE 125.31

Please see revised FEIS Chapter 3, Affected Environment, Table 3-23, Wetlands Identified in the Project Corridor.

COMMENT 125.32

Section 4.10, *Wetlands/Waters of the US Effects* (p. 4-79) is based on a very large amount of data that have been collected to delineate and assess the wetlands located within the project corridor. The presentation of the information in this section highlights differences between the alternatives, including acres of wetlands based on ratings (per EPA comment on Table 3-23, these acreages need to be revised based on revised ratings) and vegetation class. However, any information about impacts to specific wetland functions is not described. Even in the several pages of descriptions for each alternative in each project segment, only the jurisdictional status, category rating, and vegetation class are recounted. With wetland impacts of the action alternatives ranging from 89 to 108 acres, some description of wetland functions needs to be provided in order to assess the effects to wetlands. Without such a description, the document does not properly disclose the impact. The reader is not informed if general wildlife habitat,

sediment/nutrient removal, sediment/shoreline stabilization, or perhaps recreation/education potential is being impacted by the project.

RESPONSE 125.32

Additions to the FEIS Chapter 3, Section 3.10, Wetlands/Waters of the US and Chapter 4, Section 4.10, Wetlands/Waters of the US Effects include information on the existing functions and values of the delineated wetlands and the effects to these functions and values. The acres of wetlands based on ratings have been reviewed and corrected as necessary in the FEIS Chapter 3, Section 3.10, Table 3-23.

COMMENT 125.34

In Section 4.10.3, *Wetlands/Waters of the US Effects, Mitigation* (p. 4-84), we appreciate very much the statement that mitigation would be provided to ensure no net loss of wetland functions and values. We also appreciate the information that has been developed to document potential wetland mitigation opportunities. However, much of the focus of providing wetland mitigation appears to be dependent on any requirements of Department of the Army permits pursuant to Section 404 of the Clean Water Act. While that process will almost certainly include wetland mitigation efforts, it would not necessarily provide for no net loss of all wetland functions and values. While coordination with the Corps and other regulatory and resource agencies is crucial during the development of wetland mitigation efforts, FHWA and ITD should use this opportunity in the EIS for this project to provide an assurance of appropriate wetland mitigation and begin developing and implementing as much of the wetland mitigation plan as possible. For example, while the Conceptual Wetland Mitigation Plan might show that numerous opportunities exist for potential wetland mitigation efforts in or near the project corridor, at least two significant factors critical to the success of wetland mitigation efforts are not completed and cannot be ascertained with this plan. These factors, the feasibility of implementing wetland mitigation efforts that would provide replacement gains in wetland functions and values and the acquisition/use/long-term protection of the sites, can only be developed as FHWA/ITD move forward with their wetland mitigation efforts. The uncertainty of these issues also render incomplete and uncertain any attempt to provide assurance about wetland mitigation efforts. We believe that FHWA/ITD should be moving forward at this time to make a firm commitment about wetland mitigation and continue to identify, design, acquire (through an appropriate real estate instrument), and implement appropriate wetland mitigation efforts.

RESPONSE 125.34

ITD and FHWA recognize that mitigation in advance is desirable but not required. Funding for mitigation is tied to a project action so right-of-way acquisition is not allowed until environmental approval is obtained. However, ITD and FHWA have begun purchasing high priority wetland mitigation sites prior to issuance of the Record of Decision (ROD) using the Special Experimental Program (SEP-15). The SEP-15 process is described in response 125.3.

The team is continuing to investigate opportunities for wetland mitigation. The list of mitigation sites that was presented in the Draft Conceptual Wetland Mitigation Program has been reviewed, screened and prioritized. Presently the priority sites are situated at the south end of Cocolalla Lake. ITD is coordinating with IDFG to develop mitigation on two parcels comprising approximately 102 acres

that are owned and managed by IDFG. ITD is continuing to investigate other potential sites in detail and discuss opportunities with some local landowners.

COMMENT 125.35

Mitigation ratios are not an appropriate mechanism for ensuring no net loss of wetland functions for a project with wetland impacts of this magnitude. The mitigation efforts should be based on an assessment of wetlands functions which would be lost compared to wetland functions that could be gained through mitigation. Fortunately, the wetland functional assessments already completed for this project provide the appropriate information for developing wetland mitigation efforts based on wetland functional losses.

There is no demonstration that the proposed ratios would provide no net loss of wetland functions and values. In fact, a wide range of ratios have been used throughout Idaho to determine appropriate wetland mitigation efforts. If ratios continue to be included as a measure of wetland mitigation needs, then the basis for these ratios should be established and documented.

RESPONSE 125.35

ITD and FHWA will implement mitigation that will replace the lost wetland functions and values. Mitigation ratios were presented only as a general guide to determine the general scale of needed mitigation acres based on the functional assessment. This is consistent with the Compensatory Mitigation for Losses of Aquatic Resources; Final Rule [40 CFR 230].

COMMENT 125.36

In Section 4.18.3, Secondary and Cumulative Effects, Wetlands, Floodplains, and Other Water Resources (p. 4-146), assumptions about wetland protection efforts are unrealistic. While Section 404 of the Clean Water Act establishes a permit program for discharges of dredged or fill material into waters and wetlands, this regulatory program is by no means a comprehensive wetland protection program. Section 404 does not apply to all wetlands and neither are all activities regulated. There are many unregulated activities that can have substantial impacts on wetlands. A more appropriate way to evaluate cumulative effects is to evaluate data on past wetland impacts and project that to future conditions. Permit records from the Corps of Engineers should be reviewed to provide information on project locations and impacts. Also, this section in the DEIS describes cumulative effects determinations that are conducted by the Corps of Engineers for each Section 404 permit that they issue. A review of these analyses should be an easy and effective way to provide data on cumulative losses.

RESPONSE 125.36

Permit records from the USACE were reviewed for additional information and trends for wetland development were considered when addressing cumulative effects to wetlands and other resources in the study area. Please see FEIS Chapter 4, Section 4.19.3, Cumulative Effects Analysis by Resource for additional information on wetland cumulative effects.

COMMENT 125.37

In Section 4.18.3, Secondary and Cumulative Effects, Wetlands, Floodplains, and Other Water Resources, Regulatory Protections (p. 4-147), the DEIS should indicate what State agencies have a no net loss policy for wetlands and what the documentation is for that policy. Please include this in the Final EIS.

RESPONSE 125.37

There are no State agencies in Idaho that have policies requiring "no net loss" of wetland resources. However, FHWA has a no net loss policy for wetlands. Idaho Department of Lands (IDL) and Idaho Department of Water Resources (IDWR) utilize a joint application with the USACE on Section 404 Permits. The USACE administers the program authority over jurisdictional wetlands. IDL controls lands below the high water mark on rivers and lakes and IDWR regulates stream alterations. Idaho Department of Environmental Quality administers 401 water quality certification.

COMMENT 125.38

In Section 9.11, Mitigation Development Team (p. 9-13), we very much appreciate the effort to put together this team to investigate mitigation opportunities. The work done by the team during a few months in 2005 were productive and helpful in developing the beginnings of a wetland mitigation effort. However, we are not aware of any further work done by the team since 2005. As noted in our previous comments, we believe this should be an ongoing effort by FHWA/ITD to continue to identify, design, acquire (through an appropriate real estate instrument), and implement appropriate wetland mitigation efforts.

RESPONSE 125.38

There has been several ongoing coordination meetings with the Mitigation Development Team since the publication of the DEIS. Some of the coordination meetings involved on site visits to potential mitigation sites during the mitigation site screen process. These efforts will continue through project development.

COMMENT 125.39

In Section 11.1.1, *Mitigation Measures*, Wetlands/Waters of the US (p. 11-4), as noted elsewhere in our comments, we do not believe that an assurance of no net loss of wetlands should be based solely on wetland mitigation measures dependent on Section 404 permits. We believe that FHWA and ITD should use this opportunity to provide their own independent assurance of no net loss of wetlands through appropriate wetland mitigation and begin developing and implementing as much of the wetland mitigation plan as possible. As also mentioned previously, mitigation ratios are not an appropriate mechanism for ensuring no net loss of wetland functions for a project with wetland impacts of this magnitude. The mitigation efforts should be based on an assessment of wetland functions which would be lost compared to wetland functions that could be gained through mitigation.

RESPONSE 125.39

Please see response 125.34 and 125.35. Under EO 11990 Protection of Wetlands and 23 CFR 777 Mitigation of Wetlands and Natural Habitat, FHWA is required to have no net loss of wetlands. As design of specific mitigation sites moves forward ITD and FHWA will conduct a more detailed functional assessment of the projected functions that would result from mitigation activities. ITD and FHWA will compare the projected functions with those that would be lost to ensure that functions are gained overall throughout the project corridor.

COMMENT 125.40

In Section 3.9, Floodplains (p. 3-59), the methodology describes "field investigations … to evaluate surface water features, including floodplains". Floodplains are also defined and their values are described. However, all the information presented in the DEIS appears to be based on FEMA flood

zone mapping. The DEIS should indicate whether or not the field investigations or other methods identified floodplains that exist in the project corridor other than the FEMA flood zone mapping. If so, those resources should also be described (and impacts to them evaluated in Chapter 4).

RESPONSE 125.40
Please see response 125.8.

COMMENT 125.41
In Section 4.18.3, Secondary and Cumulative Effects, Wetlands, Floodplains, and Other Water Resources (p. 4-146), similar to wetland protection efforts (see comments above), the description of floodplain protection measures is also based on unrealistic assumptions. We are aware of very few local jurisdictions in Idaho that have programs to avoid development in floodplains. Floodplain and riparian corridor development in rapidly urbanizing areas is one of the most significant resource impacts that we seen in Idaho. Most jurisdictions follow the FEMA flood zone mapping and allow development in the floodplain except for development in the floodway. Such development can even be permitted to increase flood heights. Specific information should be provided to demonstrate that the local jurisdictions in the project corridor protect floodplains if the conclusions of this section are to be retained. This information should include descriptions of the specific regulatory programs as well as an analysis of whether these mechanisms are accomplishing their goals. Otherwise, the section should be revised to describe a realistic projection of floodplain impacts from secondary and cumulative effects.

RESPONSE 125.41
Prior to publication of the DEIS, the existence and effectiveness of floodplain regulations were confirmed through interviews with local jurisdiction staff. Kootenai and Bonner counties both have local floodplain development regulations with requirements for development review for projects proposed in floodplains. The IDWR reports both counties to be in good standing as participants in the National Flood Insurance Program and follow strict floodplain development standards through adoption of a Flood Damage Prevention ordinance. This information is also discussed in the DEIS Chapter 3, Section 3.9, Floodplains. Additional information regarding indirect and cumulative effects to floodplains is included in the FEIS Chapter 4, Section 4.18, Indirect Effects and Section 4.19, Cumulative Effects.

COMMENT 125.42
In Section 3.11.3, Wildlife and Vegetation, Existing Conditions (p. 3-82), the description of riparian vegetation is confusing because it is different from the description of riparian areas in the Wetlands section (p. 3-64). We recognize that not all riparian areas or vegetation are wetlands, just as not all wetland areas or vegetation are considered riparian. However, because the same term is used in both sections, it should be defined so that it is clear to a reader what areas are being described. For example, the riparian areas described in the Wetlands section only include emergent and scrub-shrub species whereas the wetland/riparian species described in the Wildlife and Vegetation section also include tree species. Because the two types of areas being described appear to be different in some ways, the distinction should be clearly articulated. Perhaps simply defining “riparian” as it applies to wetlands and to the broader category of vegetation would suffice.

RESPONSE 125.42

The distinction between riparian areas, wetlands, and vegetation has been clarified in the FEIS Chapter 3, Section 3.10.2, Existing Conditions and Section 3.11.3, Existing Conditions for Wetlands and Wildlife and Vegetation respectively. The definition of the term riparian as it applies to wetlands and the broader category of vegetation has been clarified.

COMMENT 125.43

The DEIS provides a good description of the portions of the proposed project that are inside the boundary of the Spokane Valley Rathdrum Prairie Sole Source Aquifer Area. However, the EIS does not address impacts to utilities, nor the potential indirect impacts of utility changes to water quality. For example, there is no presentation of existing oil, gas, fuel, or water pipelines. These should be presented on maps, along with discussions of what sections (if any) would be affected by the project and measures that would be undertaken to minimize risk of ground water contamination.

RESPONSE 125.43

Please see response 125.6.

COMMENT 125.44

The EIS also needs to identify any existing private and/or public water supply wells that may be affected by the project. All supply wells that are located within ¼ mile of the highway project should be shown on maps (those within the Sole Source Aquifer Areas), and an explanation should be provided regarding how the water supplying these wells will be protected from potential spills and other risks. It should be determined which wells (if any) are a part of the State of Idaho Wellhead Protection Program. The zones of contribution from any such well should be presented, along with a description of how they will be protected.

RESPONSE 125.44

Please see response 125.6.

COMMENT 125.45

The DEIS (p. 4-142 and 4-145) states that secondary effects of the proposed project would reduce travel/commute times, could increase access to less developed areas, and result in increased development in areas further from the US-95 facility. Reduced travel times stimulate induced travel and development. While we agree that development would continue with or without the project, the increased rate and extent of development are of concern. For example, the DEIS states (p. 4-142) that "An increase of pollutants into surface and groundwater from septic systems and stormwater is currently a concern and would continue to be a problem, especially in the Sagle and Cocolalla areas unless sewer systems and other pollution prevention measures are implemented." In other words, existing water quality problems may be exacerbated by development in these areas. Proactive measures are needed to avoid further degradation of water quality.

RESPONSE 125.45

ITD and FHWA will continue to coordinate with Kootenai and Bonner counties on land use issues as comprehensive plans are updated and land use proposals are reviewed. Kootenai and Bonner counties require review and approval of all developments. Protection of water quality associated with future development is under the jurisdiction of the counties. ITD and FHWA have no jurisdiction in

this area. Increased rate and extent of development are discussed in FEIS Chapter 4, Section 4.18, Indirect Effects and Section 4.19, Cumulative Effects.

COMMENT 125.46

We agree that siting interchanges around existing arterials with planned development to minimize the secondary effects of the project is wise (p. 4-145). The proposed mitigation for secondary effects listed on p. 4-148, such as, to develop more local regulatory protections for critical areas, and identify and protect key wildlife areas and movement corridors, should be pursued as well. We also recommend that FHWA and ITD collaborate with local governments to thoughtfully plan for orderly, low impact development and transportation systems. One way to do this is to conduct alternative futures analysis, wherein models (such as Community Viz, Smart Growth Index, and others) could be used to estimate the land use and environmental effects of different land use planning scenarios, with and without various protections for sensitive areas, habitats, and species. We believe such analyses would be of particular benefit in estimating the potential future impacts to water quality and aquatic resources, including the highly vulnerable groundwater aquifers in the project area. A similar approach is described in the book, Green Infrastructure – Linking Landscapes and Communities (Benedict and McMahon, 2006). EPA has experience with such efforts, and would be happy to work with project proponents and local entities to make this happen.

RESPONSE 125.46

Thank you for your offer to work with project proponents and local entities to plan for low impact development and transportation systems. While we agree that implementing regulations that protect critical areas and wildlife areas should be investigated by local jurisdictions for resource protection, ITD and FHWA have no mandate or authority to develop and implement land use regulations. ITD and FHWA will continue to coordinate with local jurisdictions regarding transportation facilities and their effects as part of regular coordination meetings. ITD and FHWA will make the information you provided regarding low impact development and transportation available to the local jurisdictions.

COMMENT 125.47

The DEIS states that the loss of prime farmlands to the proposed project are not substantial and no mitigation is proposed (p. 4-24). However, the loss of 50 to 53 acres of prime farmland is avoidable (the Blue Alternative would result in the loss of only 2 acres of prime farmland) In addition, hundreds of farmland and potential prime farmland acres will be lost to implementation of this project (p. 4-24), and a thousand or more acres per year are expected to be lost to development in the project area (p. 4-144) due to secondary and cumulative effects. This level of farmland conversion is likely to result in significant environmental, social, and economic impacts to the project area and the region. In accordance with the Farmland Protection Policy Act, these impacts should be avoided and minimized as much as possible.

RESPONSE 125.47

It is expected that the existing trend of conversion of farmlands to other uses will continue as it has on the Rathdrum Prairie. This farmland conversion can affect both the human and natural environment of the area, including changing the socio-economics of the region. This however, would not be the result of the proposed project but would be due to the high population growth rate and the resulting development to support the increased population. In accordance with the Farmland Protection Policy Act, ITD and FHWA have minimized effects to Prime farmlands as much as

practicable through narrowing the typical section through specific areas, relocation of frontage roads, utility corridors, and relocation of interchanges. To utilize the Blue Alternative as opposed to the Brown Alternative for the minimization of prime farmland effects would result in other and greater effects to the natural and human environment. Additional information is provided in the FEIS Chapter 4, Section 4.2, Land Use Effects, and Section 4.3, Prime Farmland Effects. In addition, efforts have been made to consider the operational effects of the proposed project on local farmers. This includes relocating frontage roads to help ensure easy access for farmers, livestock, and equipment to their adjoining fields. In the Granite/Careywood and Cocolalla areas the west frontage road was modified to keep the farmed fields intact but resulted in increased wetland and floodplain effects. Temporary construction effects to local farmers will be minimized through coordination during final design as detours, easements, and the details of the construction phasing and activities are developed. Additional mitigation including coordination with the local farmers prior to and during construction is described in the FEIS Chapter 12, Environmental Commitments.

COMMENT 125.48

Based on the information in the DEIS, it is unclear whether the Sagle Area segment of US-95 contains the 50 to 53 acres of prime farmland impact, or whether it is another segment. We recommend this be clarified in the Final EIS. If this impact is located in the Sagle Area, the Sagle Area Blue alternative would likely be preferable to the Sagle Area Brown alternative, since there are also fewer wetland impacts with the Sagle Blue alternative. For these reasons, we recommend the Blue alternative be selected in the Sagle Area rather than the Brown alternative.

RESPONSE 125.48

Please see the FEIS Chapter 4, Section 4.3, Prime Farmland Effects for clarification of prime farmland effects. The Modified Brown (Preferred) Alternative has prime farmland effects slightly greater than the Blue Alternative.

COMMENT 125.49

We are also concerned that the DEIS offers no mitigation for construction impacts to farmers and farmland (p. 4-122). Construction impacts include disturbance to soils, introduction of weeds, soil compaction from heavy equipment and vehicle operations, access impacts from road closures, detours, disruptions to irrigation systems, and possible conflicts between construction and farm equipment. All of these impacts could be substantially avoided and minimized through careful planning and consultation with area farmers. We recommend these steps be taken, and that the Final EIS include appropriate mitigation.

RESPONSE 125.49

Please see response 125.47.

Additional information regarding measures to mitigate for construction effects to farmers and farmland is included in the FEIS Chapter 4, Section 4.2 Land Use and Recreation Effects, 4.3, Prime Farmland Effects. The FEIS Chapter 12, Environmental Commitments provides a list of mitigation measures that will be implemented as part of the project.

COMMENT 125.50

Construction effects disclosed in the DEIS (p. 4-123) include elevated levels of carbon monoxide (CO) and diesel particulate matter (DPM). Sensitive receptors identified along the US-95 corridor (p. 4-62) include a Silverwood daycare facility, Athol Elementary School in Athol, Southside Elementary in Cocolalla, and Sagle Elementary in Sagle. Thus, the conclusion (p. 4-62) that no adverse air quality effects would be expected from the project at any of these sensitive use properties is not supported by analysis, nor does it align with the statements about construction effects. We are concerned that, while construction mitigation measures may not be required, exposures of the young, the elderly, and those with respiratory impairments to these criteria and toxic air pollutants could be minimized by including construction mitigation measures. We recommend that construction mitigation measures for air toxics, such as those included with our 7/19/2005 scoping letter, be included in the environmental commitments of the Final EIS and Record of Decision (ROD).

RESPONSE 125.50

Please see the FEIS Chapter 4, Section 4.6, Air Quality Effects for additional information and clarification regarding the project effects to sensitive receptors including schools. This section also includes selected mitigation measures from your scoping letter that have been incorporated into the FEIS Chapter 12, Environmental Commitments. Many of these measures were not previously included in the DEIS as they are Standard Specifications on all ITD construction projects.

COMMENT 125.51

The DEIS (Section 4.4.2) indicates there are pockets of low-income residents, primarily mobile home park residents, that would be affected by the project in the Athol, Westmond, and Sagle areas. The DEIS concludes that there would be no disproportionately high impacts to low-income residents since non-low-income residents would also be affected by noise, dust, visual/aesthetic impacts, displacements, and so on. However, since finding or creating replacement mobile home parks can be difficult (p. 4-45), displaced low-income residents could potentially be affected more severely through displacement than would a non-low-income resident. We recommend that FHWA and ITD consider and adopt ways to mitigate these effects. For example, project proponents could take extra effort to ensure that new mobile home parks or other low-income housing options are provided and/or available before displacing any low-income residents. Air pollution/air toxics from project construction could be lessened by adopting construction mitigation measures (see EPA scoping letter, 7/19/2005 for lists of recommended measures).

RESPONSE 125.51

Comment noted. Coordination with low-income populations has occurred and there are currently spaces available within mobile home parks to accommodate relocation. ITD and FHWA will continue coordination through project development, right-of-way acquisition, and construction. Please see FEIS Chapter 4, Section 4.4, Social Effects. Please also see response 125.10.

COMMENT 125.52

While the DEIS states that "special outreach efforts were made to these [low-income] groups" (p. 4-49), it does not disclose the concerns of the low-income residents and the response to those concerns. We recommend that these be included in the Final EIS.

RESPONSE 125.52

Additional and corrected information regarding coordination with low-income populations has been added to the FEIS Chapter 4, Section 4.4, Social Effects.

COMMENT 125.53

One issue affecting low-income populations in particular in the project area is the lack of public transportation (p. 3-30). Other than the bike/pedestrian trail, which is an important amenity, we are concerned that the proposed project includes no plans or features for providing public transportation. Residents and employees commuting to work must primarily use motor vehicles and the low-income populations, such as in Sagle, Athol, and Granite/Careywood areas, must drive either to Sandpoint or to Coeur d'Alene for virtually all social service needs. We recommend that public transportation be incorporated into this project. Doing so will better serve the traveling public, increase safety, decrease travel demand and congestion especially on frontage roads, conserve energy, and extend the useful life of the facilities.

RESPONSE 125.53

Please see the DEIS Chapter 3, Section 3.1, Transportation Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Routes and Airports for a description of the existing public transportation system. See response 125.5 for a discussion on consideration of implementing a mass transit system.

COMMENT 125.54

The DEIS indicates (p. 9-2) that one letter of 11/26/02 was sent to the following tribes: Kalispell, Coeur d'Alene, Salish and Kootenai of Idaho, Salish and Kootenai of the Flathead Nation, and Kootenai of Idaho. A second letter of 8/21/03 was sent to the Kalispell and the Coeur d'Alene Tribes. No responses were received. A copy of the DEIS was sent to the Nez Perce, Kootenai, and Kalispel Tribes. Based on this information, EPA is concerned that the DEIS does not demonstrate that meaningful government-to government consultation with tribes has occurred. The DEIS is also lacking an assessment of impacts to tribal natural and cultural resources. In compliance with the NEPA, and Executive Orders 13175 and 12898, we recommend that greater efforts be made to consult with affected tribes, and that these efforts and the results be documented in the Final EIS.

RESPONSE 125.54

Government-to-Government consultation was not requested by the Tribes. In the event that Tribes request Government-to-Government consultation it would be initiated. ITD and FHWA currently conduct ongoing coordination with the interested Tribes through project tours, reviews of the Archaeological and Historical Resources Survey Report, and phone conversations. Written documentation from the Tribes was received during the DEIS comment period. ITD and FHWA had meetings and conducted a tour of the project corridor with the Coeur d'Alene Tribe at their request. Coordination is continuous and ITD and FHWA intend to continue Tribal coordination through project development. The Tribes are invited to all KCATT and BCATT meetings and the Coeur d'Alene Tribe has a seat on the KMPO board. Currently there are no regularly scheduled meetings between the District and the Tribes. Meetings between the District and Tribes are usually project specific or by request of either party. A description of additional coordination efforts has been added to the FEIS Chapter 9.3, Tribal Coordination. No concerns relative to Tribal or cultural resources have been raised by any Tribal government in the region. Please see response 125.11.

COMMENT 125.55
The DEIS mentions (p. 4-125) that noxious and other weed establishment could occur during project construction. However, no mitigation commitments address the problem of invasive species. In compliance with the NEPA and with Executive Order 13112, the EIS should not only disclose these impacts, but also include mitigation to prevent or control such outbreaks. We recommend that this mitigation be included in the Final EIS. We also recommend that the mitigation commitments require (1) revegetation of disturbed areas using native species, and (2) ongoing maintenance (wholly or primarily non-chemical means) to prevent establishment of invasive species in areas disturbed by project activities. Use of non-chemical controls is particularly important to protect the vulnerable sole source aquifers that underlie the project area.

RESPONSE 125.55
Please see response 115.11.

COMMENT LETTER NO. 126 - Ryan Wells

COMMENT 126.1
Attached is a photo of a normal spring runoff lake that forms where a proposed road is in the 95 realignment. The water level where the road would be located is greater than 6 feet deep. This lake stays for 6-12 weeks depending on snow levels and rain fall during that season.

This area is noted in pink on your map showing the Brown Alternative. The brown house in the photo is mine and it is on the two lots colored yellow in the photo. I have many more photos and documentation of this normal annual lake that forms due to natural spring runoff.

Please consider that we have not had a major snow year since this subdivision was built. If the road is built through this natural lake the additional flooding would most likely damage homes in the Cedar Grove Estates subdivision. There is an earth berm located behind our properties now that holds the lake back from flooding our homes during this time of year.

RESPONSE 126.1
Roads that would be constructed or improved would be designed to not adversely affect drainage patterns in the vicinity. A preliminary hydraulic analysis was completed during FEIS development and mitigation was stated where appropriate. The project and associated bridges and culverts would not cause backwater effects or result in flooding even during spring runoff.

COMMENT LETTER NO. 127 – Sharon Hoffman

COMMENT 127.1
According to the Bonner County Daily Bee, you are still determined to put the Careywood interchange at Blacktail Rd. rather than the Bayview Rd. There has never been any creeks or wetlands on the Bayview Rd. But there is Cocolalla Creek by Blacktail Rd. It floods there whenever we have a fast runoff.

It doesn't seem that you have local people working on this program. They must all be from out of state.

RESPONSE 127.1
The interchange at Blacktail Road has been moved to the Bayview area with the Modified Brown Alternative as a result of public and agency comments. Please see response 042.1.

COMMENT LETTER NO. 128 - Scott Spray

COMMENT 128.1
"Another full interchange would be constructed near Blacktail Road. Davis said Blacktail, instead of Bayview Road, was chosen to limit impacts to prime wetlands." Is this a misprint? I would almost swear that Cocolalla creek is closer to Blacktail Road than it is to Bayview road, and I don't know of any wetlands close to Bayview road. I've only lived in Careywood for 40 years so who am I to say.

RESPONSE 128.1
The interchange at Blacktail Road has been moved to the Bayview area with the Modified Brown Alternative as a result of public and agency comments. Please see response 042.1.

COMMENT LETTER NO. 129 – Kootenai County Board of Commissioners

COMMENT 129.1
In reference to the Chilco section of the Highway, we recommend the Brown Alternative for the purpose of creating overpasses at Ohio Match Road. However, for the section at Riley Creek Mill we recommend the Yellow Alternative, creating a road around the Mill.

RESPONSE 129.1
Please see response 083.1.

COMMENT 129.2
In reference to the Athol section of the Highway, we recommend the Brown Alternative which goes East of Silverwood. We are also in support of the Yellow Alternative here being as it appears to have the least amount of cost and smallest impact on right-of-ways.

RESPONSE 129.2
The Modified Brown Alternative would follow the existing US-95 alignment east of Silverwood, through the Athol Area similar to the Yellow Alternative. This would minimize construction costs. Please see Chapter 2, Section 2.6, Description of Alternatives by Geographic Area.

COMMENT 129.3
We are in support of all alternatives located at the City of Athol which moves the intersection to the east. All other aspects of the Brown Alternative are recommended by this Board**.**

RESPONSE 129.3
Please see response 129.2. The Modified Brown (Preferred) Alternative would have an interchange east of the City of Athol.

COMMENT LETTER NO. 131 - Miller

COMMENT 131.1
I would recommend doing this project in stages and not in a lump sum. That way it will get done within a budget and not get lost like some of our other large projects did.

RESPONSE 131.1
Thank you for your suggestion. Project phasing is described in the FEIS Chapter 11, Phased Project Implementation. ITD takes fiscal accountability seriously and will ensure that expenditures are appropriately used.

COMMENT LETTER NO. 132 – Southside Water and Sewer District

COMMENT 132.1
The Southside Water and Sewer District (SSW&S), is in the process of acquiring the 80-acre parcel, legally described as the N ½ of the SE 1/4, Section 16, T 56 N, R 2 W. The parcel lies east and north of the south leg of Gun Club Road. This parcel is to be used as a wastewater land application site for the District under the guidance and authority of the Idaho Department of Environmental Quality. The parcel is key to the District's ability to meet its commitment to provide an adequate and environmentally safe sewage system to the District's patrons and to lift a three-year moratorium on construction. Future expansion of the District will help stern the proliferation of individual septic systems that straddle the Sagle Aquifer, the primary source of domestic water for the area bounded by the hills north of Dufort Road, the Pend Oreille River and Fry Creek.

A review of the proposed preferred routing of the Brown Alternative for Sagle does not disclose any obvious conflict between and the Districts intent and the proposed route, but we would like to discuss the plans and mitigate any conflict that might arise or of which we are not aware. Please feel free to contact me at any time to discuss the matter.

RESPONSE 132.1
Thank you for the information. Additional information regarding your expansion proposal has been added to the FEIS Chapter 3, Section 3.18, Secondary and Cumulative Effects. ITD and FHWA will continue coordinating with the Southside Water and Sewer District regarding this project.

COMMENT LETTER NO. 133 – Tom and Dianne Hickerson

COMMENT 133.1
Please consider biking paths in your Highway 95 alternative plans, especially in the Silverwood to Athol area. Also consider potential "hook up" bike paths that could connect Hayden to Silverwood, Athol to Farragut State Park, Athol to Spirit Lake, etc. That whole area is a diamond-in-the-rough with regard to recreations diversification. Biking on the Prairie can be done by all ages because of the mostly level terrain.

RESPONSE 133.1
Please see response 101.1.

COMMENT 133.2
The potential to add to our tourist economy is great when one considers the wonderful sport of biking and its increasing appeal to people of all ages.

RESPONSE 133.2
Thank you for the suggestions. Additional information regarding bicycle/pedestrian facilities is included in the FEIS Chapter 4, Section 4.1, Transportation Networks, Safety, Access, Pedestrian and

Bicycle Facilities, Emergency Services, School Bus Routes and Airports Effects. The revenue from tourism is described in the DEIS and FEIS Chapter 4, Section 4.5, Economic Effects. Your letter regarding pathways and trails not within ITD jurisdiction has been forwarded to local entities having responsibility for these resources.

COMMENT LETTER NO. 134 – R.J. Dick Harwood

COMMENT 134.1
As a State Legislator from North Idaho, I am writing to you regarding the above project and ask that you carefully consider the following:

The proposed frontage road right-of-way between railroad right-of-way and the Riley Creek, Chilco mill operations/lumber shipping and storage area is too confined for human safety and facility efficiency.

State condemnation would be required to proceed with the ITD preferred alternative ("brown alternative") and would come at significant expense to the State and the taxpayer. Funds for road building should be used for road building, not condemnation which is not warranted.

The Yellow Alternative providing an access to the west of the Riley Creek Chilco mill site would be the least costly and most efficient avenue to proceed with this project. I urge you to select and implement the "Yellow Alternative".

RESPONSE 134.1
The Brown Alternative has been modified to the Modified Brown Alternative and incorporates the Yellow Alternative in the vicinity of the Chilco Mill. Please see response 083.1.

COMMENT LETTER NO. 135 – North Idaho Community Action Network (NICAN)

COMMENT 135.1
According to the DEIS the only alternatives being considered are several variations on a four-lane, limited access freeway complete with frontage roads and interchanges. The No Action alternative is included for the sake of comparison and in order to satisfy NEPA.

Notwithstanding the rationale in the DEIS for eliminating all but the "freeway" alternatives, we are of the opinion that the feasibility, cost and impacts of at least one non-freeway, four lane alternative should be analyzed and included in the DEIS. Based on the enormous and significant impacts on natural resources and private property from the freeway alternatives described in the DEIS, we believe it behooves ITD and Federal Highway Administration ("FHWA") to take a hard look at a compromise an alternative that would improve safety, expedite traffic while reducing the environmental impacts of the freeway alternatives.

On March 20, 2006 NICAN sent a letter to the District 1 office of the Idaho Transportation Department ("ITD") raising concerns regarding the limited range of alternatives that ITD indicated were being considered at that time for advancement to the DEIS. NICAN's letter suggested that ITD should also consider a four-lane alternative designed to improve safety and expedite traffic by limiting some access.

This would be a 'compromise' alternative that falls somewhere between the freeway design concept and the current condition which includes many miles of two-lane highway and unlimited access.

RESPONSE 135.1

The DEIS Chapter 2, Section 2.2.1, Step 1 ~ Development and Evaluation of Design Standards describes the criteria that were used to evaluate and select a design standard for the project. The two main criteria were achieving Level of Service B and improving safety.

The development of the design standard for US-95, Garwood to Sagle was completed according to ITD's standard procedures outlined in the ITD Design Manual as accepted by the FHWA and documented in the Concept Report for US-95, Garwood to Sagle (March 2004). The Concept Report was approved and signed on April 28, 2004 by ITD's Assistant Chief Engineer (Development) who is located at ITD Headquarters in Boise. A copy of the Concept Report is available for review at ITD District 1. ITD and FHWA evaluated six potential design standards for the project before selecting the Four-lane Freeway with Type V access control. The design standards evaluated included:

- ***Improved Two-lane Highway with Transportation System Management (TSM)***
- ***Traffic Demand Management (TDM) and Mass Transit***
- ***Four-lane Divided Highway with At-Grade Intersections (Type IV access control) with Traffic Signals***
- ***Five-lane Highway with At-Grade Intersections and Traffic Signals (Type IV access control)***
- ***Four-lane Freeway (Type V access control)***

Issues that ITD and FHWA considered in the evaluation of an appropriate design standard for the corridor included: level of service (LOS B), corridor preservation and eliminating the need to go back to the property owners one or two decades later to get more right-of-way, and the increased safety provided by the Type V versus Type IV access control.

After the design standard was established through ITD's Concept Report process, a preliminary environmental evaluation was conducted as outlined on ITD Standard Form 0654. The results of the environmental evaluation concluded that significant environmental effects could result from implementation of the proposed project; therefore, an EIS would be required to address the potential effects. As part of the NEPA EIS process, alternative alignments incorporating the design standard were developed to address various human and environmental issues including wetlands, floodplains, prime farmland, cultural and Section 4(f) resources, displacements, environmental justice, change in travel patterns, noise, wildlife, and cost.

Please see the FEIS Chapter 11, Phased Project Implementation regarding the funding and timing of the project.

COMMENT 135.2

One of the alternatives eliminated from consideration was a four-lane divided highway with at-grade intersections and Type IV access control ("4-lane Type IV Alternative"). Type IV design eliminates direct highway access from driveways and limits local road intersections with the highway. The current estimated crash rate (1.16 crashes per million vehicle miles) would be reduced to 0.89 if this alternative

were constructed. DEIS at 2-7. This alternative was eliminated from further consideration because some portions of it would not meet the ITD operational standard of LOS by 2030. Id. Of the non-freeway alternatives described in the DEIS this alternative appears to come the closest to meeting the purpose and need of the project while potentially reducing the size of the highway footprint, which would reduce the costs associated with the freeway concept.

RESPONSE 135.2

The four-lane divided highway with at-grade intersections (Type IV access control) was eliminated as a potential design standard for the project because it would not reduce accidents to the same extent as a Freeway with Type V access control and would not provide as much capacity improvement for the 2030 design year. Signalized intersections and non-signalized at-grade intersections typically have a higher crash rate than freeway interchanges.

The Type IV Access design standard would not significantly reduce environmental effects because it would require the same frontage roads as Type V access control since no driveways would be connected directly to US-95. Cross road intersections would be no closer than one mile spacing. Under this design standard there would be a reduction in effects due to the difference in the footprint size of an interchange compared to an at-grade intersection. Most of the area associated with the interchange footprint is the minimum 300 foot separation along the cross road between the ramp intersections and the frontage road intersections in order for the intersections to function properly. If there were no ramps, the intersections with the frontage road could be moved closer to the freeway thus reducing overall footprint area. If at-grade intersections with local roads were constructed under this project it would only be a matter of time before the vehicle crashes would warrant additional safety improvements. Grade separation and on and off ramps are one of the most common solutions to eliminating vehicle crashes associated with at-grade intersections. If the right-of-way required for full interchanges is not purchased for this project it would be much more expensive in the future, thus inordinately affecting public funding and property owners in the future.

COMMENT 135.3

In order for this alternative to reduce the enormous impacts on the social and physical environment from the freeway alternatives, the 4-lane Type IV Alternative would have to be restricted as much as possible to the existing Hwy 95 right-of-way. The highway could be "divided" by placement of a median barrier between the north and south bound lanes. Perhaps the highway configuration designed for the Wetland Areas (Figure 5, DEIS at 9) included in the freeway alternatives could be utilized for the entire project. This would reduce the footprint of the highway by some 60 feet for the many miles of highway that are designed to have a 50-foot median.

The width of the typical footprint of the freeway design is 360 feet (Figure 4, Typical Sections, DEIS at 9) where there is a 50 foot median, a bike path and frontage roads on both sides of the freeway. Where the railroad is adjacent the footprint increases by an additional 270 to 360 feet, Figure 5, DEIS at 9.

RESPONSE 135.3

A 22-foot median with a concrete barrier is proposed for areas with extensive wetlands and floodplains to reduce wetland and floodplain effects. The Modified Brown Alternative has a narrow (22-foot) median starting at Cocolalla Lake and for 2-1/2 miles south (MP 459 to MP 461.5), near

Algoma Lake, and over the Westmond Bridge. While a narrow median would improve safety over existing conditions, it may also result in a greater number of crashes (although the severity of crashes may be reduced). For this reason, the 50-foot median is utilized through the remainder of the facility.

In addition to safety concerns, concrete barriers in a narrow median make it difficult for emergency vehicles to reverse direction on the freeway and create an additional barrier for wildlife crossing the freeway in areas where crossing structures and game fencing would not be warranted.

For additional information on reductions of resource effects associated with the Modified Brown Alternative, refer to the FEIS Chapter 4, Environmental Consequences. Please also see response 125.1.

COMMENT 135.4

In scoping comments for the project dated July 19, 2005, the EPA estimated that the facility could be 1,090 feet wide. The EPA comments go on to state:

The corridor width added with edge and near roadway effects could result in substantial ecological and human health effects. The facility would create an unusually wide ecological barrier, affecting species movement and natural ecological processes. Wetland impacts alone are projected to be 80 to 100 acres. Consequently, we recommend that there be more work to develop alternatives that address the width and barrier effects of the project, impacts to aquatic resources, air emissions and travel demand, while maximizing the use of existing infrastructure and right-of-way.

RESPONSE 135.4

The reference to a 1,090 foot wide section referred to interchange areas only where the width would be wider than the typical section width of the facility. The typical section figures in the FEIS Chapter 2, Alternatives provide information on the width of the freeway and frontage road footprints, although in areas where terrain varies, these typical sections may be wider to accommodate cut/fills throughout the entire length of the project. In response to public and agency comments, modifications have been made to the Brown Alternative to reduce environmental effects in certain areas. These modifications are included in the Modified Brown Alternative. See the FEIS Chapter 4, Environmental Consequences for discussion of effects associated with the Modified Brown Alternative.

COMMENT 135.5

Clearly a compromise alternative needs to be developed in order to look at the relative benefits and costs associated with confining the facility more closely to the existing narrower right-of-way. Such an alternative would no doubt reduce the impacts to wetlands, etc that are anticipated for the freeway alternatives and address the concerns raised by EPA. We realize that undertaking a full analysis of an additional alternative would require more time and money. However, in order to be in compliance with NEPA the DEIS must include a sufficiently wide range of alternatives. By excluding all but the freeway alternatives from consideration ITD fails to meet that mandate.

We ask ITD to provide a cost-benefit ratio for at least one other alternative (preferably the 4-lane Type IV Alternative) for the purpose of comparison. Costs should include impacts on wildlife habitat, forest

and grasslands, water quality, wetlands, floodplain and riparian acres, private property (encroachments that will impact residents and business) as well as estimates for right-of-way acquisition and construction costs.

RESPONSE 135.5

ITD and FHWA did not complete a detailed analysis of another design standard in the FEIS. The design standards were evaluated early in the screening process and selected based on the purpose and need and goals of the project. This is documented in the Screening of Alternatives Technical Report. Phased implementation of the Preferred Alternative would include the construction of a 4-lane freeway with at-grade intersections and limited frontage road construction to improve safety and capacity initially. However, it would still require construction of the freeway to meet the project Purpose and Need through the 2030 design year.

Controlling access in this corridor is critical for safety and important for ensuring an acceptable level of service for local, regional and international travel and trade in area of rapid growth. US-95 is the only north south corridor in northern Idaho and is the sole link between northern Idaho and the rest of the State.

The project has been developed to address safety and capacity issues that currently exist along the highway corridor. Additionally the project provides resource benefits including the following:

- ***Travel time throughout the corridor would be improved***
- ***Bicycle and pedestrian connectivity would be enhanced by the construction of new pathways throughout the corridor***
- ***Improved air quality associated with a reduction in traffic congestion***
- ***Reduced crashes with wildlife as crossings and fencing would be provided,***
- ***Improved stormwater quality due to treatment***
- ***Improved fish and aquatic species passage with installation of new bridges and culverts designed for passage***

There are several advantages of planning for and building a freeway. It reduces the overall project costs and effects to business and private property owners that could be incurred at a future date if a lesser facility was constructed. Project effects would occur once rather than recurring with future incremental improvements. Right-of-way costs will continue to rise; therefore it is important to acquire the ultimate right-of-way for the project to avoid an escalation in land values. Maintenance costs associated with the existing, aged facility would be reduced.

More information on the screening of alternatives including evaluation of highway and freeway design standards has been added to the FEIS in Chapter 2, Alternatives. Please see responses 135.1, 135.2 and 024.1.

COMMENT 135.6

The DEIS relies on crash rate estimates for various road types in the ITD Safety Evaluation Instruction Manual (ITD, 2002) to determine the relative safety of alternatives. Table 2-1, DEIS at 2-5. Site

specific accident data for the project area is no doubt available and could be useful in designing a four-lane non-freeway alternative.

Highway 95 between Coeur d'Alene and Sandpoint has in the past been recognized as one of the most accident prone sections of highway 95 in Idaho. Accident data information would be useful in identifying the most accident prone highway segments within the project area. This information could be used to determine where the greatest improvement in safety could be achieved by eliminating or altering the current type of access or highway capacity/design in a non-freeway alternative. Perhaps the potential crash rating for a four-lane highway could be reduced below the rating for a 4-lane Type IV highway in Table 2-1 to more closely approximate the Four-lane Divided Freeway crash rate of 0.60 per million vehicle miles.

RESPONSE 135.6

The safety data presented in the Traffic Analysis Technical Report is site-specific data and was used to identify high accident locations and clusters of high accident areas. ITD and FHWA used this information to identify the causes for the accidents and to plan the solutions. Crash data in the FEIS has been updated to include crash data for the years 2003 through 2006 which shows that previously documented crash patterns have continued.

As shown in the historic crash statistics, the highest accident locations are at the three existing signalized intersections. Phased implementation of the Preferred Alternative would include the construction of a 4-lane highway with at-grade intersections and limited frontage road construction to improve safety and capacity initially. However, it would still require construction of the freeway to meet the project Purpose and Need through the design year of 2030. If a Type IV Access control facility was selected, the existing signalized intersections would remain and several more signals would likely be added as traffic volumes increase. This could add more potentially high crash locations rather than reducing them and would not meet the project purpose and need.

Information regarding the data and the analysis of the design standard is included in the Traffic Analysis Technical Report. See response 135.1.

COMMENT 135.7

II. The Cost of the Freeway Alternatives. The DEIS estimates that the freeway alternatives will eliminate between 89.9 and 103.5 acres of wetlands (depending on alternative); displace 68 to 77 residences; displace 25 to 41 businesses; impact between 637 and 769 acres of grasslands; impact between 558 and 693 acres of forest lands; impact between 77 and 86 acres of riparian area; and impact between 71 and 88.8 acres of floodplain. Table 2-5, DEIS at 2-46. These are costs.

The costs of acquiring the right-of-way range from $48.8 million to $50.6 million depending on the alternative. The cost of construction has been estimated at around $324 million. As a practical matter, we wonder when and if there will be funding available to construct the Garwood to Sagle Highway 95 improvement project. Back in March 2006 the Idaho Legislature proposed a severe cut in funding for the Garwood to Sagle highway project. Funding was going to be cut from $130.4 million to a mere $6.8 million for fiscal years 2006-2008. Due to pressure from the Governor and local lawmakers, the legislature reallocated $35 million for the project.

The Garwood to Sagle project will be funded via the GARVEE bonding process. According to the Fiscal Year 2007-2011 State Transportation Improvement Program document, the legislation that authorized the use of GARVEE bonds to fund transportation projects requires annual requests for bonding authority to be included as a separate item in ITD's annual budget requests to the Idaho legislature. They are subject to legislative approval. There has been considerable grumbling in the legislature about the fact that the GARVEE bonding appears to be tying up transportation funds for non-GARVEE projects. Thus future funding for construction of the project is uncertain.

Furthermore, construction of several transportation projects in the vicinity of Sandpoint has been postponed indefinitely due to the increase in costs of construction materials (cement, steel, etc.) and a reduction in Federal funding. This is another reason it would be expedient to develop an alternative that would cost less in terms of dollars, as well as environmental impacts.

RESPONSE 135.7

Please see FEIS Chapter 11, Phased Project Implementation for a discussion regarding fiscal attainability. Estimated costs of construction were updated in 2008.

Alternative Description	Estimated Construction Costs (million $)
Yellow Alternative	***$444.4***
Blue Alternative	***$442.8***
Brown Alternative	***$503.4***
Modified Brown Alternative	***$497.4***

COMMENT 135.8

III. Mitigation - Wildlife Crossings. We are pleased to see that mitigation for the adverse effects of the action alternatives on wildlife movement will be included in final project design. DEIS at 4-91 - 4-93. Studies were conducted to determine where wildlife mortalities are highest along the highway corridor and the elk migration route identified by Idaho Fish and Game (see comment letter dated July 27, 2005, DEIS Appendix E) has also been taken into consideration in the initial identification of potential wildlife crossing structures. The DEIS indicates that ITD will continue ongoing wildlife movement studies focusing on, but not limited to the areas that have been identified as crossing locations. We hope that this type of mitigation does not get eliminated due to cost constraints or other factors as project design proceeds.

RESPONSE 135.8

ITD and FHWA will implement and maintain all of the mitigation measures committed to in the FEIS and ROD. One of those commitments is providing wildlife crossings at strategic locations and working with local governments to refine locations based on existing and proposed land use and species data. This mitigation will help to maintain wildlife habitat connectivity at those crossing areas. ITD and FHWA will work with IDFG to determine the specific criteria for the crossings and include them in the final design. Please see response 136.2.

COMMENT LETTER NO. 136 – Idaho Fish and Game

COMMENT 136.1

It appears that some of the figures in the *Area Effects* tables are inaccurate (e.g., Forest Lands), particularly the Granite/Careywood and Cocolalla/Westmond tables. For example, Table 2.8 shows that 136 acres of forested habitat would be affected if the Yellow Alternative is selected and 163 acres if the Brown Alternative is selected. However, when reviewing Figures 2-13 and 2-14, it appears that these two alternatives will affect approximately the same amount of forested habitat. Additionally, it appears that the Blue alternative (16.3 acres) would affect more acres of wetlands than the Brown alternative (25.0 acres). We recommend that the *Area Effects* tables be reviewed for accuracy and corrected as necessary.

RESPONSE 136.1

The acreage calculations for the alternatives are correct. The Blue Alternative maintains a 50-foot median in all of the areas, whereas the Brown and Yellow alternatives reduce the median width to 22-feet in the Cocolalla Area, resulting in fewer wetland, floodplain and forest land effects than the other alternatives in the Cocolalla and Westmond areas.

As a result of public and agency comments, modifications have been made to the Brown Alternative to reduce wetland and other effects. These changes are included in the Modified Brown Alternative and discussed in the FEIS Chapters 2, Alternatives and Chapter 4, Environmental Consequences.

COMMENT 136.2

Chilco: The three alternatives in this section are fairly similar; interchange locations and frontage roads are slightly different. Tracking information and crash data indicate more animals cross Highway 95 between MP 443 and MP 445, which is north of the Chilco mill, than the immediate surrounding area. Although the alternatives are similar, we believe the Brown alternative will have the least impact on wildlife and recommend further study to determine type and detail of wildlife crossing structure proposed for this area.

RESPONSE 136.2

The Modified Brown (Preferred) Alternative mainline is identical to the Brown Alternative north of the Chilco Mill to MP 445. As outlined in the DEIS Chapter 4, Section 4.11, Wildlife and Vegetation Effects, the success of crossings is dependent upon surrounding land uses. The installation and ultimate locations of the crossings will be dependent upon the planned uses and development trends in the vicinity during final design. The effects of median barriers and right-of-way fencing will also be determined at that time.

COMMENT 136.3

Athol: This section of highway results in habitat that is somewhat fragmented, and will have a greater degree of fragmentation once the highway improvements are complete (with any of the three alternatives). In terms of fish and wildlife, there isn't one alternative that stands apart from the others; however, if the Brown alternative is advanced, it appears that the options for locating wildlife crossing structures (i.e., between MP 443 and MP 445) may be reduced to locations between MP 443 and MP 444 (possibly MP 444.5). By moving the highway east of its current location, beginning immediately

south of MP 445, the current forested habitat would be removed, thus reducing the area available for crossing structures.

RESPONSE 136.3

As discussed in response 136.2, ITD and FHWA will coordinate with the Idaho Department of Fish and Game, private landowners, and Bonner and Kootenai counties on the locations of future crossings and their relationship to probable land uses.

COMMENT 136.4

Granite/Careywood: The Kelso Lake area (MP 450 – MP 453) appears to be another location where higher numbers of animals cross the highway when compared with the immediate surrounding area. Although the alternatives are similar, we believe the Brown alternative will have the least impact on wildlife and recommend further study to determine type and detail of the wildlife crossing structure(s) proposed for this area.

RESPONSE 136.4

Please see response 136.2.

COMMENT 136.5

Cocolalla/Westmond: A large amount of wetlands will be affected in this area and the preferred (Brown) alternative will also affect Fish Creek. To reduce the impacts, we suggest the ITD consider removing the interchange at MP 460/461, which is about three and half miles north of a proposed interchange (MP 456.5) near Black Tail Road and about three to four miles south of an interchanged proposed at MP 464.

RESPONSE 136.5

The interchange is located near MP 461 since that is the location where South Cocolalla Loop Road currently connects with US-95. This will maintain connectivity with the local road network and local officials have recommended that location for an interchange.

This location provides convenient access to the existing fire station on South Cocolalla Loop Road; thus minimizing emergency response times. It also provides access to Southside Elementary School located just east of the highway. Wetland avoidance and minimization measures of the Modified Brown (Preferred) Alternative includes shifting frontage roads and reducing the median width as discussed in Section 4.10.3, Executive Order 11990.

COMMENT 136.6

Sagle: This section is highly fragmented and in terms of fish and wildlife, there isn't one alternative that stands apart from the others; however, it appears that the Blue alternative may generate greater fragmentation, as opposed to either of the other options, over the long-term, by moving the highway north of the current location. It is highly likely that new businesses will be created along the new corridor, and established businesses along the current highway corridor, will remain viable. This would create a much broader developed corridor than what currently exists, or if either the Yellow or Brown alternatives were advanced.

RESPONSE 136.6
Comment noted. This area is currently along the business area of Sagle and would be where future businesses would establish as the area grows.

COMMENT 136.7
There are several references in the text to IDFG (e.g., IDFG, 2004; IDFG, 2004a); however, in the List of Sources/Documents there are no references for IDFG.

RESPONSE 136.7
The FEIS List of Sources/Documents has been updated and is reflected in the revised reference section.

COMMENT 136.8
3-83. Wildlife Populations. *Dendragapus obscurus* – blue grouse (forest grouse is a general term for several species of grouse) are unlikely to be found in the project area; however, ruffed grouse (*Bonasa umbellus*) likely occur here. Additionally, grouse are not considered Big Game animals; they are classified as upland game birds. *Obscurus* is spelled incorrectly.

RESPONSE 136.8
The text in the FEIS Chapter 3, Section 3.11, Wildlife and Vegetation has been modified to address your comment. As this is a condensed FEIS version, each location within the DEIS is not corrected.

COMMENT 136.9
3-83. Wildlife Populations. Pheasant are not considered Big Game animals; they are classified as upland game birds.

RESPONSE 136.9
Please see response 136.8.

COMMENT 136.10
3-83. Wildlife Populations. Mule deer rarely occur in the project area.
3-83. Wildlife Populations. Mountain lions are not Non-Game, they are considered Big Game.
3-83. Wildlife Populations. Bobcats are not Non-Game, they are considered Furbearers.
3-83. Wildlife Populations. Coyotes are not Non-Game, they are considered Predators.
3-83. Wildlife Populations. Opossum are not found in northern Idaho.

RESPONSE 136.10
Please see response 136.8.

COMMENT 136.11
3-84. Wildlife Populations (continued). Redband trout do not occur in the project area.
3-84. Wildlife Populations (continued). Bridgelip suckers and Redband trout are not found in Cocolalla Lake.

RESPONSE 136.11
Please see response 136.8.

COMMENT 136.12

3-84. Wildlife Populations (continued). Idaho Conservation Data Center (ICDC) is used as a reference (ICDC, 2004) for the fish species listed in Cocolalla Lake. The ICDC does not track fish species; Idaho Fish and Wildlife Information System (IFWIS) tracks fish species. Additionally, ICDC keeps records of special status species such as those listed in the following section, Sensitive Species, not common species such as brook trout or black crappie.

RESPONSE 136.12

The text in the FEIS Chapter 3, Section 3.11, Wildlife and Vegetation and List of Sources/Documents has been modified to address your comment.

COMMENT 136.13

3-84. Wildlife Populations (continued). It is highly improbable that wolverines would be found in the hills around Sagle.

RESPONSE 136.13

Please see response 136.8.

COMMENT 136.14

3-85. Wildlife Movements. This section is lacking references.

RESPONSE 136.14

Please see response 136.8.

COMMENT 136.15

3-87. Threatened and Endangered Species – Listed Species. Bull Trout. Idaho CDC does not maintain records on fish (see third bullet under 3-84 above).

3-87. Threatened and Endangered Species – Listed Species. Canada lynx prefer older, mature forests with downed trees and windfalls that provide cover for denning sites, escape, and protection from severe weather. Snowshoe hare, their primary prey, prefer dense thickets of younger trees and shrubs. In our area they are most typically found at higher elevations in spruce/fir forests.

RESPONSE 136.15

The text in the FEIS Chapter 3, Section 3.12, Threatened and Endangered Species has been modified to address your comments.

COMMENT 136.16

3-88. Threatened and Endangered Species – Listed Species (continued). Woodland Caribou. USFWS, 1993 is not in the List of Sources/Documents section. Additionally, it is highly unlikely that woodland caribou would be found in this location.

RESPONSE 136.16

The text in the FEIS Chapter 3, Section 3.12, Threatened and Endangered Species and List of Sources/Documents has been modified to address your comment.

COMMENT 136.17

4-87. Wildlife and Vegetation Effects. There are several references, starting on page 4-87, to "urban and rural wildlife species." Individuals and populations of wildlife species may inhabit urban and/or rural areas, but there are no urban or rural wildlife species. This reference should be removed.

RESPONSE 136.17

The text in the FEIS Chapter 4, Section 4.11, Wildlife and Vegetation Effects has been modified to address your comment.

COMMENT 136.18

4-87. Wildlife and Vegetation Effects. Appendix D – Typical Animal Species Expected To Be Found Within The Corridor. There are several entries that are inaccurate; for example, Redband trout are not native to, nor are they known to inhabit the project area.

RESPONSE 136.18

FEIS Appendix D, Plant Species Encountered During Site Visits and Typical Animal Species Expected to be Found Within the Corridor has been revised.

COMMENT 136.19

4-89. Wildlife and Vegetation Effects (continued). Species of Special Concern (in DEIS text as "State sensitive species") are not determined by ICDC. IDFG defines and classifies State threatened and endangered species, similarly to the Federal definition, and Species of Special Concern that are defined as native and have experienced a drop in number, have limited distribution, or reduced populations due to habitat loss. The sentence should be removed.

4-89. Wildlife and Vegetation Effects (continued). The northern leopard frog is considered a Protected Nongame species that has a Statewide Imperiled (S2) designation. Prior to 1955 the species was found in the Kootenai, Pend Oreille, and Clark Fork rivers; however, populations may no longer persist in this region.

RESPONSE 136.19

The text in the FEIS Chapter 3, Section 3.11, Wildlife and Vegetation and Chapter 4, Section 4.11, Wildlife and Vegetation Effects has been modified to address your comments.

COMMENT 136.20

4-90. Wildlife and Vegetation Effects (continued). It is highly improbable that wolverines would be found in the Sagle Area. None of the alternatives described in the DEIS are expected to have an effect on wolverines.

RESPONSE 136.20

Wolverine was removed from the text in the FEIS Chapter 3, Section 3.11, Wildlife and Vegetation to address your comment.

COMMENT 136.21

4-91/93. Mitigation – Wildlife Movements. Fish Passage. Some streams in the project area (e.g., Cocolalla, Westmond, and Fish) are fish bearing streams; this section provides negligible information concerning fish passage design(s) and potential mitigation requirements. Additionally, Figure 4-2

indicates that these creek crossings may be utilized for wildlife crossings as well. We would be interested in reviewing design detail if/when the information is available.

RESPONSE 136.21

At this early stage of design and without the final design, the size, types and exact locations of culverts have not yet been determined. However, they will be designed to maintain fish passage in fish-bearing streams and to accommodate movement of terrestrial species.

The DEIS Chapter 4, Section 4.11.3, Mitigation Measures lists a range of acceptable culvert designs and bridge crossings. Final bridge and culvert designs will be completed during the final project design. The Idaho Fish and Game will have an opportunity for input on all culverts and bridges placed in fish bearing streams as well as any other wildlife crossings.

COMMENT 136.22

4-91/93. Mitigation – Wildlife Movements. Wetlands. The Conceptual Wetland Mitigation Plan was not included in the DEIS. A significant number of wetland areas will be affected by the project, thus it is important that mitigation obligations and measures be clearly articulated.

RESPONSE 136.23

The Conceptual Wetland Mitigation Plan was included as a Technical Report to the DEIS. ITD and FHWA provided Idaho Fish and Game (IDFG) with an electronic copy of this report. This plan outlines possible wetland mitigation locations within the vicinity of project effects. ITD and FHWA are continuing efforts to coordinate with private land owners, the IDFG, USACE, and the EPA to further refine the potential mitigation locations. Please see response 125.3.

COMMENT 136.24

4-91/93. Mitigation – Wildlife Movements. Crossing data. From the limited amount of data collected (winters 2004-05, 2005-06) during snow tracking efforts, the most prominent crossing areas appear to be between the Chilco Mill and Silverwood Theme Park and between the Kootenai-Bonner County line and the Granite Lake creek.

RESPONSE 136.24

Seven preferred wildlife movement and crossing locations were identified in the DEIS Chapter 4, Section 4.11, Wildlife and Vegetation Effects. These locations include the areas between the Chilco Mill and Silverwood Theme Park; between the Kootenai-Bonner County line and Granite Lake. ITD and FHWA will coordinate with Idaho Fish and Game, private landowners, and Bonner and Kootenai counties on the locations of future crossings and their relationship to expected land uses.

COMMENT 136.25

4-91/93. Mitigation – Wildlife Movements. Roadkill data (1999-2003) indicates that the highest number of incidences occurred in the vicinity of mileposts 436 (south of project area), 447 (just north of Silverwood Theme Park), and at the northern terminus of the project.

RESPONSE 136.25

The roadkill data serves as one of several sources of data utilized. Snow tracking, current and future land use, topographical analysis, and visual observations were also considered. The data from of all of these studies were analyzed to identify the preferred crossing locations.

COMMENT 136.26

4-91/93. Mitigation – Wildlife Movements. IDFG believes that rigorous monitoring of all mitigation projects is critical – not only for wetland restoration, but for every element of the mitigation project including monitoring the effectiveness and use of passageways by various wildlife. Comprehensive and rigorous monitoring is necessary not only for evaluating the effectiveness of the activities proposed for this highway construction project, but also for identifying suitable methodology for future projects. We encourage you develop and implement a comprehensive and long-term (15 years) monitoring plan for this project

RESPONSE 136.26

Wetland mitigation sites would be monitored per the Compensatory Mitigation for Losses of Aquatic Resources; Final Rule [40 CFR 230] concerning aquatic resource monitoring requirements, which will be incorporated into all of this project's future Section 404 Permits. ITD and FHWA will continue to work with the Idaho Fish and Game during final design to develop and monitor successful wildlife crossings. This will include continuing to report wildlife traffic crashes to IDFG and installing wildlife monitoring equipment at the wildlife crossings in the project corridor. This will assist IDFG to monitor the wildlife movements through the area.

COMMENT 136.27

Taken as a whole, it appears that the Brown alternative will have the least impact on fish and wildlife, particularly if our above comments are incorporated into the plans. The text suggests, in Chapter 4, that detailed mitigation designs are discussed in Chapter 12, *Environmental Commitments*; however, Chapter 12 discusses general considerations and does not provide detailed designs. The text in Chapter 12 indicates that during the preliminary and final design phases detailed mitigation plans would be produced. We are interested in reviewing these detailed plans as they are developed and when they are complete.

RESPONSE 136.27

The Brown Alternative has been modified and reflected in the Modified Brown (Preferred) Alternative. Detailed mitigation plans are not available at this time and this statement has been corrected in the FEIS Chapter 4, Section 4.10, Wetlands/Waters of the US Effects and Chapter 12, Environmental Commitments. ITD and FHWA will work closely with Idaho Fish and Game in continued efforts to develop additional details for mitigation plans as part of the final design.

COMMENT LETTER NO. 137 – Glen E. Eich

Exactly same comment letter as 092.

COMMENT LETTER NO. 138 – Roy and Leela Hall

COMMENT 138.1

Living just off Chilco Road, however, we feel that the Blue Alternative is better, with less disruption of properties and that Chilco Road itself will become less of a thoroughfare.

RESPONSE 138.1

Please see response 056.3.

COMMENT 138.2
Another modification we would like to see is the Yellow alternative for logging trucks going into and coming out of the Riley Creek Mill. We'd like to see the logging and lumber trucks, with their speed, loads, and engine brakes take a "back way into the mill" and have their own road for that purpose. With proper signage, this should not be a problem; the trucks will be directed away from residents here.

RESPONSE 138.2
In consideration of public and agency comment this change has been made and is reflected in the Modified Brown Alternative in the FEIS. Please see response 083.1.

COMMENT LETTER NO. A-001 – Dan Holmes

COMMENT A-001.1
In my opinion the off-ramp at Bunco Road needs to be moved back or south about one and a half miles. Maintain the direction of the freeway but use present Highway 95 for the overflow of the summertime tourist traffic

RESPONSE A-001.1
The Preferred Alternative in this area has changed. The Modified Brown Alternative was developed as a combination of previously evaluated alternatives and further alignment refinements following review of comments on the DEIS and additional engineering and environmental studies that were conducted in response to those comments. The Modified Brown Alternative is now the Preferred Alternative. Through the Silverwood Area, US-95 would be improved along its existing alignment. An interchange would be constructed at Bunco Road. There would be a new entrance to the Silverwood Theme Park parking lot off of Bunco Road. For a more detailed discussion of why this change was made, refer to FEIS Chapter 2, Alternatives.

The interchange at Bunco Road would be a standard diamond interchange. This configuration would have all four on and off-ramps at the same location. By having all four ramps close together, motorists could make all four movements on and off the freeway from nearly the same location. This makes it easier for unfamiliar motorists to find their way to and from the freeway. There would be adequate storage and maneuvering room on Bunco Road to accommodate the Silverwood Theme Park traffic.

COMMENT LETTER NO. A-002 – J. Mark Whitt

COMMENT A-002.1
Link it to Brunner Road on Old Highway 95 at Corbin Hill. The problem I see with the Brown Proposal is not having some kind of off-ramp at that area. That only leaves the off-ramp at Chilco or the potentially congested off ramp at Bunco/Silverwood area as per alternatives. The majority of the people who live in this area commute mainly to the south so I would at minimum put an exit at one on-ramp at the Corbin Hill area. If they wanted to go north they could get on at Bunco.

RESPONSE A-002.1
The Preferred Alternative in this area has changed. The Modified Brown Alternative was developed following review of comments on the DEIS and additional engineering and environmental studies that were conducted in response to those comments. The Modified Brown Alternative is now the

Preferred Alternative. Through the Silverwood Theme Park area, including the Corbin Hill area, US-95 would be improved along its existing alignment. An interchange would be constructed at Bunco Road. For a more detailed discussion of why this change was made, refer to FEIS Chapter 2, Section 2.7, Comparison of Alternatives.

There would not be any direct access to US-95 from the Corbin Hill area. However, there would be frontage roads on both sides of US-95 so motorists could easily go south to the Chilco Road interchange or north to the Bunco Road interchange to access the freeway.

COMMENT A-002.2

I fully believe that the majority of people who drive this road if asked to prioritize their concerns would state that building a divided road with a median – limited access is the top priority. At this point, I would love to see it done right but mainly I just want to see it done soon.

RESPONSE A-002.2

Comment noted. The project will be constructed in phases in the different geographic areas. The initial phase of development will be to construct a four-lane divided facility with segments of frontage roads and at-grade intersections. Please refer to the FEIS Chapter 11, Phased Project Implementation.

COMMENT LETTER NO. A-004 – Walt and Janet Edelbute

COMMENT A-004.1

All three alternatives will impact our property by denying access to it. When we purchased property we also applied for a highway 95 access which we received and put in and maintain.

RESPONSE A-004.1

One of the main purposes of the proposed project is to improve highway safety. Access directly to the highway from private driveways and cross roads is a contributing factor in accidents. For that reason, ITD and FHWA propose to upgrade US-95 to a freeway and eliminate all direct access except at interchanges. Access to private driveways will be from frontage roads for the entire length of the project. The frontage roads will run continuous between the interchanges giving good access to the freeway from adjacent lands.

COMMENT A-004.2

The Brown alternative will take 1/2 of our land, leaving us with two acres that in Kootenai county is unbuildable. This is of great concern to us as well as our neighbors in the area.

RESPONSE A-004.2

All landowners will be compensated at fair market value for the land that is acquired for right-of-way. Landowners will also be compensated for devaluation of their property if property is acquired. Valuation is set by comparable sales. Compensation for purchase of lands may also include damages to the remainder of the property based on the reduction in property purchased for the project. If no property is purchased there will be no appraisal of changing values and no compensation for devaluation. For more information, please refer to the DEIS Appendix C, Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970.

COMMENT A-004.3
We realize that highway 95 needs improvement, however we feel that what we thought was secure investment is being taken away from us.

RESPONSE A-004.3
Please see response A-004.2

COMMENT LETTER NO. A-005 – Deborah Carder

COMMENT A-005.1
It is my hope that the access on ramps to the highway will not just dump you into the highway. Instead it will be a gradual decline that will give you at a quick time and distance to get up to speed and be able to see the existing traffic. Many of the ramps on highway 90 in the Coeur d'Alene area are too steep and it is very difficult to enter the highway because you don't have good visibility to see the highway traffic.

RESPONSE A-005.1
All of the on-ramps will be designed and constructed to current standards. This means the ramps would be long enough for motorists to get up to adequate merging speed, adequate sight distance would be provided to merge safely, and the ramp connection to the freeway would be on a gradual taper.

COMMENT LETTER NO. A-006 – Thomas Tupper

COMMENT A-006.1
The Brown Alternative has more environmental impacts than either the Blue or Yellow alternatives by almost two to one. Yet it is the Preferred Alternative.

RESPONSE A-006.1
The Brown Alternative in the DEIS has been modified as a result of public and agency comments and is referred to as the Modified Brown (Preferred) Alternative in the FEIS. The wetland and floodplain effects were reduced by moving the interchange to the Bayview Road vicinity, eliminating a utility corridor, shifting the Sagle interchange and other modifications. Effects to other resources were also considered during development of the Modified Brown Alternative and are summarized in the FEIS Table 2-6, Granite/Careywood Area - Summary of Effects. For a complete description of revised effects, please see the FEIS Chapter 4, Environmental Consequences.

COMMENT A-006.2
The Brown Alternative has a greater impact on the existing property owner's land use than either the Blue or Yellow Alternatives.

RESPONSE A-006.2
Please see response A-006.1.

COMMENT A-006.3
Having the interchange at the Bayview/Careywood road better serves commuters traveling through to Bayview and Farragut Park (the higher population demand) during peak summer travel periods.

RESPONSE A-006.3
In consideration of your comment as well as other public and agency comments regarding the interchange location near Blacktail Road and the associated environmental effects, the interchange was relocated to the Bayview Road area, similar to the Blue and Yellow alternatives.

COMMENT A-006.4
The Brown Alternative locates the interchange in the Cocolalla Creek floodplain.

RESPONSE A-006.4
Please see response 115.9.

COMMENT NO. A-008 - Robert Merrifield

COMMENT A-008.1
I feel the brown route is a very good decision other than eliminating the plan for the frontage road going down Roberts Road as it was in the other two plans.

I feel a frontage road on Roberts Road would serve the people in the area more adequately as there are several roads off Roberts Road which have many homes and many children that have to walk to the bus stop which is not at the west end of Williams because buses will not travel on Williams or Roberts or any of the other roads of Roberts. Many children are walking over a mile to the bus stop at this time.

The frontage road on the other maps would shorten their walk by half.

RESPONSE A-008.1
Roberts Road is a private unpaved road and is located further from the freeway than the frontage roads included in the Brown Alternative and the Modified Brown Alternative. The public and agency comments have generally requested that where possible, the frontage roads stay as close to the freeway as possible. In addition, there are several properties that currently have access directly onto the highway. With the construction of a controlled access facility, they will need to use the frontage roads to access the freeway. The location of the bus stop will be determined by the school district. The Brown Alternative depicted in the DEIS and the Modified Brown Alternative in the FEIS both provide access for those properties with their frontage road alignments and require fewer road miles than the other alternatives.

In addition, bicycle and pedestrian facilities will be included in the frontage road designs according to ITD Design Standards for urban areas. Information regarding safety and school access is included in DEIS and FEIS Chapter 4, Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Routes and Airports Effects.

COMMENT LETTER NO. A-009 – Sharon and Ron Hoffman

COMMENT A-009.1
The interchange at Careywood should be in the dumpster area or end of Bayview Road where the land is dry (intersection of Highway 95 and Bayview Road). The plan for the interchange on Blacktail Road is in marshy land – it floods every spring. What kind of maintenance will that involve?

RESPONSE A-009.1
As a result of public and agency comment, the Modified Brown Alternative interchange would be in the vicinity of Bayview Road. Please see response 042.1.

COMMENT LETTER NO. A-010 – Wilbert R. Brown

COMMENT A-010.1
At east Ohio Match and the frontage around you are showing and off and onto Homestead Loop. As this is a private maintained road; you are encouraging non-residents traffic onto our road. They could continue up to Ohio Match and go either way. Please eliminate the spur onto homestead loop as we don't need more traffic and maintenance.

RESPONSE A-010.1
This spur on the alignment maps represents an improvement to the approaches to Homestead Loop Road. Homestead Loop Road would still be used for the residents located on the road. Traffic would not be directed off of the off-ramp and onto the private road instead, Ohio Match Road would be the main arterial for eastbound traffic. This information has been clarified in the FEIS Chapter 4, Section 4.1, Transportation Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Route and Airports Effects and in the alternative maps in FEIS Chapter 2, Alternatives.

COMMENT LETTER NO. A-011 – Melodee Barnhart

COMMENT A-011.1
We the people on the west side of Cocolalla Creeks at Blacktail Road have consistently complained of your brown (stated approved) route. It totally destroyed our farms some have been in the family for three to four generations.

RESPONSE A-011.1
In consideration of public and agency comments, the Brown Alternative has been modified to reduce effects to farmland. The interchange near Blacktail Road has been moved to the vicinity of Bayview Road and the west frontage road that you refer to has been shifted closer to the BNSF right-of-way, reducing effects to your farms.

COMMENT A-011.2
We have been requesting the blue route for concerns about the wildlife, our livelihood and cost but it seems we are not being heard. This is from mile marker 457 to 458-1/2. The wildlife have no water on the mountain in the late summer and would cross the brown frontage road costing many environmental hazards, fatalities.

RESPONSE A-011.2
The interchange location of the Modified Brown Alternative will be near Bayview Road instead of Blacktail Road. In addition the west frontage road in that area is shifter further east to minimize effects to farmland and the forested slopes and springs which are important wildlife habitat. The creek remains on the east side of the frontage road in this area. This would be a low volume road servicing the area residents.

The DEIS Chapter 4, Figure 4-2 evaluates possible locations for wildlife crossings. One crossing is located just south of MP 457 and MP 458; both in the general vicinity of your farm. Either wildlife crossing would improve safety and wildlife connectivity.

COMMENT A-011.3
Railroad has agreed to help right-of-way to get rid of the old crossings. Why pay more for our family farms when you could use railroad right-of-way?

RESPONSE A-011.3
Please see response 098.2.

COMMENT A-011.4
Please give this some thought before you ruin our traditions of passing these places on to our families and affect the wildlife (deer, elk moose).

RESPONSE A-011.4
Please see response A-011.1 and A-011.2.

COMMENT LETTER NO. A-012 – North Idaho Propane, Inc.
(Jim E. Green, Linda Green, Lori Green Trustees)

COMMENT A-012.1
We request that the frontage road, Old Hwy 95, be brought up to specifications to handle heavy loads (particularly during spring break up). The property in our area is industrial, thus trucks are frequently utilizing the roads.

RESPONSE A-012.1
The segments of US-95 that would be used as frontage roads would be improved according to Lakes Highway District minor arterial standards. More information about these improvements is included in the FEIS Chapter 2, Section 2.5, Action Alternatives.

COMMENT A-012.2
The only part we see to improve would be the off ramp from the freeway to Chilco Road. The trucks using that ramp cannot access the Mill Road in front of them (w/the "Y" setup). However, the "T" would work best for that area, like shown on the Yellow Alternative.

RESPONSE A-012.2
Please see response 083.1.

COMMENT A-012.3
The railroad has agreed to help with right-of-way to get rid of the old crossings. Why pay more for our family farms when you could use railroad right-of-way?

RESPONSE A-012.3
Please see response 098.2.

COMMENT A-012.4
In addition, it makes more sense for everyone if less people are effected; therefore, affect bare land, instead of the Morris Family – why affect three pieces of property?

RESPONSE A-012.4
Please see response 056.3.

COMMENT LETTER NO. A-014 - Serena Carlson

COMMENT A-014.1
I would respectfully request that ITD adopt the yellow alternative only as it pertains to the Chilco Mill site. The brown alternative's and the blue alternative's frontage road would severely disrupt Riley Creek's saw mill operations, rail yard access, and log truck staging area. Riley Creek is willing to work with the ITD to make the yellow alternative a reality.

RESPONSE A-014.1
Please see response 083.1.

COMMENT LETTER NO. A-017 – Bruce Brewer

COMMENT A-017.1
I have exception with the interchange and right-of-way through the Riley Creek sawmill at Chilco. The Yellow Alternative has the best answer to avoid disrupting my employment at the mill. The frontage road needs to avoid the east side of the mill site to avoid issues with Riley Creek.

RESPONSE A-017.1
Please see response 083.1.

COMMENT LETTER NO. A-019 – Peter Balbi

COMMENT A-019.1
Ag exception: If I have ten Ac and this project need a fraction of my land – will I lose my Ag exception?

RESPONSE A-019.1
The Kootenai County Assessor's office responded that an agricultural exemption is valid if five contiguous or neighboring acres of timber remains on your property, next to the one-acre residential home site. Final right-of-way needs will be determined during final design.

COMMENT LETTER NO. A-020 – Edward Kuetemeyer

COMMENT A-020.1
Wyoming Avenue to Ohio Match Road must be done before or at the same time as the Garwood to Sagle. Don't leave a 2-lane hold between the projects.

RESPONSE A-020.1
Wyoming to Ohio Match Road has been split into two projects: Jct. SH-53 to Ohio Match Road and Wyoming to SH-53. Jct. SH-53 to Ohio Match Road is currently in construction and Wyoming to SH-53 is waiting for funding to be identified so it could then go to the bid process. The plan is to start construction of Wyoming to SH-53 in the spring 2010. This project is outside the project limits; for more information, please contact ITD District 1.

COMMENT LETTER NO. A-021 – Charles and Diane Corsi

COMMENT A-021.1
We favor the Brown (preferred Alternative) as it appears it would have the least impact on noise levels to local residences. We strongly encourage a thorough analysis of noise levels that will be created by the projects and that wherever possible, noise abatement be incorporated into design (i.e. retention of vegetation, construction of roadside berms, minimizing elevation of the roadway, etc.)

RESPONSE A-021.1
A screening level noise analysis was completed for all of the alternatives and summarized in the DEIS Chapter 3, Sections 3.7, Noise and 4.7, Noise Effects. A more detailed study was completed and summarized in the FEIS Chapter 3, Sections 3.7, Noise and 4.7, Noise Effects. Noise mitigation for the Modified Brown Alternative was evaluated and indicated that a noise wall would effectively lower noise levels and would be cost effective in the Sagle Area, just north of the existing alignment of Ivy Drive between MP 468.69 and 468.82 on the west side of the freeway.

COMMENT A-021.2
While it is probably not practical to forego an interchange at Highway 53, we would support that as a new alternative.

RESPONSE A-021.2
The locations of interchanges were based upon traffic volumes and safety. This intersection was identified as a high accident location and an interchange will improve safety.

COMMENT A-021.3
We do not support the Yellow alternative, nor the Blue alternative as presented.

RESPONSE A-021.3
Comment noted.

COMMENT LETTER NO. A-023 - Arlene Howell

COMMENT A-023.1
Do not want interchange at Blacktail Road. Would suggest Blue Alternative interchange between Bayview Road and Blacktail Road. Too much wetland impacted – this creek and drainage flows into sensitive Cocolalla Lake. Too much noise pollution on Blacktail interchange. Blacktail interchange would collect too much traffic from Farragut St. Park and Bayview. Better to split off at the Bayview Road (blue) interchange.

RESPONSE A-023.1
In consideration of public and agency comments the interchange at Blacktail Road has been moved to the vicinity of Bayview Road as part of the Modified Brown Alternative. Please see response 042.1.

COMMENT A-023.2
Careywood exchange impacts too much agricultural/wetlands.

RESPONSE A-023.2
Moving the interchange from Blacktail Road to Bayview Road reduced wetland and agricultural effects. However, to minimize agricultural effects in the same area, the west frontage road was

shifted close to the railroad increasing effects to hayed wetlands. This is reflected in the Modified Brown Alternative in the FEIS.

COMMENT LETTER NO. A-024 – Gerald Inman

COMMENT A-024.1
Why does the frontage road swing away from the railroad right-of-way into my property?

RESPONSE A-024.1
Please see response 098.2. The Burlington Northern Santa Fe railroad is reserving its right-of-way for future railroad operations, so it is not available for freeway right-of-way.

COMMENT LETTER NO. A-026 – James Riley

COMMENT A-026.1
I have exception with the interchange and right-of-way through the Riley Creek sawmill at Chilco. The Yellow Alternative has the best answer to avoid disrupting my employment at the mill. The frontage road needs to avoid the east side of the mill site to avoid issues with Riley Creek.

RESPONSE A-026.1
Please see response 083.1.

COMMENT LETTER NO. A-027 – Phyllis Mott

COMMENT A-027.1
On Cocolalla Westmond on the Brown (alternative preferred map) is the one I like best except prefer interchange on the blue map best as it uses less wetland.

RESPONSE A-027.1
The interchange location on the Brown Alternative at South Cocolalla Lake Road would have greater effects to wetlands than the interchange location farther south as shown on the Blue Alternative. However, the southern location would have more effects to Cocolalla Creek itself requiring rechanneling of the creek in the vicinity of the interchange. The interchange at the northern location would affect wetlands that are primarily hay fields rather than Cocolalla Creek itself. In addition, the northern location connects more directly to South Cocolalla Lake Road and the local road system than the southern connection. The northern location was recommended by local elected officials and transportation officials as it has the most direct connections for the fire district, emergency service access and general access to and from schools. Effects to wetlands are addressed in the FEIS Chapter 4, Section 4.10, Wetlands/Waters of the US.

COMMENT A-027.2
On the preferred wildlife mitigation map, I am pleased to see corridors for wildlife addressed for crossings and monitored by Fish & Game.

RESPONSE A-027.2
Comment noted.

COMMENT LETTER NO. A-028 – Jan Mott

COMMENT A-028.1
I live at the Cocolalla – Westmond Brown Alternative map (Preferred Alternative). I would like to see the interchange by the loop road on the south end of the lake moved south.

RESPONSE A-028.1
The location of the interchange at the south end of Cocolalla Lake was selected to connect directly with South Cocolalla Loop Road. This location minimizes the amount of right-of-way that would need to be acquired from adjacent property owners. There would also be fewer effects to wetlands than an interchange location slightly farther south. In addition, local elected officials have recommended connecting with South Cocolalla Loop Road at the location shown on the Brown Alternative as it provides the most direct connection to the existing road network. The Blue Alternative provides the interchange approximately one mile farther south. Adverse effects associated with that location are greater and are discussed in the FEIS Chapter 4, Environmental Consequences.

COMMENT A-028.2
I liked the way the interchange was a lot better on the blue alternative map as it interfered with less wetland. The interchange would be very unstable where it is on the Brown Alternative map and it would cost a lot to maintain.

RESPONSE A-028.2
The Yellow, Brown and Modified Brown alternatives would have an interchange in at South Cocolalla Loop Road. While it would have greater wetland effects, it would provide a direct connection to the existing local road network and is consistent with County transportation objectives. It would also provide more direct access to the fire station and the school on South Cocolalla Loop Road. Emergency Services would be able to better respond to emergencies in the vicinity of South Cocolalla including the schools. Additional geotechnical investigation may be conducted for selected alternative during final design to ensure all roadways are stable and meet Bonner County design requirements.

COMMENT LETTER NO. A-029 – Harold and Sharon Marples

COMMENT A-029.1
We feel that the Chilco Road "Blue" Alternative is the best plan and least invasive for our area.

RESPONSE A-029.1
As a result of considerable public and agency comment regarding the frontage road alignments around Chilco Road, the Brown Alternative has been modified in the Chilco Area to use the configuration shown in the Yellow Alternative. This is reflected in the Modified Brown Alternative in the FEIS. Please see response 083.1.

COMMENT A-029.2
Just a nice 4-lane highway would work. We don't need the big intersection and side roads. We vote for the Blue Alternative.

RESPONSE A-029.2
Please see response 024.1. Your comment is noted.

COMMENT LETTER NO. A-030 – Robert L. Hagenbaugh

COMMENT A-030.1
I favor Athol yellow. The problem is Silverwood and Athol City with an interchange at Silverwood and one at Howard Road. Silverwood parking lot could be accessed off Burke and not off 95. Access road could go east of Silverwood parking lots and access to Silverwood from parking lot by underpass already in place.

RESPONSE A-030.1
The Preferred Alternative in this area has changed. The Modified Brown Alternative was developed following review of comments on the DEIS and additional engineering and environmental studies that were conducted in response to those comments. The Modified Brown Alternative is now the Preferred Alternative. Through the Silverwood Theme Park area, US-95 would be improved along its existing alignment. An interchange would be constructed at Bunco Road. There would be a new entrance to the Silverwood Theme Park parking lot off of Bunco Road, similar to the Yellow Alternative. For a more detailed discussion of why this change was made, refer to FEIS Chapter 2, Section 2.7, Comparison of Alternatives.

COMMENT LETTER NO. A-031 – Kimberly Barnes

COMMENT A-031.1
My house is located at the Brown trust on Corbin Hill Road in the Chilco section. My concern is how it will effect my parcel including how close it will be to my backyard and that "T" intersection proposed for the frontage (brown alternative) road entry to the street. I have three kids and I'm concerned with the higher traffic flow this might cause.

RESPONSE A-031.1
At this time the right-of-way footprints are conceptual but will be further developed during final design. However, based on the Modified Brown Alternative footprint at this stage of development, your parcel would not be affected. The road entry to your street would be improved allowing a connection for those parcels to the proposed frontage road but would not direct through traffic to your property. If an action alternative is selected, it will be a fully controlled access facility and access to US-95 will only be allowed through frontage roads and interchanges, which will improve safety and capacity. Through traffic will be concentrated on the freeway and only local traffic should be utilizing the frontage roads. Fencing will be constructed along the freeway to keep pedestrians off of the freeway.

COMMENT A-031.2
Cars gliding through a stop sign at the "T" intersection on a highly populated street of children playing could cause accidents. I prefer the yellow alternative because there would not be any intersection to worry about. Having the straight street would mean better visibility for drivers to see the kids riding bikes whereas the "T" intersection could result in blind spots.

REPSONSE A-031.2
As stated in response A-031.1, this will be a fully controlled access facility and access will only be allowed through frontage roads and interchanges. However, the initial phase of development will begin with construction of a four-lane divided facility with at-grade intersections in the Chilco and Athol areas and the southern section of Granite/Careywood area (see FEIS Chapter 11, Phased Project Implementation). Under the Modified Brown Alternative, the intersection will be further to the north away from the more highly populated area. Safety will be a strong consideration through design.

COMMENT A-031.3
I feel the yellow alternative for this area is better for safety to those living on Corbin hill road as well as less infringement on the properties of those that live there.

RESPONSE A-031.3
The frontage roads for both the Yellow and Modified Brown alternatives on the east side are designed to be continuous frontage roads but the Modified Brown Alternative's frontage road is further to the west along the existing US-95 whereas the Yellow would have a continuous frontage road along the east side of your property. Both would be designed with safety considerations.

COMMENT LETTER NO. A-032 – Glenn and Lucy Chapin

COMMENT A-032.1
Milepost 463.5 Granite – Careywood frontage road through ponds doesn't make sense.

RESPONSE A-032.1
Please see the FEIS Chapter 4, Section 4.10, Wetlands/Waters of the US Effects for a description of the Modified Brown Alternative's effects. There have been many modifications to the Brown Alternative that minimize effects to wetlands and other aquatic resources such as ponds. Please see response 042.1.

COMMENT A-032.2
Make interchange at Bayview Road not at Blacktail to minimize wetlands.

RESPONSE A-032.2
This change was made and reflected in the Modified Brown Alternative. Please see response 042.1.

COMMENT LETTER NO. A-034 – Robert and Shelley Shaw

COMMENT A-034.1
I understand you have to widen the highway. But hope you go in the front of our property not caddie corner through. We grow hay and have four horses. It would be a problem to move four horses back and forth highway. Also a hassle for our haying.

We have deer and elk that come through and eat in our pasture. You will be having a lot more road kill and accidents. You could go in front by the railroad tracks. I hear the railroad would donate land. Seems like that would save money so you wouldn't have to buy so much private land. Or you could go behind the ridge and that is already State land.

RESPONSE A-034.1
As a result of public comment, a frontage road route behind the ridge was evaluated but was found not to be feasible due to the steep grade and excessive cut and fill needed. However, the west frontage road was shifted to the edge of your field and adjacent to the railroad right-of-way to reduce effects on farming operations. This is reflected in the Modified Brown Alternative in the FEIS. Also, please see response 017.1.

COMMENT LETTER NO. A-035 – Brett McCarty

COMMENT A-035.1
I believe that the alternative yellow or blue through Athol will impact less useful land, and benefit access to areas with greater growth potential. Specifically, by providing a through road and via Sylvan Road and Roberts Road.

RESPONSE A-035.1
The Yellow Alternative alignment through the Silverwood Theme Park area has been incorporated into the Modified Brown Alternative to utilize more of the existing right-of-way. Sylvan Road is indicated as a frontage road, Roberts Road is to remain as a local road. Please see response 049.1 and A-008.1.

COMMENT A-035.2
The brown alternative impacts useful land near Silverwood and the other two options impact land that traditionally does not yield groundwater for residential benefit, thus less useful.

RESPONSE A-035.2
Please see response A-035.1. In addition, FEIS Figure 3-4, Aquifers, depicts the locations of the aquifers in the area and indicates that all alternatives would affect aquifers similarly.

COMMENT LETTER NO. A-036 – Kootenai Electric Cooperative

COMMENT A-036.1
Coordination: As with any project of this size and complexity coordination is absolutely imperative to successful completion. We hope that the same level of coordination and timely information occur on this project as has occurred on the US-95 Mica to Worley project.

RESPONSE A-036.1
ITD and FHWA will work closely with all utility companies during the design and construction phases of the project.

COMMENT A-036.2
Kootenai Electric has many miles of distribution facilities located in and adjacent to the existing US-95 right-of-way from Garwood to Athol. One location is of particular concern to us; the area immediately in front of the Riley Creek lumber mill. We have just completed a major upgrade to the line serving Riley Creek. This upgrade placed a major feeder underground. We relocated our facilities onto Riley Creek property to avoid future highway right-of-way issues that may have resulted in our relocation at our expense. Because we are on private property through this section any relocation costs will be borne by ITD. In today's dollars this would amount to at least $300,000. It would be in everyone's best interest if you can design around our facilities in this area.

RESPONSE A-036.2
The west side frontage road on the Brown Alternative in the vicinity of the Riley Creek Mill has been moved west of the mill as reflected in the Modified Brown (Preferred) Alternative in the FEIS. This issue is minimized with the new Preferred Alternative.

COMMENT LETTER NO. A-037 – Lakes Highway District

COMMENT A-037.1
On August 17, 2004 I attended a workshop sponsored by the ITD to discuss alternatives for the subject frontage road. Those in attendance who participated in this workshop were as follows:

- Don Davis, Planner, Idaho Transportation Department
- Sean Hoisington, Planner, Idaho Transportation Department
- Lou Krug, P.E., HDR Engineering (Representing Idaho Transportation Department)
- Marc Brinkmeyer, Owner, Riley Creek Lumber Company
- Chris Hansen, Chairman of the Lakes Highway District Board of Commissioners
- Joe Wuest, Road Supervisor, Lakes Highway District

The two alternative routes that we discussed at this workshop were whether to use the Old Hwy. 95 alignment versus using a frontage road to be constructed west of the existing Riley Creek Chilco Mill site. It was mentioned that Old Hwy. 95 had previously been abandoned by the Lakes Highway District. It was also discussed that there may be safety issues involved with using the Old Hwy. 95 alignment whereas the subject area is extremely confined by the existing railroad to the east and the Riley Creek Chilco Mill adjoining directly to the west. Also, a west alternate route would provide a safe access for the development located north of the Riley Creek Chilco Mill. This would alleviate the existing safety problems currently present at the intersection of Estates Drive and Hwy. 95. We concurred that a frontage road located west of the Riley Creek Chilco Mill would alleviate safety and confinement issues that the Old Hwy. 95 alignment would present. We also agreed that a frontage road located west of the Riley Creek Chilco Mill would serve as a better alternative route and design if the proposed interchange was to be constructed on US-95 south of Chilco.

In conclusion, it was my understanding that all of the members present at his workshop supported the frontage road route being located west of the Riley Creek Chilco Mill site. Therefore, I would request that the Idaho Transportation Department re-visit the yellow alternative route going around and to the west of the mill site due to safety and confinement issues as stated above.

RESPONSE A-037.1
Please see response 083.1.

COMMENT LETTER NO. A-038 - Brian Schafer
Same author as comment letter 073.

COMMENT A-038.1
My primary concern is the current plan as drawn has a Parks Road interchange on ramp running squarely through our modular offices, fire retention pond, and water well. The three office buildings (no permanent foundations), associated utilities, and landscaping can be moved but will cause us to incur

both expense and hardship due to loss of work time and the effort involved to relocate the buildings and their utilities.

RESPONSE A-038.1
Under the Uniform Relocation and Real Property Acquisition Policy Act of 1970, you will be compensated for relocation and acquisition. Please see the DEIS Appendix C, Uniform Relocation and Real Property Acquisition Policy Act of 1970.

COMMENT A-038.2
While I agree fully with the on ramp location, I would like to better understand what assistance is available for us to accommodate the onramp.

RESPONSE A-038.2
Please see the DEIS Appendix C, Uniform Relocation and Real Property Acquisition Policy Act of 1970. Also refer to response A-038.1.

COMMENT A-038.3
Upon reviewing the 3 potential options for the new highway between Garwood and Sagle, we prefer and will vote for the "Brown" plan or as presented the most likely at this time.

RESPONSE A-038.3
Comment noted. The Brown Alternative has been modified and is described in the FEIS as the Modified Brown Alternative.

COMMENT LETTER NO A-039 – Tim and Joan Tope

COMMENT A-039.1
We cannot understand why this highway hasn't been upgraded a long time ago. The traffic between Coeur d'Alene and Sandpoint has always been busy, but never so much as it is now with the great influx of people who have moved into the area. The traffic has increased greatly and also so has the need for this project to be completed expediently. Why does Boise have so many nice safe roads, yet the highway between Coeur d'Alene and Sandpoint stays as an antiquated road? Why is this? Are the lives of the citizens who drive this road not important? The completion of this project is an emergency situation. Our lives are at stake. We cannot wait until 2012 to get the project to Athol! Start the project and go for it. Put this project out to bid as one or two large projects and get it done! If the worry is that there are not enough funds to complete the project because of increase in costs, then you should speed up the project not slow it down.

Thanks again to everyone who has worked on this project. A job well done so far. Hopefully our safety and our lives are important enough to complete this.

RESPONSE A-039.1
The Idaho Transportation Board allocates funding for state highways in Idaho. Members of the Idaho Transportation Board are appointed by the governor and it is their responsibility to assess needs statewide and to allocate funds. These allocations are based on a variety of factors including congestion, safety, and the condition of the roadway. Additional information is added regarding project funding and phasing and is in the FEIS Chapter 11, Phased Project Implementation.

COMMENT LETTER NO. S-001 – Steve Wedel

COMMENT S-001.1

The Westmond Blue Alternative proposes a 50-foot median without a barrier. The studies using statistical models to substantiate such comparative safety statements are hypothetical and attempt to predict future accidents that have not yet happened. Using this logic, why not construct even wider medians? Currently, US-95 has no concrete barrier or significant median as it passes through the Westmond area. The Westmond Yellow Alternative proposes to separate opposing traffic with a 22 foot median and a concrete barrier. This greatly improves safety especially with the additional two lanes to accommodate increased traffic flow. It is also stated on page 8 that emergency vehicles would have less convenient access using the Westmond Yellow Alternative but that "the response times would not change substantially." Thus, emergency service performance and safety for the area's residents is maintained. Furthermore, the change in convenience of access for local residents affected by the Westmond Yellow Alternative is inconsequential when compared to all of the other potential adverse effects. In addition, on page 26 of Chapter 4 it states: "All action alternatives would create a permanent, inaccessible barrier to motorists and pedestrians except at the interchanges." The point is that the people of Northern Idaho need a highway system along the proposed route that will enhance their safety and meet the traffic flow growth in future years. The Westmond Yellow Alternative amply accomplishes this goal and would equally increase safety and meet the future transportation needs for travelers in Northern Idaho.

RESPONSE S-001.1

The Westmond Yellow Alternative would have a 50-foot median, identical to the other alternatives. Please see FEIS Chapter 2, Section 2.6, Description of Alternatives by Geographic Area for a detailed description of each alternative. The 50-foot open median has been designated as the preferred median type for this project. In a few segments, a narrower 22-foot median with median barrier would be used in order to minimize adverse effects to wetlands such as in the Cocolalla Area or where right-of-way is constrained such as near Algoma Lake where the freeway is between Algoma Lake and the railroad.

All of the alternatives would improve safety and increase capacity, but effects to residents and businesses would vary with changes in access. The Modified Brown Alternative was identified as the Preferred Alternative in the Westmond Area because it would have less overall adverse effects than the Yellow Alternative. Improving US-95 on its existing alignment through the Westmond Area with the Yellow Alternative would require the displacement of most of the Westmond businesses that front US-95 and would require more existing homes to be displaced. The Bonner County Commissioners agreed that the Modified Brown Alternative should be the Preferred Alternative.

COMMENT S-001.2

YELLOW ALTERNATIVE IS LESS EXPENSIVE: The Yellow Alternative in the Westmond area would be less expensive to construct than either the Blue or Brown alternatives. The DEIS indicates that the purchase of right-of-way costs is more expensive for the Yellow Alternative than either the Blue or Brown Alternatives in the Westmond area. It would be important for the reader to have access to the specifics of Table 5, Westmond Area Alternatives, listed on page 21 of the DEIS summary. The construction of an entirely new section of highway in the Westmond area more than offsets the right-of-

way differential in costs when compared to the costs to widen and modify the current route. One reason that the Westmond Yellow Alternative would be less expensive is because the State of Idaho owns a strip 200 feet wide along the current route and is not using most of that space presently as the highway passes through Westmond. This fact was stated to me by Don Davis, P.E., Project Manager for the Idaho Transportation Department. Table 4-7 on page 58 of Chapter 4 of the DEIS substantiates that the total estimated construction costs including right-of-way are $3.5 million greater for the Westmond Blue Alternative and $5.4 million dollars greater for the Westmond Brown Alternative when compared to the total estimated costs for the Westmond Yellow Alternative. The route designed by the engineers for the Westmond Blue and Brown Alternatives passes through much unimproved private land and this would be expected as a strategy to minimize right-of-way costs. However, the social costs to the property owners that would now be very close to the four-lane highway, such as my wife and me and our neighbors, has not been calculated financially nor added into the construction costs of these realignment proposals. If the property owners that would be significantly adversely affected by the Westmond Blue and Brown alternatives were compensated for these costs, as they should be, the final cost differential for these two alternatives would even be greater.

RESPONSE S-001.2

The specifics of DEIS Summary Table 5, Westmond Area Alternatives is included in the respective sections of DEIS Chapter 4, Environmental Consequences. A reference to each of the sections of the DEIS with that information is provided under the respective disciplines under the header. "What are the major environmental effects of the alternatives?" A similar type of reference is included in the FEIS Summary.

ITD and FHWA have been working closely with the communities, local elected officials, businesses, and individuals to try to meet the myriad of interests and needs, many of which can conflict. ITD and FHWA, through the Modified Brown Alternative, have attempted to balance the needs of the community and consider adverse effects to resources.

A cost comparison update of the different alternative in the Westmond Area is located in the FEIS Chapter 2, Table 2-8, Westmond Area - Summary of Effects.

Through the Uniform Relocation and Real Property Acquisition Policy Act of 1970 and ITD Policy, ITD and FHWA will compensate landowners equitably for right-of-way effects. Please see FEIS Chapter 4, Section 4.4, Social Environment Effects for updated cost estimates, Chapter 11, Phased Project Implementation for funding information, and DEIS Appendix C, Uniform Relocation and Real Property Acquisition Policy Act of 1970 for more information.

COMMENT S-001.3

WETLANDS: The Westmond Yellow Alternative minimizes the impact on wetlands as stated on page 15 of the DEIS summary. Table 4-24 on page 80 of Chapter 4 of the DEIS substantiates this fact as does information on pages 82 and 83 of this chapter. This is specifically the Westmond area Wetland U as defined and illustrated on pages 75 and 76 in Chapter 3 of the DEIS. Not only does this alternative help better protect the environment, it also reduces the costs for mitigation expenses, which would be greater for both the Westmond Blue and Brown Alternatives. Pages 80 and 81 also describe the negative effects to wetlands as a result of this project.

RESPONSE S-001.3
The effects to these wetlands will be minimized to the extent practicable. The freeway will bridge Westmond Creek and minimize effects to its associated wetland. Mitigation is being evaluated to replace the lost functions and values of the affected wetlands. Additional efforts to minimize effects may be investigated during final design.

COMMENT S-001.4
PRESERVATION OF FOREST: The Westmond Yellow Alternative as stated on page 17 of the DEIS minimizes the destruction of forested acres thus helping to preserve current visual aesthetics. Table 4-29 on page 90 of Chapter 4 documents this fact. On page 115 in Chapter 4 of the DEIS it is stated: "The Westmond Yellow Alternative would have fewer substantial adverse visual effects than the other alternatives due to the interchange location using the existing highway." On page 100 of Chapter 3 in the DEIS it is stated: "NEPA requires that we consider adverse effects related to aesthetics and visual quality and give them due weight in the decision-making process."

RESPONSE S-001.4
Please see response S-001.8.

COMMENT S-001.5
WILDLIFE: Because the Westmond Yellow Alternative reduces the destruction of forest land, it helps to maintain the environment for many species of wildlife and minimizes the destruction of their indigenous environment. Currently, many deer and other wildlife pass through my property and the adjoining forested areas daily. All of these areas traveled by wildlife to the west of my property would be destroyed and this same effect will occur in other areas where deforestation occurs. This is noted in the section on wildlife on page 18 of the DEIS summary.

RESPONSE S-001.5
In the DEIS Chapter 4, Environmental Consequences, effects to wildlife and wildlife movements are discussed. Mitigation measures include construction of wildlife crossings under the freeway to facilitate movement of wildlife across the freeway. In the FEIS Chapter 4, Section 4.11.3, Mitigation Measures seven potential locations for wildlife crossings were identified. With the Modified Brown Alternative, identified as the Preferred Alternative, the freeway and frontage road would cross over Westmond Creek on a bridge structure to minimize effects to Westmond Creek, Wetland U and provide a wildlife crossing. ITD and FHWA will coordinate with Idaho Fish and Game, private land owners, Bonner and Kootenai counties on the locations of crossings and their relationship to expected land uses.

COMMENT S-001.6
NOISE: The Westmond Yellow Alternative will increase noise pollution for those residences and businesses along the current route. However, these individuals chose to purchase their property along the highway in the first place unless they inherited it. Most of the residences in the Westmond area are to the east of the highway. Currently, forested acres help buffer some of the highway noise. Constructing the Blue or Brown alternatives would equally impact the current property owners along the east side of the original route by moving the highway from in front of them to behind them. The increase in noise pollution for them would not significantly change. However, the Blue and Brown alternatives will reduce forested buffering particularly for those closest to these alternate routes as well

as to all property owners in relative close proximity east of the highway. Thus, these two alternatives would produce noise pollution that affected many more people than the Yellow Alternative. Figure 3.8 on page 50 of Chapter 3 indicates the existing noise for 255 Kellers Cove as measured on October 17, 2003 to be 55 dBA. On page 49 of DEIS Chapter 3, Table 3-16 defines this noise level as moderate, which ranges from between 50 and 60 dBA. It is also stated on page 49 that this location is one of several measurement sites that were not included in the constructed model calibration "because they represent locations where traffic noise is not currently the dominant noise source, or locations where it was not practical to perform concurrent traffic counts." My property located at 294 Kellers Cove is closer to the current US-95 and much closer to the proposed Westmond Blue and Brown Alternatives. In fact, it is the closest residence to the Westmond Blue and Brown proposed alternative routes. Although the property is relatively close to the current U.S. 95 highway, it is a very peaceful and aesthetically pleasing environment. Road noise is the dominant noise source and the reason the property at 255 Kellers Cove was not included in the model calibration is because it was not practical to perform traffic counts due to the forest barrier that protects residences in this area from the highway. These measurements as presented in the DEIS are several years old and increased traffic since the measurement date has more than likely already increased the noise level as measured by DBA analysis. Furthermore, the residents of the property located at 255 Kellers Cove are my neighbors and they remember when the test was done. They questioned the accuracy of the 55 dBA measurement at the time because the test was administered in the evening hours and not during peak traffic periods when the level is higher. Eliminating the forest barrier and bringing the highway to within 150 feet or less from my residence will most certainly raise the noise level to DBA values in the loud or very loud range as defined in Table 3-16 on page 49. The Noise Receptor maps located in Appendix H of the DEIS for Cocolalla/Westmond Blue and Cocolalla/Westmond Brown document the adverse impact on my property. Again, in general, this will affect all property owners in the proximity of the Westmond Blue and Brown Alternatives.

RESPONSE S-001.6

Properties to the east of the highway in Westmond would experience a higher increase in noise if the highway is relocated to the east as is proposed with each of the alternatives except the Yellow Alternative.

Noise effects associated with the project are determined using the FHWA and ITD highway noise policies and guidance, as required by law. These policies are designed to limit relative noise increases and absolute noise levels at properties, and are applicable to individual land uses in each impact category equally, regardless of location or other factors such as how or when the properties were acquired.

The removal of sections of dense vegetation (that includes ground level cover) that is 300 feet or more thick, as may be the case under the Modified Brown Alternative, is likely to increase noise levels due to reduced noise attenuation.

Traffic volumes in the area are not expected to have changed significantly since the measurements were taken. (Traffic volumes would need to double to produce an increase of approximately 3 dBA). A 3 dBA change is generally accepted to be the smallest discernible sound level change detectable by most adults in an outdoor environment.

Field notes for the noise level measurements at the Keller's Cove location in Westmond show that readings were made between 10:40 a.m. and 11:40 a.m. on October 17, 2003. These measurements are presented for general information only since they are not used in model validation. Analysis of potential noise effects does not rely on these ambient noise measurements. Analysis of potential noise effects in this section of the project alignment was made using the simplified screening level FHWA Traffic Noise Model (TNM) methodology which uses future year (2030) peak hour traffic volumes as supplied by the project traffic engineers. This approach for the Brown Alternative shows that one property in the vicinity of the Keller's Cove neighborhood falls within the residential noise impact contour. Noise mitigation analysis is included in the noise analysis of the Modified Brown Alternative, and results from this analysis are discussed in FEIS Chapter 4, Section 4.7, Noise Effects.

As discussed previously, the Modified Brown Alternative was identified as the Preferred Alternative in the Westmond Area because it would have lower overall adverse effects than the Yellow Alternative including effects to homes and businesses. Some individuals may experience higher noise levels with this alternative, but overall effects would be less. See the FEIS Chapter 4, Section 4.7, Noise Effects for additional information regarding noise effects and feasible mitigation.

COMMENT S-001.7

AIR TOXINS: A similar argument can be made for increased air pollution or air toxins. As the highway is moved to the east away from the Westmond Yellow Alternative, people will be impacted negatively from automobile exhaust gases and other pollutants for the same reasons that applies to noise pollution. More people live east of the highway. On page 44 of Chapter 3 it states: "Recent studies have been reported to show that close proximity to roadways is related to adverse health effects, particularly respiratory problems." Again on page 45 of Chapter 3 it states: "There is heightened concern for human health from projects that result in air toxic emissions and PM from mobile sources, particularly diesel exhaust." Many of the people that under the Westmond Blue and Brown alternatives would be living closer to the highway are of retirement age and above and this magnifies these adverse consequences.

RESPONSE S-001.7

Surveys of aerial photos of the town show that there are areas of residential development located on both sides of the existing US-95 alignment through the town of Westmond. It is not evident from the aerial photographs that the population distribution in Westmond is predominantly located east of the existing alignment of US-95. Overall population distribution appears to be fairly evenly spread on both side of the existing highway when the town is considered as a whole.

Air quality in this area is generally good, and is designated as "in attainment" with all the health-based EPA National Ambient Air Quality Standards (NAAQS). This means that concentrations above the standards of the NAAQS generally do not occur. There has been only one record where the NAAQS were exceeded in recent years (which were a PM_{10} standard in Sandpoint in 1994).

It is true that there is heightened concern for human health from projects that result in air toxic emissions and particulate matter from mobile source; however, all of the project alternatives result in reduced vehicle miles traveled (VMT) in the project corridor relative to the No Action Alternative. Because mobile source air toxics (MSAT) emissions on a per VMT basis are expected to decline due

to EPA's control program, and because each of the action alternatives would result in a nearly equal reduction in VMT relative to the No Action Alternative, significant adverse effects to the human environment are not expected. FHWA has updated it's guidance on air toxics since the DEIS was first published. An updated discussion of air toxics is included in the FEIS. It should be noted that FHWA definitions of projects that will have low potential for MSAT effects include those where the average daily traffic volume (ADT) is less than 140,000 vehicles per day (vpd). The transportation section of the DEIS states that, depending on the segment of the freeway, the ADT for the year 2030 under the action alternatives is between 12,000 to 26,000 vpd. This is well below the FHWA threshold of concern for highway projects.

In addition, one of the key aims of the project is to improve the overall freeway level-of-service (LOS) which will improve traffic flow, and reduce congestion and thereby, emissions in the vicinity (when compared to the No Action Alternative).

COMMENT S-001.8

AESTHETICS AND COMMUNITY LIVABILITY: On page 2 of Chapter 1 in the DEIS, two of the project goals listed are:

- Enhance aesthetics and community livability
- Minimize environmental impacts

The Westmond Blue and Brown alternatives produce just the opposite effects in relation to my home and property. The highway in both alternatives will be within 10-15 feet of our property line and within 100-150 feet of our house. The green belt of forest that currently produces positive visual aesthetics and acts as a noise barrier will be removed and replaced with four lanes of highway. The forest also serves as cover for the many deer that daily cross my property. When we look to the west all we will see if either one of these alternatives is approved will be four lanes of highway and traffic. On page 106 in Chapter 4 when describing visual effects it states: "Texture contrast would be high as concrete and other structural materials used in the freeway and interchanges would be quite different from the texture of vegetation surrounding the project. All of the adverse visual effects would occur in foreground and middle ground viewing zones." On page 21 in Chapter 4 of the DEIS it states that land use effects associated with the Brown Alternative would be the same as those described for the Westmond Blue Alternative. The same page states: "The Westmond Blue Alternative goes around the community of Westmond to the east through forested terrain and agricultural land and some partially developed suburban parcels. The Westmond Blue Alternative would require greater right-of-way than the Westmond Yellow Alternative possibly affecting the land use on those parcels." On page 51 of Chapter 2 of the DEIS it is stated that the "new (Blue or Brown) alignment would preserve homes and businesses in Westmond." This statement ignores and fails to mention the fact that my aesthetic environment and that of other residents close to me will be destroyed and that we will suffer a very significant negative financial impact.

RESPONSE S-001.8

Development of the project includes trying to meet the goals listed above. Selection of the Modified Brown as the Preferred Alternative was based upon meeting those goals along with others discussed in the DEIS ITD and FHWA have been working closely with the communities, local elected officials,

businesses, and individuals to try to meet the myriad of interests and needs, many of which can conflict. The Modified Brown Alternative attempts to strike a balance of adverse effects.

Context sensitive solutions mitigation measures would be evaluated. Possible measures to mitigate the freeway proximity could include revegetation. The specific mitigation measures will be detailed in the Preliminary and Final Design phases of the project.

COMMENT S-001.9

When comparing the construction effects of the Westmond Alternatives, the DEIS states on pages 128-129 of Chapter 4: "Of the alternatives, the Blue alternative would have the greatest footprint and would likely have the greatest water quality, floodplain, wetland, habitat and visual construction effects to the area."

RESPONSE S-001.9

Updated information regarding water quality and floodplains has been added to FEIS Chapter 4, Section 4.8, Water Resources Effects and 4.9, Floodplains Effects. Adverse effects to these resources in the Westmond Area will be minimized by constructing a bridge over the wetlands associated with Westmond Creek with the Modified Brown Alternative. The Modified Brown Alternative (as with the Blue and Brown alternatives) will have fewer stream crossings than the Yellow Alternative in this area. The number of wells within the Blue and Modified Brown right-of-way is less than with the Yellow Alternative. There is no FEMA designated floodplain associated with Westmond Creek.

COMMENT S-001.10

GAS LINE: The Trans Canada Gas Transmission Northwest System has a 36" diameter gas line buried east of the current U.S. 95 as it passes through Westmond. This line happens to be about 30-40 feet west of my property line. I spoke with Steve McNaulty, the land manager for TransCanada GTN, who has a regional office located in Spokane. He stated that the company's preference would be for the highway not to pass over or cross the buried gas line. The Westmond Yellow Alternative does not affect the pipeline whereas the Westmond Blue and Brown alternatives pass over the pipeline more than once in a curved fashion somewhat parallel to the highway. This is supported by aerial maps of the various Westmond alternatives provided to me by Don Davis, P.E., Project Manager for Idaho Transportation Department. If a highway must pass over the gas line Mr. McNaulty stated the preference is to have it cross over at a ninety degree angle. This is definitely not the case with respect to the Westmond Blue and Brown Alternatives. Mr. McNaulty also stated that when a highway must cross over such a gas line, the line may need to be moved with all costs absorbed by the agency constructing the highway or the highway would need to be elevated in order that OTN could have access to their line if an emergency repair or other maintenance were necessary. This would occur in multiple locations along the Westmond Blue and Brown alternatives and all of this adds to the costs of constructing the Blue or Brown alternative routes in Westmond area.

RESPONSE S-001.10

Comment noted. The utilities in the corridor, including the Trans Canada Gas Transmission Northwest System, would be protected during construction and, if necessary, relocated at the expense of the ITD and FHWA. During final design, ITD and FHWA will work closely with utility companies to ensure that effects to utilities and the community are minimized.

COMMENT S-001.11

ENCODER: The Westmond Yellow Alternative would impact the Encoder property but the main consequence would be the necessity to move the fire protection storage pond as stated in the DEIS on page 105 of Chapter 4. The highway will not change or impact their production facility or negatively impact their core business. Thus, the Westmond Yellow Alternative does not negatively impact the Encoder Corporation or the personal lives of its employees. In contrast, the Westmond Blue and Brown Alternatives produce significant adverse social and economic consequences for those residences in proximity to these proposed alignments east of Westmond.

RESPONSE S-001.11

As you noted, the Brown Alternative would not adversely affect the Encoder property, nor would the other alternatives including the Modified Brown Alternative. The Yellow Alternative has the greatest effects to businesses in the Westmond Area. Identification of the Modified Brown Alternative as the Preferred Alternative was based on balancing overall effects.

COMMENT S-001.12

NEIGHBORHOOD QUALITY: The neighborhood quality, which refers to "quality of life" characteristics as defined on page 30 of Chapter 3 of the DEIS, will be significantly reduced for the homes impacted by the Westmond Blue and Brown alternatives. The very close proximity of these residences to the alternate routes is incompatible with the increased noise, exhaust fumes, odor, heavy traffic, and safety hazards. As stated on page 36 in Chapter 4 the Westmond Blue and Brown Alternatives "would disrupt the existing neighborhood on the east side." It further states that extension of Overlake View Drive "would increase traffic through an area that currently has a dead-end. It would result in new traffic and noise effects but would not isolate the neighborhood." Finally, with the Westmond Blue and Brown Alternatives: "Noise would increase with higher traffic speeds and traffic volumes, especially for those immediately adjacent to the freeway." Both the Westmond Blue and Brown Alternatives increase the number of residents in the local area whose neighborhood quality would be adversely affected as opposed to just widening the current route, which is the Westmond Yellow Alternative.

RESPONSE S-001.12

Noise, air quality, odor, and safety hazards could increase as a result of increased and new traffic with the extension of Overlake View Drive. The noise effects have been evaluated in FEIS Chapter 4, Section 4.7, Noise Effects. It shows that there is one residence affected by noise from the Brown and Modified Brown alternatives that results in a 15 dBA increase in noise levels between the existing and future built alternatives which is considered substantial under ITD noise guidelines however, abatement is not warranted. More information is included in the FEIS Chapter 4, Section 4.7, Noise Effects. Direct effects to low-income residences would be greater with the Yellow Alternative while the Blue, Brown, and Modified Brown Alternatives would spread adverse effects evenly across income levels due to the proximity of the road. This is discussed in greater detail in FEIS Chapter 4, Section 4.4, Social Environment Effects.

COMMENT S-001.13

FINANCIAL LOSS: We cannot afford to take a loss on this property as a result of a four-lane highway being constructed in very close proximity to our home and in the destruction of our aesthetically pleasing environment. Table 4-11 on page 61 of Chapter 4 displays the Cocolalla/Westmond Area

Alternatives Annual Construction Spending Effects. We are very much in favor of economic development and the resulting increase of jobs. We have obviously contributed to the multiplier effect in the local economy. Our trips to the area have included airline tickets, car rental, gas, food, entertainment, and lodging expenses. We purchased the home and property and have since paid taxes on a basis that has been increasing at the rate of $10,000 dollars a month. We have spent between $10,000 and $15,000 in the local economy helping to furnish our home. We pay all of the utility bills and have contracted with a property management firm to oversee our property as we chose not to rent it. The Westmond Blue and Brown Alternatives will both provide a greater increase in construction jobs and an increase in earnings than will the Westmond Yellow Alternative. This is good but it is inequitable to expect our family's financial well-being and quality of life to suffer as a result. That just isn't the American way.

RESPONSE S-001.13

ITD and FHWA have been working closely with the communities, local elected officials, businesses, and individuals to try to meet the myriad of interests and needs, many of which can conflict. Potential effects to landowners were strongly considered. Please see response 105.2.

COMMENT S-001.14

FINAL ANALYSIS: We have done the best we can to interpret the DEIS in a short period of time and to provide our testimony why we think the WESTMOND YELLOW ALTERNATIVE is the most practical and least injurious solution for all parties. We love the State of Idaho and its people, the clean environment, the Idaho lifestyle and the quality it affords. However, in the final analysis, if the Westmond Blue or Brown Alternative is selected then the public entities. corporations. private business and individual interests that have most to gain as a result of this decision should make certain that financial loss is not incurred by innocent parties such as our family and others in similar situations. Such proponents do not live in our home on our land and will not suffer the adverse effects to our quality of life and potential financial loss. The human condition is most vital and as such a moral and ethical obligation exists to treat people fairly. Under the Westmond Blue or Brown scenario, my wife and I urge you to help us. There are many creative methods to accomplish this. Please allow us to get on with our lives in the beautiful State of Idaho should that necessity occur.

RESPONSE S-001.14

The project was developed to meet the goals stated in the DEIS and FEIS Chapter 1, Introduction, Purpose and Need, and Project Goals, including minimizing effects to nearby residents. It is with that in mind that the Modified Brown Alternative was identified as the Preferred Alternative in the Westmond Area. Overall, the Modified Brown Alternative would have the least adverse effects and meet the purpose and need for the project.

COMMENT LETTER NO. S-005 – Karen Braditich

COMMENT S-005.1

Yellow alternative option four seems less invasive to homes and provides more convenient access from all sides. The frontage road on the east side of 95 needs to be extended from Dufort to the existing Davis Road.

RESPONSE S-005.1

The Brown Alternative was identified as the Preferred Alternative for the reasons discussed in the DEIS Chapter 2, Alternatives. Since the DEIS was published, the Brown Alternative has been modified to be more similar to the Yellow Option 4 in this area by removing the railroad overpass near Davis Road. The revised design includes a frontage road on the east side of the railroad tracks connecting Heath Lake Road to Davis Road. The existing at-grade railroad crossing to Ivy Drive would be closed and the overpass removed.

COMMENT LETTER NO. S-006 – Diane Carlson

COMMENT S-006.1

I do not like the brown alternative route as it effects my property and my sons' property with a frontage road east of Burlington Railroad and north Heath Lake Road that goes through my sons home and up to my moms home. I prefer the yellow alternative route next to my property so the frontage road will not effect these two properties.

RESPONSE S-006.1

The continuous frontage road east of Burlington Northern Santa Fe railroad shown in the Brown and Modified Brown alternatives would provide better access and circulation in the Sagle Area than the Yellow Alternative. Preliminary designs show effects to a structure (son's home) on your son's farm. FHWA will compensate landowners equitably for right-of-way effects through the Uniform Relocation and Real Property Acquisition Policy Act of 1970 and ITD Policy. Please see DEIS Appendix C, Uniform Relocation and Real Property Acquisition Policy Act of 1970 for more information.

COMMENT LETTER NO. S-007 – Bob Carlson

COMMENT S-007.1

We had a number of meetings with ITD over the feasibility of a west side bike trail for the entire project next to the highway. I strongly support that this remain a high priority for safety concerns and this remain in the funding.

RESPONSE S-007.1

ITD and FHWA are committed to providing a bike trail throughout the project corridor and are continuing to coordinate with local bike groups and the counties. The actual location of the bike trail will be determined during preliminary and final project design. The FEIS Chapter 2, Alternatives and Chapter 4, Section 4.1, Transportation Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Route and Airports Effects discusses pedestrian and bicycle facilities.

COMMENT S-007.2

Another similar issue is adequate (safe) pedestrian crossing at Sagle/95 corner. This would require either a traffic light or pedestrian over/under pass. This will continue to increase in importance as the number of school children in this area increases and bike traffic increases on Sagle trail.

RESPONSE S-007.2
Pedestrians will be prevented from crossing US-95 by fencing with all the action alternatives. Sidewalks or pedestrian facilities will be provided at all roadway crossings of US-95 according to Bonner County standards. Traffic signals will be installed at intersections that warrant signals including warrants for pedestrian traffic. For the Modified Brown Alternative, there would be an overpass at North Gun Club Road and South Gun Club Road and an underpass under US-95 near Ivy Drive, which would allow for pedestrian crossing without crossing interchange ramps.

COMMENT LETTER NO. S-009 – Jeff Bales

COMMENT S-009.1
The blue route is my preference. The future of Sagle's growth would be best served with a "main street" (old highway).

RESPONSE S-009-1
Please see response S-014.1.

COMMENT LETTER NO. S-011 – David Kalb

COMMENT S-011.1
We are all (85 percent) waiting for the whole project to be finished! Good job. Please send a relocation pamphlet/guide.

RESPONSE S-011-1
At this time, the alignment is preliminary and ITD and FHWA will continue working with landowners. Please refer to the FEIS Chapter 11, Phased Project Implementation and the DEIS Appendix C, Uniform Relocation and Real Property Acquisition Policy Act of 1970 for additional information.

COMMENT LETTER NO. S-012-David Bradefich

COMMENT S-012.1
Yellow Alternative Option #4 is preferred by myself. Frontage road should be allowed by Davis for thru access on the fast side of the railroad. Frontage road would run from Heath Lake Road to David Road.

RESPONSE S-012-1
Please see response OT-014.1.

COMMENT LETTER NO. S-014 – Diane Bales

COMMENT S-014.1
The blue route would serve Sagle best over time, as it would allow for a "downtown Sagle" to develop.

RESPONSE S-014-1
The Brown Alternative was identified as the Preferred Alternative in the DEIS for the Sagle Area after evaluation of environmental effects, consultation with local elected officials, discussions with business owners and other stakeholders, and comments received from the public.

The Brown Alternative keeps the freeway on its current alignment consistent with local elected official recommendations. This was an important consideration for most of the business owners who felt that construction on a new alignment, as in the Blue Alternative, would decrease the amount of traffic near their businesses and reduce or eliminate their visibility from the freeway thus adversely affecting their businesses. In addition, it was felt that widening an existing highway would have less effect overall in this area than constructing on a new alignment. More information on why the Brown Alternative was preferred in Sagle is included in the DEIS Chapter 2, Alternatives. The Brown Alternative has been modified as a result of public and agency comment and is reflected in the FEIS as the Modified Brown Alternative, which is now the Preferred Alternative as described in the FEIS Chapter 2, Alternatives.

COMMENT LETTER NO. S-015 – Chuck and Diane Samson
With attached sketch S-017

COMMENT S-015.1
Building a freeway that dumps into Sagle does not make sense! What does make sense is building a freeway that continues due north from approximately Gun Club Road and crosses the Pend Oreille River near Dover and bypasses Sandpoint (with US2) on the west side of town (see attached Sketch).

RESPONSE S-015.1
Thank you for the suggestion. This project will improve US-95 within the community of Sagle. The northern limit of this project is just north of Gun Club Road. The segment of US-95 north of Gun Club Road is included within the US-95, North and South project that proposes to widen US-95 from Sagle to Sandpoint including widening the bridge over the Pend Oreille River to connect with the Sand Creek Byway which is currently under construction. For more information on the US-95, North and South project, please see the FEIS Summary.

COMMENT LETTER NO. S-016 – Duncan W. Bean

COMMENT S-016.1
Bypassing Silverwood is a good idea. I don't know if the Brown or the Blue Alternative is best. I suppose it depends on cost.

RESPONSE S-016.1
The Preferred Alternative in this area has changed. The Modified Brown Alternative was developed as a combination of previously evaluated alternatives with refinements following review of comments on the DEIS and additional engineering and environmental studies that were conducted in response to those comments. The Modified Brown Alternative is now the Preferred Alternative. Through the Silverwood Theme Park area, US-95 would be improved along its existing alignment. An interchange would be constructed at Bunco Road. There would be a new entrance to the Silverwood Theme Park parking lot off of Bunco Road. One of the reasons for this change was that it would cost less than constructing a new freeway around Silverwood Theme Park. For a more detailed discussion of why this change was made, refer to FEIS Chapter 2, Alternatives. Please see response 062.4.

COMMENT S-016.2
The Yellow Alternative does not help the heavy congestion in the summer. Quick and easy access to on and off 95 to and from Silverwood must be well thought out otherwise routing 95 around Silverwood would not relieve congestion on US-95.

RESPONSE S-016.2
Please see response 062.

COMMENT S-016.3
Perhaps the Blue Alternative would be better because there wouldn't be direct access to the highway from Silverwood parking.

RESPONSE S-016.3
Please see response 062.3.

COMMENT S-016.4
If brown is chosen I recommend that Silverwood parking be connected to the highway and by the old (now existing) portion of the highway. The old portion could act as an on an off-ramp.

RESPONSE S-016.4
Please see response 062.3.

COMMENT LETTER S-017.1 - Chuck and Diane Sampson
Sketch to accompany comment S-015.

COMMENT LETTER NO. S-019 – Clem Hackworth/Maureen Goble Hackworth

COMMENT S-019.1
Our biggest concern is the intersection at Highway 95 and Lakeshore Drive. While this area is not a part of US-95 Garwood to Sagle, it is one of the most dangerous because ingress and egress to and from Lakeshore Drive onto highway 95 in the entire Sagle Area.

So, then how and when will the afore mentioned area be addressed?

To whom do we contact to start a hearing of this kind regarding this most important area just south of the long bridge?

RESPONSE S-019.1
The Lakeshore intersection is not within the limits of this project. Please see response 052.4. Please contact ITD District 1 for further information on plans in this area.

COMMENT LETTER NO. S-021 –Riley Creek Lumber

COMMENT S-021.1
The Brown Alternative, selected as the "preferred" alternative by ITD, is problematic for several reasons, some of which are listed below. The primary issue, however, is that the Brown Alternative puts a frontage road directly through part of the Riley Creek's Chilco facility (sawmill/lumber operation.) This is unacceptable for Riley Creek, and we believe that this action would potentially build in many cost increases that could be avoided by the selection of the Yellow Alternative or modification of the

Brown alternative. The ITD preferred alternative, known as the "Brown Alternative" follows old US-95 which was abandoned on June 7, 1971. As such, it no longer constitutes a part of any highway system. A copy of the legal document confirming this is attached. The frontage road was part of our acquisition from LP and has now reverted to us as an adjoining land owner. Locating the frontage road on the old abandoned Right-of-way (R/W) would disrupt Riley Creek's Chilco operations, increase costs for the state and cause costly relocation expenses for our state-of-the-art lumber facility in which we recently invested millions of dollars. A security building exists at the entrance to the mill site. The purpose of this building is to control access to our site for safety and security reasons. This building is located within the 66' right-of-way proposed for the frontage road as shown on attached map (#1). Under the Brown Alternative it would need to be re-located. Just north of the security building is the Riley Creek "lumber truck staging area" (trucks awaiting loading for outbound transportation of finished product). There is also a staging area for chip trucks. (Woodchips provide residual products critical to supply of pulp, paper and particle board plants in the region.) These operations are also located within the proposed 66' frontage road R/W, as shown on the attached map (#2). Under the Brown Alternative it would also need to be re-located. To the north of the security building, is the "rail car staging area" for which we recently reached agreement with the Union Pacific railroad to modify and improve their access. Under the Brown Alternative, all of the work we have recently done to reach agreement with UP will have been lost. A copy of the revision is shown on the attached plat and generally referenced as # 3 on attached map. Under the Brown Alternative it would also need to be re-located. Further north is our lumber storage area where finished lumber products await shipment by truck or rail (19 loads a day or 8 rail cars a day). This is also within the 66' frontage road R/W as shown by #4 on attached map. Under the Brown Alternative it would need to be re-located. Riley Creek, in conjunction with Kootenai Electric, recently buried power lines for safety and operational reasons, that effort would be undone if the Brown Alternative were selected. Under the Brown Alternative it would possibly need to be re-located. To summarize, if the Brown Alternative is selected, there will be significant costs and disruptions to Riley Creek's Chilco facility, increased costs to ITD for relocation and right-of-way purchase, and associated business costs to Riley Creek and its workers and contractors. We believe that state funds should be spent on on-the-ground improvements, not legal costs and re-location costs of major manufacturing facilities, particularly when these additional costs can easily be avoided by rerouting the frontage road to the west of our mill as outlined in the Yellow alternative. We are ready to enter discussions on the terms, conditions and location of a mutually acceptable agreement.

We respectfully request that ITD select another alternative listed in the DEIS –The Yellow Alternative or modify the Brown alternative to provide for the frontage road west of the mill as the final determination for the Chilco section of the Garwood to Sagle improvement project for US-95. Building a frontage road which circumnavigates the Riley Creek Chilco facility is essential to protecting on-going economic activities at the mill, protects the health and safety of Kootenai county residents who reside near or work in our Chilco mill, and maintaining rail efficient service to the facility. The Lakes Highway District is supportive of this option as outlined in the attached letter from them.

RESPONSE S-021.1

As a result of public and agency comments regarding the frontage road alignment in the vicinity of the Chilco Mill, the Brown Alternative has been modified so the frontage road would go around the west side of the mill. The revised alignment would be similar to the alignment for the frontage road with the Yellow Alternative.

This revised alignment was recommended by Lakes Highway District and the Kootenai County Commissioners. For more discussion on why the frontage road alignment was revised in this vicinity, refer to Chapter 2, Section 2.7, Comparison of Alternatives.

This change as well as other changes spurred through public and agency comments helped to develop the Modified Brown Alternative. For a description of this alternative, please refer to the FEIS Chapter 2, Alternatives. The FEIS Chapter 4, Affected Environment describes the associated effects of this alternative.

Concerning ownership of the Old US-95 right-of-way, it is ITD's understanding that ITD owns the right-of-way since ownership had never been transferred to the adjacent property owner (even after abandonment by ITD when the new highway was constructed) and that the property remains as public right-of-way.

ORAL TESTIMONY NO. OT-001 – Steve Barnhart

COMMENT OT-001.1

Hi, my name is Steve Barnhart, and I'm concerned about a piece of property that is in the Careywood Area, the Alternative, and the Preferred Route. The Preferred Route is the Brown route, which goes from my neighbors, the Howard's, on the south of me, through the middle of my property, and then goes to Shaw's property on the north and goes kitty-corner across their field. This is the Brown Preferred Route; however, I am curious to know – I have some concerns over this, and that is, when you start pulling that frontage road away from the freeway, the railroad tracks, and also pulls it away from the creek, and there's quite a bit of wildlife that come off that mountain, down over into the fields, which would be right across this new frontage road. Also on my property where it starts, there is a ridge of land that's right next to the railroad tracks, so if the frontage road was to go to - would be the east of - across my property instead of north across my property, east - would come over right by the railroad tracks on top of that ridge, it is my understanding that railroad is willing to use up some of their easement land, so, as to get rid of some of the easements across their railroad, and so this seems like it would be a really good alternative to put the frontage road, the railroad, the freeway, and the other frontage road right close together, and that way you wouldn't have animals coming down the hill getting hit on the frontage road. As well as, it would be less expensive because you wouldn't be buying extra property, and then if that - if you was to follow that ridge, it would have to cross the creek right there at the pond, and then go up on that ridge, and then that ridge would keep it also on the railroad easement all the way down through instead of going kitty-corner through Shaw's property. So it makes sense to me to save money, also to protect us homeowners with our livelihood that we DO have, some of the pasture I use. It would also benefit the wildlife to go ahead and cross at the pond and go up on to that railroad ridge and across. We'd have less hazards, we'd have less death and fatalities, and it's like curiosity to know why that could not be done to benefit all of that's involved.

An addendum to that - this is Steve Barnhart still - is that there is a wildlife notice even on, the highway there that it is a wildlife area, and that that is a deer crossing, and there is elk, deer, bear, moose, quite a bit of wildlife in that area, and it's been a huge target zone. It's been hit by - and you guys are well aware of that as well and so it seems like if we could keep those roads closer together, it would prevent a lot of fatalities, even human casualties.

RESPONSE OT-001.1

The west frontage road by your property has been moved to the east adjacent to the railroad right-of-way and is re-routed along the edge of the Shaw property. This keeps the railroad and roads closer together reducing effects to the farm fields and wildlife. This is reflected in the Modified Brown Alternative described in the FEIS.

ORAL TESTIMONY NO. OT-002 – Dan Holmes

COMMENT OT-002.1

I have a business here in Athol, a couple, actually. I live in the city of Athol as well. I used to be on the city of council for the city of Athol as well as was on the planning for the highway department. Anyways, I've looked at all the different proposals and they – pretty much all the same that we've had for a long time, but the Brown proposal, which I think the highway department is clinging to, I think is the best proposal. There are some things that I would like to address on that. The Parks Road off ramp; I think it's essential for the area, for future growth, not only for the housing development, but for the city of Athol and business district, that it would open up, as well as the businesses that are presently here – Citgo gas station and the coffee stand that's on the corner of Highway 95 and Vera. If we don't get a business loop through the city of Athol, I think a lot of the businesses that are in the city of Athol are going to feel the – oh, not too many people want to get off in a small town with just one exit. But if they see 'Athol Business Loop exit,' you know, one mile, they're more apt to get off. But if we don't have a business loop through there, we're not going to see a business district develop, we're not going to see Citgo gas station stay open, and we're going to see a slow death to our city instead of a slow growth to our city. That's why I think the Parks Road exit is vital to the growth, not only for the city and the businesses, but not separating the east from the west by giving more access points from the west side of the freeway to the east side of the freeway.

Also, the off ramp at Silverwood, you've got it down at Bunco Road; I've lived in north Idaho for twenty-five, twenty-six years now, and in Athol for fourteen, fifteen years, but I've seen the traffic from Silverwood backed up all the way to Garwood, and so I looked at those small off ramps that you have, and I think they're just going to back traffic up all the way up onto the freeway and still cause the same kind of danger that we have on the highway now, but in a different way; more rear-end accidents. Whereas you have the present day Highway 95 that you're cul-de-sacing off where you could dump the traffic onto that road there up – it would be south of where Bunco Road, up more towards the entrance to the Rickel Ranch area, where you could pull down into the Ranch there. And then use the old 95 as a – for all the traffic to get off the freeway, and it's about a mile – I'd say about a mile of paved road that the Silverwood tourist traffic could sit on without backing up the freeway. Other than that I think the Brown proposal is the best one that I've seen, and with the Parks Road off ramp, it would be great by this area.

RESPONSE OT-002.1

The interchanges at Bunco Road, Parks Road, and SH-54 would provide good circulation for the City of Athol to US-95 as part of the Modified Brown Alternative. The Bunco Road interchange was designed to adequately accommodate traffic destined for Silverwood even during peak times. For a more detailed discussion of why this change was made, refer to FEIS Chapter 2, Section 2.7, Comparison of Alternatives.

ORAL TESTIMONY NO. OT-003 – Robert Arnold

COMMENT OT-003.1

I live up on Rimrock at Chilco, and my question is – well, I guess it's not a question, it's – what would you call it – were they – the Blue Alternative, they have an off ramp past the Highway 53 intersection. My question is, why don't they put the – I guess it'd be interchange – right at the existing light, like the Yellow Alternative has – and then where their frontage road comes off of Government Way to 53, it stops. There's no frontage road in the Blue Alternative from Highway 53 clear over to Garwood. And my question is, why can't they go off of the end of Government Way, run their frontage road over to Hudlow, which connects to the frontage road going north on the east side of 95 all the way to Athol. Another one is the Ohio Match. In the Yellow Alternative, they have it just before the Chilco Mill. Well, if they backed it up to the Ohio Match, like the Blue Alternative shows, that way they have access to Forest Service property, which, that's what Ohio Match is. There's a lot of people worried – they don't want the logging trucks going by their property. Well, if they move it up to Chilco, they still haul logs out of the national forest down Ohio Match. This property here – it guess it would be between 440 and 441 – there's a Post 'n' Pole, there's Fulton & Lighty, there's four or five businesses, plus down here there's a ConMat its all trucks, clear up here to the Chilco Mill. So, the Ohio Match interchange to me makes more sense because it has Forest Service access; snowmobilers, four-wheelers all summer long, plus the logging, and its existing roads. Doing an interchange at Ohio Match and Highway 53 with that access road off of Government Way up to Hudlow, they're buying out less property. It's saving a bundle of money. If they put it out here by Chilco, they've got to buy all these properties east and west of the – of 95. Plus build the roads. At Ohio Match, the roads are already there. They've just got to buy – you know, there would be – like off the front of the properties here – the road's already there, the frontage road on the west side is already there, it's the old highway. But getting back to this one, on the Blue Alternative, the frontage road comes up Government Way and stops at 53. Well, it's only – it can't be a mile, mile and a half – to go off at the end of that, to connect into Hudlow, like I said before, than the frontage road would run all the way – you'd have east and west side of the freeway, through to Athol.

RESPONSE OT-003.1

The Brown Alternative and the Modified Brown Alternative would both have continuous frontage roads that continue from SH-53 to Garwood. In the vicinity of the Chilco Mill, the frontage road alignment for the Yellow Alternative was incorporated into the Modified Brown Alternative to ensure that the Mill was operational and to maintain safety. Please see responses 019.3 and 083.1.

ORAL TESTIMONY NO. OT-004 – Michael Stuart

COMMENT OT-004.1

I just wanted you – to talk to you about my concerns about the Athol Baptist Church. We have a concern there about a noise level, with the freeway being really close to the building. And also concern about the activity of the children in the area of the church membership, and how - we just want to make sure it'd be safe for them, to be out in the yard there and be able to play.

Also, I own property out in Careywood, and I'd like to tell you I really like the Brown deal there, but one thing that we've brought up was that - are they going to have – possibly.

Having some park and ride – parking areas for people that, in the area that have to park their cars on the side the road there and get to work. They catch rides there quite a bit and there's quite a few people doing that, so I'd like to look at that possibility.

RESPONSE OT-004.1

Noise is discussed in the DEIS Chapter 3, Section 3.7, Noise and Chapter 4 Section 4.7, Noise Effects. The noise analysis was prepared according to the procedures outlined in the FHWA's US Code of Federal regulations. The results of the two-dimensional screening analysis for the Athol Yellow, Blue, and Brown alternatives show that there is unlikely to be a substantial difference in noise effects associated with these alternatives. An additional noise analysis was conducted for the Modified Brown Alternative and the results are described in the FEIS Chapter 4, Section 4.7, Noise Effects.

The freeway would be a controlled access facility and would be fenced and designed so that people would not be walking along this high-speed facility. The access for this property would be through local roads that will be built to local standards, which are rural sections with shoulders with an open ditch. Access and the locations of the bicycle/pedestrian facilities throughout the project corridor will be determined during final design. Safety of users is a primary concern when designing these facilities. Safety is discussed in the DEIS and FEIS Chapter 4, Section 4.1, Transportation Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Route and Airports Effects. A Park and Ride facility is not proposed through this area.

ORAL TESTIMONY NO. OT-005 Duane Brison

COMMENT OT-005.1

I live at 2036 Homestead Loop, Hayden, Idaho, 83885. And, I'd like to make some comments about the Brown alternative for the Chilco section of US-95. I'm concerned about the proposal for the Brown alternative for this section of the highway because it will definitely impact a private road that is – that my house is on. I'm concerned that part of the road will have to be taken for public use, and it will definitely impact the ability of our road association to generate some – the funding needed to continue to maintain the road in its present condition.

I also have some concerns with the number of overpasses that are proposed that I see in the overall project, but particularly in reference to the Chilco section. The Brown proposal has two interchanges and an overpass in the three mile section, that puts an overpass at the junction of Highway 54, an overpass one mile north at Garwood Road, it would put an overpass – just an overpass without access to the highway at Ohio Match, and then another overpass with access to the highway at Chilco. I'm concerned about the amount of money that's being spent on the number of interchanges serving such a small area. You have in four miles four expensive interchanges and overpasses that don't truly, in my opinion, serve the purpose of the access for the local population. One or two of those interchanges would be sufficient in my opinion to handle the traffic flow and expected growth. Moving – you know, driving one mile north, one mile south to access the highway I don't feel is a big imposition for the local residents versus the amount of expense being proposed for those interchanges. I think it's an inefficient use of taxpayer money. And so I am much more in favor of what is proposed and known as the Yellow Option or the Yellow proposal for the section for the US-95 at Chilco. And that at least has one less overpass interchange and the tax savings I think would be better spent in other areas of the project or in

other areas for the state, and that's basically what I want to make sure that the Idaho Transportation Department knows is that I want my tax dollars spent appropriately and on things that are truly of value for the citizens in the area of Garwood and Chilco.

RESPONSE OT-005.1
The Brown Alternative has been modified and is analyzed in the FEIS as the Modified Brown Alternative.

The DEIS Chapter 2, Alternatives outlines the factors considered when determining locations of interchanges and over/underpasses. The number of interchanges is similar for each alternative and was based upon projected traffic demand for the area as well as public and local agency input. In the Chilco Area, there would be interchanges at SH-53, Chilco Road and SH-54. These are important intersections and efficient and safe access to these roadways is important for both local and regional traffic. Please see the FEIS Chapter 2, Alternatives for additional information.

Information regarding the fiscal attainability of the project is included in FEIS Chapter 11, Phased Project Implementation.

ORAL TESTIMONY NO. OT-006 – Steve Wedel

COMMENT OT-006.1
Steve Wedel and this is my statement. Actually, I'm going to read this, this is the statement of myself and my wife, Janine Wedel. Ladies and gentlemen: We wish to go on record as being in favor of the Yellow Alternative in the Westmond Area. We purchased the home and land located at 294 Keller's Cove in December of 2005, a few years ahead of retirement with the intention of residing there upon retirement. My wife, children and I visited Sandpoint in August of 2005 for a vacation and began to look for retirement property. We returned in November of 2005 with the intention of hopefully making an offer. We found this property, made the offer, and the deal closed on December 26, 2005. We would not be submitting this statement if the true facts of the highway alternatives had been disclosed to me. We would not have purchased the property with the uncertainty of possible highway relocation. Neither our agent nor the seller's agent ever disclosed or mentioned anything about alternative routes. We were assured by both agents that the only improvement would be a widening of the current route and were shown a plat map and map of the current US 9S as it passes through Westmond. After the deal had closed in December 2005, we visited the property during February of 2006 without anyone mentioning anything about alternate routes. We returned in April for a week and to our shock were only then informed by our neighbor while we were unloading furniture about the possible Blue and Brown alternate routes. We immediately contacted Susan Kiebert - I hope I said that name correctly and began a process of education and investigation about this project. I will comment at the end of this statement more specifically about how the Blue and Brown routes would severely negatively affect out immediate family. I have read the approximate 642 pages of the draft environmental impact report and first will make several comments in relation to this report and information presented within the document.

<u>POINT A - Yellow alternative meets the project's goals.</u> As stated on page 8 of the summary of the DEIS, 'all action alternatives - this is in quotes - would address the purpose and need of the project.' On page 22 of chapter 2 of the DEIS, when referring to the Yellow Alternative, it states, quote: "These

alternatives would meet the purpose and need of the project, because they would improve safety and increase capacity, resulting in an LOS acceptable by IDT and AASHTO standards, and they would preserve ITD's previous investments. Widening US-95 along its existing alignment would minimize the acquisition of new right-of-way. Existing land use and local transportation plans include the highway in its current alignment," end of quote. On pages 7 and 8 in chapter 4 of the DEIS it states that the Westmond Blue Alternative would be safer than either the Westmond Yellow or Brown Alternatives due to the width of the proposed median. The Westmond Blue alterative proposes a fifty (50) foot median without a barrier. The studies using statistical models to substantiate such comparative safety statements are hypothetical and attempt to predict future accidents that have not yet happened. In using this logic, why not construct even wider medians? Currently, US-95 has no concrete barrier or significant median as it passes through the Westmond area. The Westmond Yellow Alternative proposes to separate opposing traffic with a twenty-two foot (22') median and a concrete barrier. This greatly improves safety, especially with the two (2) additional two (2) lanes to accommodate increased traffic flow. It is also stated on page 8 that emergency vehicles would have less convenient access using the Westmond Yellow Alternative, but that, quote, "the response times would not change substantially," end of quote. Thus, emergency service performance and safety for the area's residents is maintained. Furthermore, the change in convenience of access for local residents affected by the Westmond Yellow alternative is inconsequential when compared to all of the other potential adverse effects. In addition, on page 26 of chapter 4, it states, quote, "All action alternatives would create a permanent, inaccessible barrier to motorists and pedestrians except at the interchanges," end of quote. The point is that the people of northern Idaho need a highway system along the proposed route that will enhance their safety and meet the traffic flow growth in future years. The Westmond Yellow alternative simply accomplishes this goal and would equally increase safety and meet the future transportation needs for travelers in Northern Idaho.

POINT B - Yellow Alterative is Less Expensive. The Yellow Alternative in the Westmond area would be less expensive to construct than either the Blue or Brown Alternatives.

The DEIS indicates that the purchase of right-of-way costs is more expensive for the Yellow Alternative than either the Blue or Brown Alternatives in the Westmond area. It would be important for the reader to have access to the specifics of Table 5, Westmond Area Alternatives, listed on page 21 of the DEIS summary. The construction of an entirely new section of highway in the Westmond area more than offsets the right-of-way differential in costs when compared to the cost to widen and modify the current route. One reason that the Westmond Yellow Alternative would be less expensive is because the state of Idaho owns a strip two hundred feet (200') wide along the current route, and is not using most of that space presently as the highway passes through Westmond. This fact was stated to me by Don Davis, P.E., Project Management for the Idaho Transportation Department. Table 4-7 on page 58 of chapter 4 of the DEIS substantiates that the total estimated construction costs, including right-of-way, are three point five (3.5) million greater for the Westmond Blue Alternative, and five point four million dollars ($5.4 million) greater for the Westmond Brown Alternative when compared to the total estimated costs for the Westmond Yellow Alternative. The route designed by the engineers for the Westmond Blue and Brown Alternatives passes through much unimproved private land, and this would be expected as a strategy to minimize right-of-way costs. However, the social costs to the property owners that would now be very CLOSE to the four (4) lane highway, such as my wife and me and our neighbors, has not

been calculated financially, nor added into the construction costs of these realignment proposals. If the property owners that would be significantly adversely affected by the Westmond Blue and Brown Alternatives were compensated for these costs, as they should be, the final cost differential for these two (2) alternatives would even be greater.

C - Wetlands. The Westmond Yellow Alternative minimizes the impact on wetlands as stated on page 15 of the DEIS summary. Table 4-24 on page 80 of chapter 4 of the DEIS substantiates this fact, as does information on pages 82 and 83 of this chapter. This is specifically the Westmond area wetland view as defined and illustrated on pages 75 and 76 in chapter 3 of the DEIS. Not only does this Alternative help better protect the environment, it also reduces the costs for mitigation expenses, which will be greater for both the Westmond Blue and Brown Alternatives. Pages 80 and 81 also describe the negative effects to wetlands as a result of this project.

D - Preservation of Forest. The Westmond Yellow Alternative, as stated on page 17 of the DEIS, minimizes the destruction for forested acres, thus helping to preserve current visual aesthetics. Table 4-29 on page 90 of chapter 4 documents this fact. On page 115 of chapter 4 of the DEIS, it is stated, 'The Westmond Yellow Alternative would have fewer substantial adverse visual effects than the other Alternative due to the interchange location using the existing highway. On page 100 of chapter 3 in the DEIS, it is stated, 'The acronym N-E-P-A. NEPA, requires that we consider adverse effects related to aesthetics and visual quality, and give them due weight in the decision-making process,' end of quote.

E - Wildlife. Because the Westmond Yellow Alternative reduces the destruction of forest land, it helps to maintain the environment for many species of wildlife and minimizes the destruction of their indigenous environment. Currently many deer and other wildlife pass through my property to the adjoining forested areas daily. All of these areas traveled by wildlife to the west of my property would be destroyed, and this same effect will occur in other areas where deforestation occurs. This is noted in the section on wildlife of page 18 of the DEIS summary.

F - Noise. The Westmond Yellow Alternative will increase noise pollution for those residences and businesses along the current route. However, these individuals chose to purchase their property along the route in the first place, unless they inherited it. Most of the residences in the Westmond area are to the east of the highway. Currently, forested acres help buffer some of the highway noise. Constructing the Blue or Brown Alternatives would equally impact the current property owners along the east side of the original route by moving the highway from in front of them to behind them. The increase in noise pollution for them would not significantly change. However, the Blue and Brown Alternatives will reduce forested buffering, particularly for those closest to these alternate routes, as well as to all property owners in relative close proximity east of the highway. Thus, these two (2) Alternatives would produce noise pollution that affected many more people than the Yellow Alternative. Figure 3.8 on page 50 of chapter 3 indicates the existing noise for 255 Keller's Cove as measured on October 17, 2003 to be 55 dBA. On page 49 of DEIS Chapter 3, Table 3-16 defines this noise level as moderate, which ranges from between 50 and 60 dBA. It is also stated on page 49 that this location is one of several measurement sites that were not included in the constructed model calibration, quote, 'because they represent locations where traffic noise is not currently the dominant noise source, or locations where it was not practical to perform concurrent traffic counts,' end of quote. My property located at 294

Keller's Cove is closer to the current US 9S and much closer to the proposed Westmond Blue and Brown Alternative. In fact, it is the closest residence to the Westmond Blue and Brown Proposed Alternatives. And just interjecting here, it wasn't in my written statement, that's from looking at maps. I'm making that assumption from looking at maps. Although the property is relatively close to the current US-95 highway, it is a very peaceful and aesthetically pleasing environment. Road noise is the dominant noise source and the reason the property at 255 Keller's Cove was not included in the model calibration is because it was not practical to perform traffic counts due to the forest area that protects residences in this area from the highway. These measurements as presented in the DEIS are several years old, and increased traffic since the measurement date has more than likely already increased the noise level as measured by dBA analysis. Furthermore, the residents of the property located at 255 Keller's Cove are my neighbors, and they remember when the test was done. They questioned the accuracy of the 55 dBA measurement at the time because the test was administered in the evening hours and not during peak traffic hours when the level was higher. Eliminating the forest barrier and bringing the highway to within 150 feet or therein from my residence will most certainly raise the noise level to dBA values in the loud or very loud range as defined in table 3-16 on page 49. The noise receptor maps located in appendix H of the DEIS for Cocolalla Westmond Blue and Cocolalla Westmond Brown document the adverse impact on my property. Again, in general, this will affect all property owners in the proximity of the Westmond Blue and Brown Alternatives.

G - Air Toxins. A similar argument can be made for increased air pollution or air toxins. As the highway is moved to the east, away from the Westmond Yellow Alternative, more people will be impacted negatively from automobile exhaust gases and other pollutants for the same reason that applies to noise pollution. More people live east of the highway. On page 44 of chapter 3, it states, 'Recent studies' - this is quote - 'Recent studies have been reported to show that close proximity to roadways is related to adverse health effects, particularly respiratory problems,' end of quote. Again on page 45 of chapter 3 it states, 'There is heightened concern' - this is quote - 'There is heightened concern for human health from projects that result in air toxic emissions and PM from mobile sources, particularly diesel exhaust,' end of quote. Many of the people that, under the Westmond Blue and Brown Alternatives, would be living closer to the highway are of retirement age and above, and this magnifies these adverse consequences.

H - Aesthetics and Community Livability. On page 2 of chapter 1 in the DEIS, two (2) of the project goals listed are: enhance aesthetics and community livability, and; minimize environmental impacts. The Westmond Blue and Brown Alternatives produce just the opposite effects in relation to MY home and property. The highway in both Alternatives will be within ten (10) to fifteen feet (15') or thereof of our property line, and within a hundred to a hundred and fifty feet (100 -150'), or maybe a little more, of our house. The green belt of forest that currently produces positive visual aesthetics and acts as a noise barrier will be removed and replaced with four lanes of highway. The forest also serves as a cover for the many deer that daily cross my property. When we look to the west, all we will see, if either one of these Alternatives is approved, will be four (4) lanes of highway and traffic. On page 106 in chapter 4, when describing visual effects, it states, 'Texture contrast would be high as concrete and other structural materials used in the freeway and interchanges would be quite different from the texture of vegetation surrounding the project. All of the adverse visual effects would occur in foreground and middle ground viewing zones,' end of quote. On page 21 of chapter 4 of the DEIS, it states that land use effects

associated with the Brown Alternative would be the same as those described for the Westmond Blue Alternative. The same page states, quote, 'the Westmond Blue Alternative goes around the community of Westmond to the east through forested terrain and agricultural land and some partially developed suburban parcels. The Westmond Blue Alternative would require greater right-of-way than the Westmond Yellow Alternative, possibly affecting the land use on those parcels,' end of quote. On page 51 of chapter 2 of the DEIS, it is stated that, quote, 'The new, and I put in parenthesis, 'Blue or Brown alignment would preserve residential and commercial uses in Westmond,' end of quote. This statement ignores and fails to mention the fact that my aesthetic environment and that of other residents close to me will be destroyed and we will suffer a very significant negative financial impact.

I - is the next point, Footprint. When comparing the construction effects of the Westmond Alternative, the DEIS states on pages 128 and 129 of chapter 4, quote, 'Of the Alternatives, the Blue Alternative would have the greatest footprint and would likely have the greatest water quality, flood plain, wetland, habitat and visual construction effects to the area,' end of quote.

J - Point J - Gas Line. The TransCanada Gas Transmission Northwest System has a thirty-six inch (36") diameter gas line buried east of the current US-95 as it passes through Westmond. This line happens to be about thirty to forty feet (30 - 40') west of my property line. I spoke with Steve McNaulty, the land manager for TransCanada GTN, who has a regional office located in Spokane. He stated that the company's preference would be for the highway not to pass over or cross the buried gas line. The Westmond Yellow Alternative does NOT affect the pipeline, whereas the Westmond Blue and Brown Alternatives pass over the pipeline more than once in a curved fashion somewhat parallel to the highway. This is supported by aerial maps of the various Westmond alternatives provided to me by Don Davis, P.E., Project Management for Idaho Transportation Department. If a highway must pass over the gas line, Mr. McNaulty stated the preference is to have it cross over at a ninety degree (90°) angle. This is definitely not the case with respect to the Westmond Blue and Brown Alternatives. Mr. McNaulty also stated that when a highway must cross over such a gas line, the line may need to be moved at all costs absorbed by the agency constructing the highway or the highway would need to be elevated in order that GTN could have access to the line if an emergency repair or other maintenance were necessary. This would occur in multiple locations along the Westmond Blue or Brown Alternatives, and all this adds to the cost of constructing the Blue or Brown Alternate routes in the western area.

Point K - Encoder. The Westmond Yellow Alternative would impact the Encoder property, but the main consequence would be the necessity to move the fire protection storage pond, as stated in the DEIS on page 105 of chapter 4. The highway will not change or impact their production facility or negatively impact their core business. Thus, the Westmond Yellow Alternative does not negatively impact the Encoder Corporation or the personal lives of its employees. In contrast, the Westmond Blue and Brown Alternatives produce significant adverse social and economic consequences for those residences in proximity to these proposed alignments east of Westmond.

Point L - Westmond Store and Deli. The Westmond Yellow Alternative would displace the Westmond Store and Deli, also known as the Chevron gasoline station. However, in a conversation with the owner of this store, she stated to me that she was in favor of the Westmond Yellow Alternative. Hearsay information from other residents in the area that know or that are friends of this individual indicate that

she already has a financial contingency plan for relocation of her business. I want to emphasize this: I wish to qualify my comments by stating that I will leave it to the owner of this property to provide accurate testimony on her position in this matter.

Point M - Neighborhood Quality. The neighborhood quality, which refers to quality of life characteristics as defined on page 30 of chapter 3 of the DEIS, will be significantly reduced for the homes impacted by the Westmond Blue and Brown Alternatives. The very close proximity of these residences to the alternative routes is incompatible with the increased noise, exhaust fumes, odor, heavy traffic and safety hazards. As stated on page 36 in chapter 4, the Westmond Blue and Brown Alternatives quote, 'Would disrupt the existing neighborhood on the east side,' end of quote. It further states that extension of Overlake View Drive, quote, 'would increase traffic through an area that currently has a dead-end. It would result in new traffic and noise effects but would not isolate the neighborhood,' end of quote. Finally, with the Westmond Blue and Brown Alternatives, quote, 'Noise would increase with higher traffic speeds and traffic volumes, especially for those immediately adjacent to the freeway,' end of quote. Both the Westmond Blue and Brown Alternatives increase the number of residents in the local area whose neighborhood quality would be adversely affected as opposed to just widening the current route, which is the Westmond Yellow Alternative.

Point N - Non-Disclosure. Chapter 9 of the DEIS, comments and coordination, extensively documents the public involvement objectives and actions. We appreciate and respect the level of planning, thoroughness of detail, and execution involved to adequately inform and educate the public and to solicit input from all parties. As stated in our opening testimony, we were completely unaware of the Westmond Blue and Westmond Brown Alternatives until months after closing on our property. We did not know there was a color associated with widening the current route through Westmond. We understand that this aspect of our ownership of the property is not the Idaho Department of Transportation's problem. However, we make these statements so perhaps you have some empathy for our situation. After reading chapter 9, we would most certainly think that any realtor would or should be knowledgeable about this project. None of the documents involved in our real estate transaction mentioned anything about alternative routes of US-95 as it passes through Westmond. There was absolutely no written or verbal disclosure other than the widening of the current alignment by one lane on each side of the highway. We have since questioned our realtor for clarification on this issue, and she said that what we discussed was the plat maps that illustrate the current alignment. She said that she does remember calling the listing agent to make certain we were only talking about adding one lane to each side of the highway, and he said that was correct. We asked her if she had ever seen any maps or heard of alternate routes, and she said 'no.' We asked her if the listing agent mentioned such routes or volunteered maps, and she said 'no.' She stated that she understood the highway change would just be a widening and recalls our conversation and our question at the time. She remembers making the statement that the highway changes would NOT IMPACT US. She indicated that she was our agent and that she devoted a lot of time to put the deal together, This agent is smart, having graduated from the University of Southern California, and also having earned an MBA. She has prior management experience and entered realty when her husband was transferred to Sandpoint. We asked all the right questions and we totally trusted her. In hindsight, that was a mistake.

Some people may think that such injustice could easily be remedied in court if the Westmond Blue or Brown Alternatives were approved, thus establishing damages. I have learned that no matter how strong the case, there are no guarantees in the gray area of law. Often, the results are unsatisfactory to either party, with the end result being only that the attorneys have padded their wallets. Lawsuits can be very expensive and demand much commitment, time and energy. Ultimately, any party owning OUR property, should the Westmond Blue or Brown Alternative be approved, will suffer adverse aesthetic and quality of life consequences. Furthermore, the property would be very difficult to sell at fair market value, and any owner will face a serious financial risk and depreciation in property value. Other desirable properties in northern Idaho that are NOT adjacent to a freeway or a large highway system should appreciate and keep pace with any inflation or cost of living factor. Our property, without either the Blue or Brown Alternative routes, would maintain its value with the average or above-average market, as it is VERY nice, and a home was custom built with quality. However, if the Yellow Alternative is NOT selected, we will not maintain pace with the market; thus, the Westmond Blue and Brown Alternatives will adversely affect anyone owning this property.

Point O - Shattered Dream. Our family is very outdoor oriented and enjoy all the recreational lifestyle opportunities available in northern Idaho. I'll soon be sixty (60) years old and have worked all of my life to raise five (5) children and save the money necessary to purchase our property at 294 Keller's Cove initially for recreational use, and finally for retirement. We think our neighbors are great and have enjoyed meeting very nice people when we travel to Idaho. I'm not a millionaire and chose teaching as a profession. For almost thirty (30) years I've taught high school students, been a head coach of various sports, led teachers, and have held various administrative positions. I've dedicated my life to helping others. We love the property AS IT IS and hope to pass it on to our children. To better appreciate the quality of our home and our current environment, we suggest you drive down US-95 through Westmond, and then by our property at 294 Keller's Cove. We're prepared to deal with increased noise as a result of adding one lane of highway on each side of the current route through Westmond, as it partially states on page 48 of chapter 4, quote, 'The public should receive fair and humane treatment, and not suffer unnecessarily as a result of the highway project,' end of quote. Unfortunately, if either the Westmond Blue or Brown Alternative is selected, this property will no longer meet our retirement quality of life needs, our dream will be shattered.

P. Financial Loss. We cannot afford to take a loss of this property as a result of a four (4) lane highway being constructed in very close proximity to our home and in the destruction of our aesthetically pleasing environment. Table 4-11 on page 61 of chapter 4 displays the Cocolalla Westmond Area Alternatives annual construction spending effects. We are very much in favor of economic development and the resulting increase of jobs. We have obviously contributed to the multiplier effect on the local economy. Our trip to the area included airline tickets, car rental, gas, food, entertainment and lodging expenses. We purchased the home and property, and have since paid taxes on a basis that is increasing at the rate of ten thousand dollars ($10,000) a month. We have spent between ten thousand (10,000) and fifteen thousand dollars ($15,000) in the local economy helping to furnish our home. We pay all of the utility bills and have contracted with a property management firm to oversee our property, as we chose not to rent it. The Westmond Blue and Brown Alternatives will both provide a greater increase in construction jobs AND an increase in earnings than will the Westmond Yellow Alternative. This is

good, but it is inequitable to expect our family's financial well being and quality of life to suffer as a result. This just isn't the American way.

In the final analysis, we've done the best we can to interpret the DEIS in a short period of time, and to provide our testimony why we think the Westmond Yellow Alternative is the most practical and least injurious solution for all parties. We LOVE the state of Idaho and its people, the clean environment, the Idaho lifestyle and the quality it affords. However, in the final analysis, if the Westmond Blue or Brown Alternative is selected, then public entities, corporations, private business and individual interests that have the most to gain as a result of this decision should make certain that financial loss is not incurred by innocent parties such as our family and others in similar situations. Such proponents do not live in our home, on our land, and will not suffer the adverse effects to our quality of life and potential financial loss. The human condition is most vital, and as such, a moral and ethical obligation exists to treat people fairly. Under the Westmond Blue or Brown scenario, my wife and I urge you to help us. There are many creative methods to accomplish this. Please allow us to get on with our lives in the beautiful state of Idaho, should that necessity occur.

Respectfully submitted, Steve Wedel, and dated, and Janine Wedel, my wife, and dated. And I'd just like to state here also, verbally, that I appreciate the time of the lady that's sitting in front of me, and the time to allow me to read this into the verbal record and take the time to tape it, and I wish you all the best in making your decision. Thank you.

RESPONSE OT-006.1

The content of Mr. Wedel's oral testimony was similar to his comments S-001.1 through S-001.14, except for Point N, regarding non-disclosure and Point O, regarding shattered dreams.

ITD and FHWA have worked closely with communities and individuals to address the issues and concerns of local residents. The process began in 2002 to determine what long-term improvements were needed on US-95 to increase safety capacity. Extensive public involvement was conducted throughout the DEIS development and continued after the DEIS was made available for public review and comment in December 2006. The process included newspaper announcements, public open houses, newsletters, and property owner notification letters. These materials explained the project, the environmental process, descriptions of alternatives, public involvement process, and opportunities for comment. Information was provided to the Bonner County Association of Realtors, the Kootenai County Association of Realtors, as well as many individual real estate agents. Stakeholders receiving information are described in the DEIS and FEIS Chapter 9, Comments and Coordination and Appendix J, US-95, Garwood to Sagle Hearing Summary and Certification. Information is provided and updated at the Transportation Information Office in Sandpoint, the ITD office in Coeur d'Alene, Idaho, and the project website.

We understand property values may be affected by having a freeway located nearby. The alternatives were developed to address highway safety and capacity while minimizing adverse effects to human and natural resources. In addition, in the Westmond Area, the Preferred Alternative was supported by local elected officials.

ORAL TESTIMONY NO. OT-007 –Riley Creek Lumber

COMMENT OT-007.1

The Brown Alternative puts a frontage road directly through part of our mill facilities, and this is unacceptable to us, and we believe that this action would potentially build in additional costs to the state, which could be avoided by the selection of the Yellow Alternative, which would put the frontage road to the west of our mill site. In the letter that I stated summarizes our concerns, and there are seven (7) of them specifically listed.

To summarize, if the Brown Alternative is selected, there will significant costs and disruptions to Riley Creek's Chilco facility, increased costs to Department of Transportation for relocation, and right-of-way purchase and associated business costs to Riley Creek and its workers and contractors. We believe that state funds should be spent on on-the-ground improvements, not legal costs and relocation of major manufacturing facilities, particularly when these additional costs can easily be avoided by re-routing the frontage road to the west of our mill, as outlined in the Yellow Alternative.

We are ready to enter discussions on the terms, conditions and location of a mutually acceptable agreement. We respectively request that the ITD select another alternative listed in the DEIS, the Yellow Alternative, or modify the Brown Alternative to provide for the frontage road west of the mill as the final determination for the Chilco section of the Garwood to Sagle Improvement for US-95. Building a frontage road which circumvents the Riley Creek Chilco facility is essential to protecting ongoing economic activities at the mill, protects health and safety of Kootenai County residents who reside near or work in our Chilco mill, and maintains efficient rail transportation to our facility. The Lake's Highway District is also supportive of this option, and we've attached a copy of their letter to this to our letter as well.

We look forward to further discussions with the ITD on this matter, and we would like someone to call us and let us know what the next steps would be so that we can get together and hopefully reach a mutually agreeable solution. Thank you for accepting my comments.

RESPONSE OT-007.1

Thank you for submitting your comments at the public hearing. We've received comments from mill employees, the highway district, UPRR, and state government officials carrying the same message. As explained, the Brown Alternative's frontage road configuration in front of the Chilco Mill would severely limit operations. In consideration of public and agency comment the Brown Alternative has been modified so that the frontage road goes to the west of the mill as shown in the Yellow Alternative. This is reflected in the Modified Brown Alternative. Please see the FEIS Chapters 2, Alternatives and 4, Environmental Consequences for descriptions and evaluations of these modifications. ITD and FHWA will contact you during design to further discuss effects to the mill. Resource-related analysis can be found in the FEIS Chapter 4, Environmental Consequences.

ORAL TESTIMONY NO. OT-008 – Tam Judy

COMMENT OT-008.1

I would like to talk about a piece of property at Careywood that's owned jointly by myself and my sisters, [Nova Jo Kellogg] and [Betty Sue Judy]. It's officially owned by the J/Brand Family limited

Liability Corporation. The plans as they are drawn up now all will impact our farm. It is a farm, and its still being farmed, and if the preferred plan is put into effect, it will probably be the end of our farming. The preferred plan is labeled the Brown Plan. It's going to chop our tillable farmland into four (4) pieces. There will be two (2) roads going through it; the main frontage road and the access road going to the frontage road would all be taken out of our farmland, so we oppose that, we strongly prefer plan - the Blue Plan - and not only because it has less impact on our farmland, but it puts the frontage road next to the railroad track, so that the impact's not only on our farm. But on the environment, on wildlife, environmental factors, is confined to one area side by side, and that's the plan we prefer. The Yellow Plan we would select as a poor second. It still ruins part of our farmland. But it doesn't destroy as much of our farmland. I think at this point that's all the testimony I have to give.

RESPONSE OT-008.1

The Modified Brown Alternative is similar to the Blue Alternative in the DEIS because it would have the west frontage road closer to the railroad and would minimize effects to your fields. In addition, the interchange has been moved from near Blacktail Road to near Bayview Road as shown in the Blue Alternative. This should reduce effects to your hayfields and your farm operations. These changes are reflected in the Modified Brown Alternative in the FEIS.

ORAL TESTIMONY NO. OT-009 – Nova Jo Kellogg

COMMENT OT-009.1

Nova Jo Kellogg. I am one of the joint owners of the farm at Careywood that's known as the Judy Place, and we have a strong preference to the Blue Plan, because it follows along close to the railroad land and would not destroy nearly as much as even the Yellow Plan, which is our second choice. That plan would go through the middle of one meadow. So we would - that's why we prefer the Blue Plan. The one that we cannot find anything positive to say about is the Brown Plan, because we have four (4) nice, big tillable meadows that we're using on that place. And that plan goes through all four (4) of them and dissects all four (4) of them. So the farm as we know it would be, done if that plan goes into effect. Once again, we prefer the Blue Plan. Second choice - not nearly as preferable - is the Yellow one. And we really hope you will consider not using the Blue Plan to go through the Judy Place - the Brown Plan to go through the Judy Place ~ excuse me.

RESPONSE OT-009.1

The Blacktail Road interchange has been moved to the vicinity of Bayview Road as depicted in the Blue Alternative, in consideration of public and agency comments. In addition, the frontage road has been moved adjacent to the railroad right-of-way, thereby minimizing effects to your fields. These and other changes are described in the FEIS under discussions of the Modified Brown Alternative.

ORAL TESTIMONY NO. OT-011 – Steve Weatherman

COMMENT OT-011.1

My name is Steve Weatherman. I'm from Spokane, Washington. I work for the City Spokane. I am a courier for them. My wife and her aunt, Janice Thompson-Templeton of I'm sorry. Janice Templeton and JoAnne Weatherman was in a tragic accident at Silverwood on July 25th of 2004. I am not here to ridicule the Department of Transportation, but I made a commitment to myself that I would come up and help you guys as best as I could to help improve safety the area between Garwood and Athol to improve the highway so that we'd have less accidents and deaths on that highway. One of the ways I've thought -

and I've had many hours of thinking time - I agree with your highway that you have in Brown of acquiring the land and with the underpass and the off ramps and the on ramps down by the Silverwood area. I have talked with many engineers I work around, and they have suggested that sometimes it depends on your gas tax - I believe it is 17 cents a gallon and I believe that if you could raise your gas tax by 2 cents or 3 cents, you would help pay for your highway. In the three to five year period of time, it could average out from the whole state up to about $300,000,000, which would take care of a lot of your highway funding and stuff besides the GARVEE grant. The way I came up with that was I took the amount of gas that was used in the state of Idaho, which I'm not sure of the gallon per car rate that is filled up daily, and the diesel trucks, and if you were to multiply that by 2 or 3 cents per gallon, I think you'd come up with a real high sum over a three year period of time. By multiplying that by 365 days a year of filling up your tank, and the amount of gas used. I know I have talked to Silverwood in the past, and they said they would be willing to help out with the overpass down by their park. I'm here as a supporter for you guys, and there's a lot of people I work with for the city of Spokane that do go to Silverwood, and we do drive that highway. But I have not driven that highway since 1990 because of the fact that I was run off the road in the Silverwood area three (3) times, working for another company, with loads of equipment, for people trying to pass illegally.

RESPONSE OT-011.1

Thank you for the information. More information regarding project phasing, funding and right-of-way acquisition is included in FEIS Chapter 11, Phased Project Implementation.

COMMENT OT-011.2

Another suggestion I'd like to put to you as a suggestion only is have a barrier down the middle of your four-lane once you build it - it could be made of cable or it could be made of cement but cable in the Washington state is working out real well by putting a cable barrier down the middle, and every so far have openings for turnarounds so that the state patrol or emergency vehicles could use that. We have tested in the state of Washington on 1-90 from state line down into the Spokane area and we've found that they have lessened the amount of accidents and deaths on 1-90. I thank you for your appreciation and your time, and I'm here for you if you need some support. Thank you very much.

RESPONSE OT-011.2

Median barriers are included in the design in areas of the project alternatives where the median would be reduced from 50 feet to 22 feet. Please refer to the FEIS Chapter 2, Alternatives regarding medians, intersection configurations and typical sections. Final decisions regarding the barrier type will be made during final design.

ORAL TESTIMONY NO. OT-013 – Pat Gunter

COMMENT OT-013.1

My name's Pat Gunter and I have property between the Sagle School and Highway 95 on the Sagle Road, and the Monarch Road also. With this new freeway going through, it looks like the Yellow Alternative would be the best; it wouldn't disrupt as many small farms and families, and if the preferred route definitely won't work for us because it goes up above the Sagle school - or the Sagle Road, it always went past Sagle school up to 95, and now with the new freeway there'll be frontage road up there, so it should continue to go right past the Sagle school, right up to 95 and get on the frontage road and head north or south, and there's really no reason to disrupt my place and my brother Mike's place,

and go right through the middle of our hayfield just to get over to the Chevy Road when they can just continue to go up to 95 and get on the frontage road. So - and there's six (6) Gunter families right around the Sagle school that definitely agree with my position on this, and then my cousin, who is JoAnn Hill, that lives just down a quarter mile to the east. So we just want this on record that - not to go up through our small farm, and thank you very much for your consideration.

RESPONSE OT-013.1

The frontage road in that vicinity has been changed and now would be adjacent to the freeway between Sagle Road and Monarch Road. This is reflected in the Modified Brown Alternative and is explained in the FEIS Chapter 2, Alternatives. Effects from this change are explained in the FEIS Chapter 4, Environmental Consequences.

ORAL TESTIMONY NO. OT-014 – Gerald Higgins

COMMENT OT-014.1

I've got a concern - in fact a negative vote - on the Brown Sagle Brown Route at milepost - near milepost 468 at the South Gun Club Road overpass on the proposed location for US Highway 95. Specifically, the negative vote has to do with the overpass that goes across the Burlington Northern railroad track at South Gun Club Road, circles to the southeast on the southeast side of the railroad track to hook up with the brand new collector road on the southeast portion of the Burlington Northern Santa Fe railroad. That whole loop and overpass over tile railroad track is, not - unnecessary? To the people who own the properties where that collector would in fact put people onto the overpass, over the railroad track, up high enough to get onto the four-lane - don't want it. Sufficient to replace the Davisville [at-grade] overpass, over the railroad track, onto the existing US-95, would be the collector road itself, which is necessary to feed the traffic to Davis Road to the northeast, to Algoma Spur off to the US-95, previous, and to the south and southwest to Davis Road. So the loop going through, with existing McConnell Road and Davisville Road, and the overpass over the Burlington Northern Santa Fe railroad, is unnecessary. The collector road, though, is necessary, on the southeast portion of the Burlington Northern and Santa Fe railroad. Eliminating that overpass of the railroads saves a whole lot of cash for a very lot of architecture work and a big bridge, but also then, it in fact protects the environment and the water sources located in two lakes, with on the McConnell Road side and the Davisville Road side of that loop. And mitigates and minimizes that traffic through that area and minimizes the environmental impact. So negative vote on the overpass over the Burlington Northern Santa Fe railroad near milepost 468 at South Gun Club Road on the Brown Route. Thank you.

RESPONSE OT-014.1

The railroad crossing near Davis Road and the access road that you mentioned have been removed from the Brown Alternative as a result of public and agency comments. However, the collector road between Heath Lake Road and Davis Road will remain. The underpass at Ivy Drive was also removed as the at-grade crossing will be closed. These and other changes are reflected in the Modified Brown Alternative as described in this FEIS. The Modified Brown Alternative has been identified by ITD and FHWA as the Preferred Alternative.

ORAL TESTIMONY NO. OT-015 – Marvely McConnell Higgins

COMMENT OT-015.1

I was just reviewing these different proposed plans for the Sagle part of the bypass. The Yellow and the Blue, none of them have a collector road between [Heathlake] Road and Davis Road on the south side of the railroad track. The Brown DOES have a collector road there that would go between Heathlake Road and Davis Road, which are both COUNTY roads, and could give us access to either Dufort Road or to Algoma Spur to get onto the highway, which is FINE with me, I want the - I want the access road there, the county road - to make it a lot easier - but I don't want the overpass and crossing at South Gun Club. I think its an added expense and its not necessary, it's only two and a half, almost three miles between the two - between Algoma Spur and Dufort Road already, that's not that far for us to drive to get on the highway. We don't NEED the overpass there at Gun Club Road, which is only a half mile from Algoma Spur, which already has, which already comes up to the highway. So, I don't like the little loop to the south of the railroad coming from South Gun Club Road through McConnell Road and Davisville Road, but the access along the access and collector road along the south side of the railroad track is going to be very beneficial to those of us who live in the area.

RESPONSE OT-015.1

Thank you for your comments and suggestions. Please see response OT-014.1. Heath Lake Road and Davis Road will remain. The underpass at Ivy Drive was also removed as the at-grade crossing will be closed. These and other changes are reflected in the Modified Brown Alternative as described in this FEIS.

ORAL TESTIMONY NO. OT-016 – Cecil McConnell

COMMENT OT-016.1

And I'll be speaking for Les Campbell and at times, Mo Marilyn my daughter, who is Mrs. Campbell. The Brown section or proposal is unsatisfactory. Not only from what my daughter, Marvely, said why it's unsatisfactory - first of all as proposed it's too expensive - it doesn't have to be that expensive. The other thing that is not satisfactory from our standpoint is it cuts Mo and Les' property in two (2). It cuts Chas McConnell-Soong - that's "S-O-O-N-G' it cuts his property in two (2), and it - it also cuts my son, Charles McConnell's property in two, and the proposed road, after it goes through my - Our proprieties and continues on westward, it goes right between Larry Davis' place, and his father's, Clarence Davis, and Jim Davis; I mean it - you're trying - I mean, it looks like you're trying to get as close to all the businesses - I mean, not businesses, but residences as you can, and I don't think they want that. But you'd have to talk to the Davises to know. But that's my main objection. Thank you.

RESPONSE OT-016.1

Comments noted. The alternative alignments in most areas were developed to stay as close to the existing US-95 alignment as possible to utilize the existing roadway to the extent feasible. The goal is an attempt to reduce the project cost and utilize the State's existing right-of-way. This may cause more displacements in some areas because businesses and residences have been constructed close to the existing highway. The costs for the freeway are in part due to the need for controlled access. This is explained in the DEIS Chapter 2, Section 2.2, Development and Screening of Alternatives.

Potential effects to landowners were strongly considered, in trying to balance effects and regulatory requirements. ITD and FHWA have been working closely with the communities, local elected officials, businesses, and individuals to try to meet the myriad of interests and needs, many of which can conflict. ITD and FHWA will continue to stay in contact and work with landowners. See response OT-014.1.

In addition to the public and agency comments that were received during the official DEIS comment period, there was additional coordination with the National Park Service regarding the effects to the Farragut Recreational Trail and discussion of mitigation. The official agency letter and comment response is added below.

COMMENT LETTER - NATIONAL PARK SERVICE

As we discussed in our recent phone conversation on the issue of the impacts of the Highway 95 project on Farragut Recreation Trail, since National Park Service is not the "official with jurisdiction" (according to Section 4f of the USDOT Act of 1966 as amended) but the property is encumbered with a federal interest enforced by NPS under the Federal Lands to Parks Program (Federal Property and Administrative Services Act of 1949; 63 Stat. 377; 40 USC §550(e)), our role is not to concur in your Section 4f de minimis determination but to render our opinion regarding the proposed actions relative to the County's compliance responsibilities defined by the terms and conditions of the public benefit conveyance of the land.

Based on the information you provided regarding the project, particularly the statement that the trail would have to end where it intersects with the interchange ramps (e-mail 12/4/09), it appears that a portion of the land currently dedicated to public park and recreational use and conveyed to Kootenai County at no cost expressly for that purpose, would be converted to another use. Regardless of the other public benefits that may result from the proposed project, the highway project is not consistent with the program of utilization for the conveyed park property and must be considered a conversion. It is not possible, based upon the limited information received so far, to determine the exact amount of the Farragut Recreation Trail that would be converted due to the road project.

I have had initial discussions with the General Services Administration regarding possible remedies to the conversion issue (GSA is the primary federal land disposal agency and must be consulted in all such land exchange issues). The deed of conveyance includes a reversion clause, which states that if the land is not used for public park and recreation in accordance with the accepted program of utilization, it may revert to federal ownership. We could revert the affected property and then GSA could pursue re-conveyance under some authority other than park and recreation. This might include such options as negotiated sale or a transfer to federal highways. Another possibility would be to consider a land exchange. The latter is preferable from the standpoint of insuring the recreational viability, in perpetuity, of the Farragut Recreation Trail.

It appears that the public recreational use of the Farragut Recreation Trail could benefit from the connection with the class I and class II bike paths and the access they will provide to the west of Highway 95. If a separated Class I hike/bike path is to be constructed from the existing Farragut Recreation Trail south to another separated path that parallels Highway 54, perhaps Kootenai County could exchange the land affected by the road project for these hike/bike segments that then become

official parts of the Farragut Recreation Trail with the same federal use restrictions that are on the Farragut Recreation Trail currently. By pursuing such a course, the County could maintain its compliance with the terms of the Farragut Recreation Trail public benefit conveyance deed.

To pursue a land exchange under the FLP program requires the following:

Documentation needed:

A. Properly authenticated documents from the Grantee (Kootenai County) evidencing desire to substitute land of equivalent fair market and recreational value.

B. Appraisal reports for both parcels. Replacement property must be of at least equal fair market value and recreational utility.

- Replacement property: 1) cannot have been previously used as a public park; 2) if already owned by the County, it must not have been purchased for the purpose of making it a public park;
- Appraisals must be reviewed and accepted by GSA and NPS.
- Appraisals must comply with the Uniform Appraisal Standards for Federal Land Acquisitions;

C. Justification including assessment of public recreational utility of the land proposed for exchange and its replacement. In general, the replacement property must provide reasonably equivalent or greater public park and recreational utility than the parcel you would like to use for another purpose. This analysis should include an assessment of public need and demographics, similar to that provided in the original public benefit application. It should also reference City, State or other local comprehensive outdoor recreation plans in its statement of need;

D. Environmental assessment of substitute property indicating it is environmentally safe and not latently contaminated.

E. Assessment of environmental effects of proposed release of park and recreation use covenants on former surplus property. A public process and environmental impact analysis must be conducted by the County - at least equivalent to an Environmental Assessment under the National Environmental Policy Act, and an Environmental Impact Statement if indicated by the EA. NPS will base its decision document on this NEPA-compliant process.

F. A copy of the State, city, or county recreation map or plan showing the present park land in relationship to the proposed substitute land.

G. A copy of the legal description, the Program of Utilization, and a development schedule for each property proposed for substitution.

H. An official acknowledgement of willingness to apply, in perpetuity, to the new property, all restrictions contained in the deed of conveyance of the surplus property.

Once all of the above steps are accomplished, NPS would produce a "Deed of Release" for the converted parcel, and a "Declaration of Restrictions" for the replacement land to be executed by Kootenai County and recorded with the property records.

If a land exchange is to be pursued it will be important to determine the extent of the converted land early-on, and to coordinate our efforts with GSA.

RESPONSE TO NATIONAL PARK SERVICE

Thank you for your involvement in the US-95 Garwood to Sagle project regarding effects to the Farragut Recreation Trail. Through your letter to ITD dated December 31, 2009, we understand the National Park Service (NPS) is not the official agency with jurisdiction under Section 4(f) but that NPS is providing an opinion regarding Kootenai County's compliance with the deed of conveyance for the property.

ITD and FHWA will pursue exchanging the affected acreage of the Farragut Recreation Trail for a property of equal or higher assessed value as part of the proposed Athol Stage project, which would connect SH54 to the remainder of the Farragut Recreation Trail. This will provide improved access and safety for equestrians, bicyclists and pedestrians using the trail. FHWA and ITD will fulfill all of the requirements that you outlined in your letter (dated December 31, 2009) including the documentation requirements A through H. This land exchange and the requirements outlined in your letter will be completed prior to beginning any construction activities that would affect the Farragut Recreation Trail. The mitigation that you outlined is included in the FEIS Section, 4.2.3 Mitigation Measures and Chapter 12, Environmental Commitments. It is also included in the FEIS Appendix A, Agency Concurrence Letters in the Section 4(f) De Minimis Impact Finding-Farragut Naval Training Station Spur/Farragut Recreational Trail.

Summary of Public and Agency Comments Received and Noted

Table 9-3, *Additional Public and Agency Comments Received* is a list of landowners who submitted comments for which a response was not developed. These were generally letters supporting the project or alternatives but did not contain specific questions or requests for modifications.

Table 9-3. Additional Public and Agency Comments Received

ID #	Name / Company/Organization	ID #	Name / Company/Organization
001	Dean Gehring	Athol	
005	Patricia Forster	A-003	Suzanne Huffman
007	Ron and Rose Chaney	A-007	David Haman
014	Dr. Kaye Caldwell	A-013	Dee Jameson
023	Richard E. Fadash, Sr.	A-015	Janet Edelblute
029	Scott L	A-016	Lori Stensland
032	Melvin and Jeanette Bertsch, *Mel's Mobile Park*	A-018	Dennis and Judy Aloulty
036	S. Alan and Dorie Mallory	A-022	Ken and Connie King
041	Herman and Dorothy Hebert	A-025	Ray and Barbara Kemper
043	Helen Hilby	A-033	David Owens
044	Jewel Tassie		
045	Lawrence and Jewel Tassie	Sagle	
050	Robert J and June E Thompson	S-002	Dan Ramsy
053	Ronald Smith, *Boundary County Board of Commissioners*	S-003	Jim Cooper
		S-004	David Carlson
054	Serene Stephens	S-008	Tammy and Mark Palanik
055	Dan Dinning, *Boundary County Board of Commissioners*	S-010	Les McIntire
		S-013	John Babinski
058	Frank and Tammy Quinn	S-017	Chuck and Diane Samson
060	John and Leone McBride	S-018	Wilbur and Luana Hiebert
064	Sonia Gladish	S-020	Duncan Bean
065	Charles Gladish		
066	Isaac and Carol Robinson		
068	Deborah Hansen		
072	Kenneth and Gail Harris		
080	Jerry Hunt		
081	Jerry Hunt		
090	Don Nash		
091	Joanne Nash		
095	Butch and Kathy Trosin		
130	M. Miller (no name, email)		
139	Hayden Chamber of Commerce		
140	Kootenai Properties		

CHAPTER 10. FINAL SECTION 4(f) EVALUATION

This section of the Draft Environmental Impact Statement (DEIS) describes the Section 4(f) resources and explains the effects of the Yellow, Blue and Brown alternatives.

This Section 4(f) evaluation describes Section 4(f) resources in the project corridor, the nature and extent of use and evaluates alternatives that would avoid or minimize the use of the resources. Information regarding the Modified Brown Alternative and its feasibility and prudence has been added.

10.1 REGULATORY ENVIRONMENT

Section 4(f) of the United States Department of Transportation Act of 1966, codified in Federal law at 49 USC 303, states that "It is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f) specifies that "The Secretary [of Transportation] may approve a transportation program or project…requiring the use of any publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state or local officials having jurisdiction of the park area, refuge, or site), only if:

- There is no prudent and feasible alternative to using that land, and
- The program or project includes all possible planning to minimize harm to the park, recreational area, wildlife and waterfowl refuge, or historic site resulting from the use."

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs which use lands protected by Section 4(f). Section 4(f) "use" is defined and addressed in the United States Code of Federal Regulations (CFR) at 23 CFR 774.17. "Use" occurs:

- When land is permanently incorporated into a transportation facility;
- When there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose; or
- When there is a constructive use of a Section 4(f) property. Constructive use occurs when the transportation project does not incorporate land from a Section 4(f) resource, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features or attributes of the resource are substantially diminished.

10.2 METHODOLOGY

10.2.1 Cultural Resources

An *Archaeological and Historical Survey Technical Report* was completed in 2005 and is on file with the Idaho Transportation Department (ITD) District 1 office in Coeur d'Alene (ITD, 2005d). A

clarification addendum was sent to the Idaho State Historic Preservation Officer (SHPO) in 2006. Additional addenda were prepared and sent to the SHPO in 2007, 2008 and 2009.

The DEIS Chapter 4, Section 4.13, *Historic and Archaeological Resource Effects* describes that 32 resources were determined as eligible for the National Register of Historic Places (NRHP). The North and South Highway, Northern Pacific Railroad (NPRR), Farragut Naval Training Station Spur (Farragut Recreational Trail), and Spokane International Railway Spur-Corbin Junction are historic resources that are not adversely affected under Section 106 but result in a de minimis impact under Section 4(f). The SH-53 Bridge, Clement Farm, Valley Vista Ranch, and Hunter Ranch are historic resources that are adversely affected under Section 106 and are evaluated in this Final Section 4(f) Evaluation.

The following National Register criteria for evaluation were used to determine eligibility for each resource:

Criteria A. Associated with events that have made a significant contribution to the broad patterns of our history;

Criteria B. That are associated with the lives of persons significant in our past;

Criteria C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

Criteria D. That have yielded, or may be likely to yield, information important in prehistory or history.

Aspects of location, design, setting, workmanship, materials, feeling, and association were evaluated to determine whether each property retains integrity. Some of these aspects of integrity need to be retained in addition to meeting the criteria above. Description of coordination and other details are provided in the FEIS Chapter 10, Section 10.7, *Coordination*.

10.2.2 De Minimis Impact

Under SAFETEA-LU legislation provides that if a transportation use of Section 4(f) property, after consideration of any avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an evaluation of avoidance alternatives is not required and the Final Section 4(f) evaluation process is complete (FHWA, 2005). In 2008 Section 4(f) implementing regulations were revised and moved to 23 CFR 774. These regulations outline requirements for agency coordination, public notice requirements and de minimis documentation requirements.

For historic properties a *"de minimis"* determination can be considered based on two criteria: properties with "no adverse effect" or "no historic properties affected" under Section 106 of the National Historic Preservation Act (NHPA). For other properties including public parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

Historic Resources: De Minimis Impact

For historic properties in the Garwood to Sagle Area of Potential Effect (APE), the criteria of "no adverse effect" was applied per 36 CFR 800.5(a)(1). Effects to the North and South Highway (10-KA-379/10-BR-963), the NPRR (10-KA-354/10-BR-969), the Farragut Naval Training Station Spur (9503-08), and the Spokane International Railway Spur - Corbin Junction (9504-54) are considered to be *de minimis* because the action alternatives would not adversely affect these resources. While individual segments of these resources were considered to be contributing elements to the larger resource and are affected, the effects to these linear resources are considered minor by SHPO and determined to have no adverse effect to the resource. The Idaho SHPO has concurred with this determination (see Appendix A, *Agency Concurrence Letters*). These resources are not evaluated further in this Final Section 4(f) Evaluation.

Recreational Resources: De Minimis Impact

As a result of the project, a portion of two paved trails, the Garwood and Sagle multi-use trails would be removed and reconstructed for all action alternatives. The trails are within ITD right-of-way and are Section 4(f) resources, however, reconstructing them is not considered a Section 4(f) use and a Section 4(f) evaluation is not required.

The Farragut Recreation Trail is located outside of ITD right-of-way along an old railroad grade east of Athol. A section of the trail within the project study area is designated by Kootenai County for recreational purposes, and the trail is considered a Section 4(f) resource. Kootenai County has determined that the effect to the trail would be a minor effect that would not deter from the use of the recreational facility (see Appendix A, *Agency Concurrence Letters*). The National Park Service, who originally transferred the trail property to Kootenai County for recreational use, requires that the impacted trail property be replaced with land with reasonably equivalent or greater recreational opportunity. The conditions and documentation needed for this land exchange are included in the DOI letter dated December 31, 2009 located in the FEIS Appendix A, *Agency Concurrence Letters*.

All action alternatives would construct a bicycle/pedestrian facility along US-95 or on frontage road right-of-way that would connect with the Farragut Recreational Trail improving the safety and access to the trail. Based on the proposed land exchange and the improved safety and access, Kootenai County has determined that the alternatives would have a de minimis impact to the trail. Therefore, the Farragut Recreation Trail is not evaluated in this Section 4(f) evaluation. The Farragut Recreation Trail, Garwood Trail, and the Sagle Trail are discussed in DEIS and FEIS Chapter 3, Section 3.1, *Transportation Networks, Safety, Access, Bicycle/Pedestrian Facilities, Emergency Services and School Bus Routes, and Airports*, and effects to those resources are discussed in Chapter 4, Section 4.1, *Transportation Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Route and Airports Effects*.

10.2.3 Summary of Effects

The four historic Section 4(f) resources that are evaluated in this chapter are identified in Table 10-1, *Section 4(f) Resource Summary of Effects*. An evaluation of an avoidance alternative for each resource is also provided in Section 10.6, *Avoidance Alternatives.*

In this Final Section 4(f) evaluation, all of the alternatives including the Modified Brown (Preferred) Alternative were evaluated and determinations were made regarding feasibility and prudence. Because the No Action Alternative would not result in any Section 4(f) uses, it is not included in Table 10-1, *Section 4(f) Resource Summary of Effects*.

Table 10-1. Section 4(f) Resource Summary of Effects

SHPO Inventory No.	Resource Name	Description	NRHP Eligibility Criteria or Recreational Importance	Description of Section 4(f) Use
K-05	SH-53 Bridge	Publicly owned (ITD) concrete bridge, located in the Chilco Area	A - Significant on statewide basis for its role in the development of the North and South Highway C – Example of bridge construction/architecture distinctive of 1930's	Abandonment due to non-use under the Yellow and Brown alternatives. Remove due to the Modified Brown Alternative. The Blue Alternative utilizes the bridge and would not result in abandonment.
B-04-22	Clement Farm	7.5-acre privately owned farmstead, located in Granite/Careywood Area	A - Example of family farm during first half of 20th century.	The Blue and Brown alternatives displace three buildings. The Yellow and Modified Brown alternatives avoid displacing the buildings but would affect the Section 4(f) resource boundary. The Modified Brown Alternative only crosses a narrow portion of the driveway.
B-04-07	Valley Vista Ranch	4.0-acre privately owned farmstead. Farm buildings from the 1930's – 1950's. The barn is the only NRHP eligible resource remaining in Cocolalla Area.	C - Outstanding architecture in barn building. A – Illustrative of a prosperous ranch in Bonner County.	West frontage road crosses property adjacent to the buildings under the Yellow and Brown alternatives. The Blue and Modified Brown alternatives do not adversely affect or result in use of the resource.
B-35	Hunter Ranch	7.2-acre privately owned farmstead, located in Sagle Area.	A – Example of an early 20th century farmstead in this region.	The Blue Alternative crosses the resource boundary resulting in a use. The Yellow, Brown and Modified Brown alternatives avoid use of the resource.

10.3 PROJECT OVERVIEW

10.3.1 Purpose and Need

The purpose and need for the project is discussed in DEIS and FEIS Chapter 1, Section 1.3, *Purpose and Need for Action*.

10.3.2 Alternatives Evaluated

The No Action and action alternatives are described in DEIS and FEIS Chapter 2, *Alternatives*. For purposes of this Section 4(f) evaluation, an avoidance alternative was also identified that avoided direct or indirect effects to the four Section 4(f) resources. The avoidance alternative is described in this evaluation by each roadway section (see Section 10.5, *Use of Section 4(f) Resources*).

10.4 DESCRIPTION OF SECTION 4(F) RESOURCES

Four NRHP eligible historic resources would result in a Section 4(f) use and are described in this Final Section 4(f) evaluation: the SH-53 Bridge, the Clement Farm, the Valley Vista Ranch and the Hunter Ranch (see Figure 10-1, *Section 4(f) Resources*).

Each of the resources has been determined eligible because it has made an important contribution to the history of Idaho, and each is associated with a general historical trend. None of the four sites, however, is associated with any specific historical event or person of notoriety. Part of the review discussion includes the relative importance between sites, for example, the local barn and the historic railroad grade might be similar in value. However, the barn may be considered more important than the railroad spur because, under Criteria C, the barn is a structure that embodies the distinctive characteristics of a type, period, and method of construction techniques/architectural qualities for barn building, while the railroad grade only offers general information that is repeated elsewhere in the corridor.

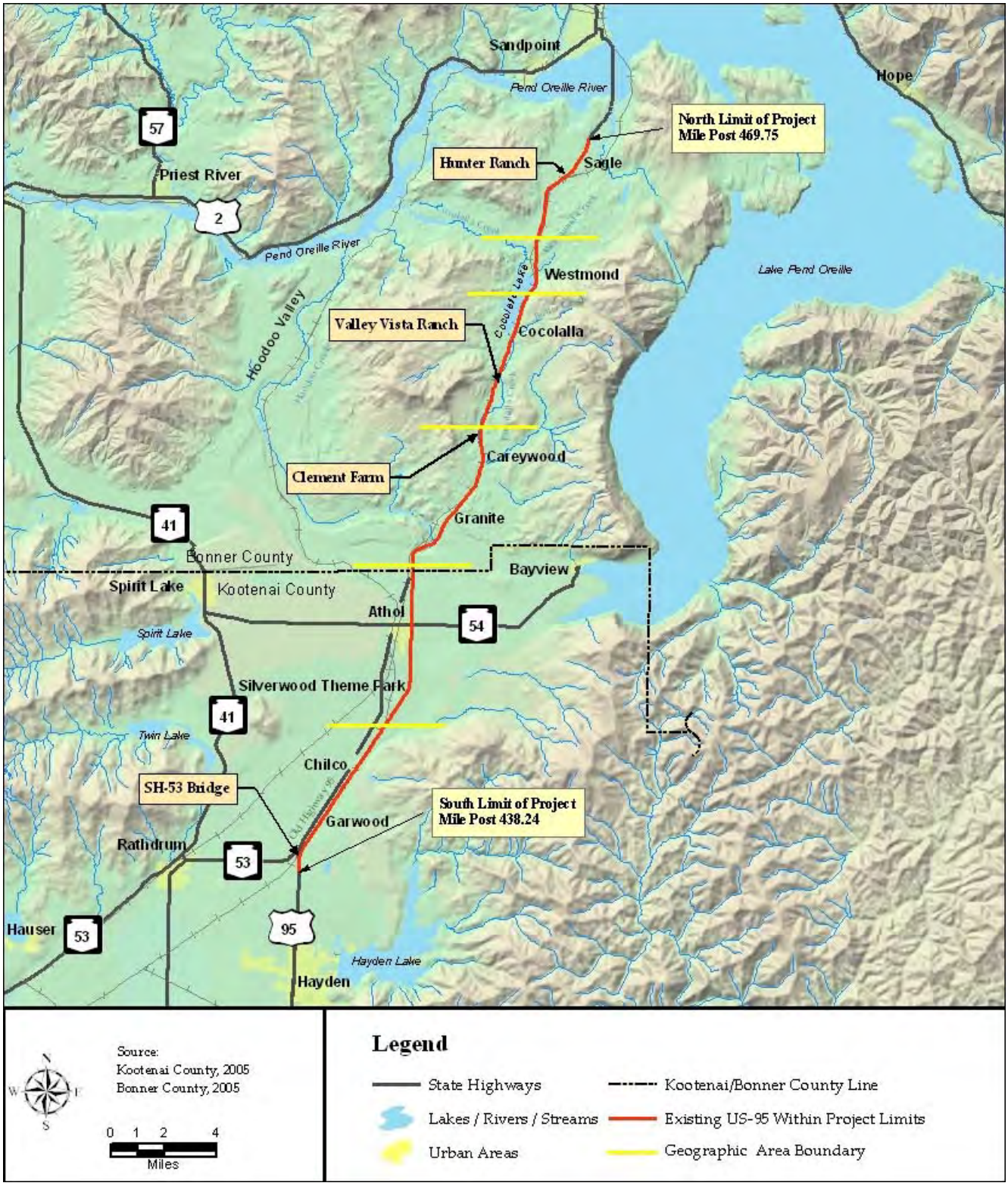
The relative importance and severity of use of other environmental elements besides cultural resources, such as wetlands, floodplains, or businesses are also considered to determine whether the avoidance alternative is both feasible and prudent. By definition in Section 4(f), a feasible and prudent avoidance alternative avoids using Section 4(f) property and would not cause other severe problems of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property.

10.4.1 Historic Context of Resources

Highways and Railroads. The history of settlement and economic development in northern Idaho is linked to the development of a transportation network. The construction of railroads, beginning with the NPRR in the 1880s, provided transport for industrial and agricultural products and opened the region to national markets. The advent of automobiles in the early 20th century brought a steadily increasing demand for reliable roads connecting individual homesteads, rural communities, and commercial centers. Rail lines and roadways proliferated, crisscrossing the landscape. Throughout the American west, the development of transportation networks transformed the rural economy and increased the density and pace of settlement. Settlers started to move into northern Idaho before the arrival of the railroad; their numbers increased once trains started running and this area continued to grow as rail and automobile transport became increasingly available and efficient. The first towns were commercial centers that served the population in surrounding rural areas. Many of these towns originated as railway stations.

As traffic increased in volume and speed, the demand for improved efficiency and safety grew. Roads were paved, widened, and routed over bridges at busy intersections with railways. Throughout the transportation corridors, discontinuous segments of terminated rail grades and roadbeds attest to periodic realignments designed to lessen the dangers of sharp turns and steep slopes.

Figure 10-1. Section 4(f) Resources



As automobile travel increased in the early 1900s, federal, state, and local governments worked to improve the network of roads nationwide. Significant federal funding first became available with passage of the Federal Post Road Act, better known as the Shackleford Good Roads Bill, signed into law in July 1916. Like many states, Idaho was unable to raise enough revenue to match federal dollars and thus did not fully benefit until it established a gasoline tax in 1923. This first act was succeeded by the Federal-Aid Highway Act of 1921, which limited federal funding to primary roads. Secondary roads did not qualify for federal aid until the mid-1930s (ITD, 1985; Lewis, 1991; Renk, 1992b). Idaho residents and state officials had long envisioned a road linking the state from north to south, giving the route its initial designation as the North and South Highway (commonly referred to as Old Highway 95).

Farmsteads. Early in the 20th century, political and economic power in the American West began to shift from rural to urban centers. By 1920 the trend was clear: cities and towns and their suburbs were gaining population and farming was becoming "big business". The dry-farming techniques that had made agriculture viable in arid land required investment in machinery, which, in turn, encouraged consolidation of farming operations. Farm size increased and the number of dry-farming operators decreased. Small farmsteads continued alongside the new large operations but gradually succumbed to the realities of industrialization. Large-scale farming became both profitable and necessary (White, 1991; Winther, 1956). Urbanization increased the demand for agricultural production. In contrast with a mainly self-sufficient rural population, city dwellers relied on markets for subsistence. Farmers who could supply fresh food to distant cities prospered. Efficient and economical transport from farms to consumers made this possible. Electrification facilitated shipment of fresh products and stimulated the growth of dairy farms that supplied urban residents with milk (Dembo, 1986; Winther, 1956).

Under the Homestead Act of 1862, an adult citizen could claim up to 160 acres of unappropriated public lands, receiving a patent after completing residency, making improvements, and paying a filing fee. One could also claim land under the Timber and Stone Act of 1878, which had no residency requirement; most of these claims were sold quickly to timber companies once the patent was received. Settlers also had the option of purchasing privately owned land. Initially, the largest landowner was the NPRR, which began selling its land grant holdings even before the railroad was finished. The first sales in the Pend Oreille Division were completed in November 1879. By the end of 1880, more than 41,000 acres had been sold for $2.60 per acre. These early sales were probably in eastern Washington, with sales in northern Idaho picking up in subsequent years. Lumber companies began selling many of their holdings once lands were logged. These cutover lands, known as "stump ranches," brought many new residents who were attracted by the inexpensive land advertised widely by companies like Humbird Lumber (Hibbard, 1965; NPRR, 1880).

The stump ranches were marginal agriculturally and hay was a staple crop in the region. Timber companies purchased many tons of hay to feed the horses they used in logging operations. In addition to a cash crop such as hay, most farmers raised a few animals and grew subsistence crops to provide food for family use (USFS, 1917). Agricultural irrigation projects were attempted in the early part of the 20th century around Hayden Lake, Chilco, and Coeur d'Alene. Dry farming techniques spread rapidly throughout the west after rail transport became available. Economic viability of farming in formerly marginal areas promoted rural settlement and spurred further development (White, 1991; Winther, 1956). Between 1890 and 1914, Idaho experienced a dramatic growth in population and economic

productivity, especially in the agricultural and forestry sectors. In the first decade of the 20th century, Idaho's population doubled; 80 percent of the state's population in 1910 was rural (Arrington, 1994; White, 1991). As the 20th century advanced, fewer and fewer people lived on farms and in rural communities. Urban centers expanded in both population and area. Suburban development reached out into formerly rural areas, incorporating some of the original homes and replacing others with modern structures (White, 1991).

Construction materials and building designs reflected nationwide trends for farm buildings in north Idaho. The 20th century brought a notable increase in the use of concrete. In addition to foundations and hollow-core blocks, concrete was used in rural areas for root cellars, water tanks, fence posts, and other structures (Renk, 1992a). In the early 1900s craftsman bungalow homes were popular. Designs were found in widely available pattern books, and prospective buyers could even purchase entire houses from Sears, Roebuck and Company. Materials varied, with a few homes utilizing native cobblestones while most others used weatherboard or shingles. Farms, of course, had a variety of outbuildings, ranging from livestock barns to chicken houses and sheds. Many suburban lots also had chicken houses, enabling families to raise some of their food in their own backyards. During the housing boom following World War II, new subdivisions made great inroads into formerly agricultural areas. The ranch house was among the most popular styles of this period. The one-story home is found with many variations, using combinations of brick, weatherboard, and shingle siding.

10.4.2 Section 4(f) Resource Descriptions

K-05, State Highway 53 (SH-53) Bridge. This concrete bridge measures 135-feet long and 28-feet wide and spans the Union Pacific Railroad (UPRR) tracks about three miles north of Hayden (see Photo 4, *SH-53 Bridge)*. The bridge structure is supported on three octagonal piers on either side of the railroad tracks and a low concrete wall joins the piers at their bases. There are three shallow arched bridge spans with three arched concrete beams forming the support structure for each span. According to ITD highway plans, the bridge was constructed in 1936 and was designed as part of the realignment of the North and South Highway. The structure is essentially unaltered from its original design. The embankment described in Section 10.5, *Use of Section 4(f) Resources* is not considered part of the resource and is not a structural part of the bridge. The bridge is currently used for local access and is owned and maintained by ITD. The structure is deteriorating according to ITD inspection reports and is due for immediate replacement or major repair.



Photo 4. SH-53 Bridge

NRHP Eligibility. The bridge is eligible for listing in the NRHP under Criteria A and C. It is significant on a statewide basis for its role in the development of the North and South Highway. The bridge is a structure that embodies the distinctive characteristics of a type, period, and method of construction techniques/architectural quality for bridge construction in the early 1930s.

B-04-22, Clement Farm. Like the neighboring farms, the Clement Farm consists of low-lying wetland fields between the highway and the hillside, with the buildings set on a bench at the western edge of the fields (see Photo 5, *Clement Farm)*. The farm includes a large, remodeled house, root cellar, outhouse, small shed, chicken house, and two barns. The larger barn is a frame structure set on a concrete foundation. The other barn appears to be considerably older, with vertical boards laid over log walls. John C. Clement purchased the western half of Section 1 in May, 1898, paying $858.99 for the land. Following his death, the land was divided between two of his sons.



Photo 5. Clement Farm

Edward Clement received title to much of the northwest quarter in May, 1918. He was owner of the farm in 1939, according to a Metsker map. The house, barns, and outbuildings probably date from the period when Edward and his wife, Myrtle, lived on the farm. Currently, the farm is privately owned and operated as a small farm.

NRHP Eligibility. This cluster of buildings, along with the driveway and associated fields directly to the east, are eligible for listing in the NRHP under Criteria A as a good example of a small family farm from the first half of the 20th century. The driveway is included in the resource boundary due to its importance to the transport of farm products to market.

B-04-07, Valley Vista Ranch. The buildings of the Valley Vista Ranch are situated on a narrow hillside between the railroad tracks and a rocky outcrop. During preparation of the DEIS, the property had a 1-1/2-story house, a small cabin and outhouse, a root cellar, two garages, a pump house, a well house, a tree house, a shed, and a large barn (see Photo 6, *Valley Vista Ranch*). All were well-constructed frame buildings with attention paid to details. The house had been considerably remodeled in recent years, making it a non-contributing element of the ranch complex, the garage had been altered and is also no longer a contributing feature. The other buildings had retained excellent integrity. Since publication of the DEIS all buildings except the barn, a house and a garage were demolished by the landowner and are no longer considered in this Section 4(f) evaluation. The barn, measuring 32 x 120 feet, has been a regional landmark for years and remains as the only NRHP eligible structure on the property. The long, narrow building is tall and is topped by a gambrel roof with flaring eaves. According to records at the County Assessor's Office, Charles H. Mase bought this property in 1929 and his sons, Frank and Bill Mase, became accomplished barn builders in the area. The large barn, constructed in the 1930s, is an excellent example of their work. Bill Mase and his wife Hazel lived on this ranch until the late 1970s.



Photo 6. Valley Vista Ranch

NRHP Eligibility. The barn is a good example of farm buildings constructed from the 1930s-1950s. The barn is individually eligible under Criteria C for its outstanding architecture. It is also eligible under Criteria A as illustrative of a prosperous ranch in Bonner County that operated continuously for nearly 50 years.

B35, Hunter Ranch. Located on Gun Club Road in Algoma, this farm includes a house, garage, root cellar, barn, silo, and chicken house/cabin (see Photo 7, *Hunter Ranch*). A modern horse barn and livestock shelter is also present. The 1-1/2-story craftsman bungalow-style house, built in 1912, retains most of its original design although it was remodeled in 1989. The single-car garage set to the rear of the house is clad with board and batten on the sides. An arched aggregate concrete root cellar has been built into the hillside north of the house and the round arched concrete roof is covered with earth and grass. The large barn exhibits no visible foundation and is framed with round log uprights; a prefabricated metal silo is set on a concrete foundation west of the barn. The chicken house/cabin is a narrow frame building clad with galvanized metal roofing and set on a tall concrete foundation.



Photo 7. Hunter Ranch

According to records at the County Assessor's Office, James A. Hunter purchased this property from the State of Idaho in May, 1908 and he is likely responsible for the construction of the house and outbuildings. Although alterations have been made to the house, the farm remains much the same as originally constructed. The farm retains its primary buildings – house, garage, root cellar, and silo. The modern horse barn and livestock shelter detract somewhat from the original appearance of the farm, but these buildings are modest in size and do not overwhelm the scale of the other buildings. The barn was removed in 2005. The farm is privately owned.

NRHP Eligibility. Hunter Ranch on Gun Club Road in Algoma is eligible for listing on the NRHP under Criteria A for its association with the history of regional agriculture in the early 20th century and as a local example of an agricultural establishment. This farm retains most of the original buildings and has overall good integrity.

10.5 USE OF SECTION 4(f) RESOURCES

The project as described in the DEIS has four alternatives, which include the No Action Alternative and three action alternatives (Yellow, Blue and Brown alternatives). Since the publishing the DEIS and as a result of public and agency comment, the Brown Alternative was slightly modified and is described in this FEIS as the Modified Brown (Preferred) Alternative.

The alternatives fall within six geographic areas: Chilco, Athol, Granite/Careywood, Cocolalla, Westmond and Sagle, as discussed in FEIS Chapter 2, *Alternatives*. Use of the Section 4(f) resources by one or more of the alternatives within each of these areas is discussed in the following section. Table 10-2, *Number of Section 4(f) Resources Used by Alternative,* compares the Section 4(f) resources and effects by project alternative.

Table 10-2. Number of Section 4(f) Resources Used by Alternative

	ALTERNATIVES				
Resource	No Action	Yellow	Blue	Brown	Modified Brown
SH-53 Bridge	0	1	0	1	1
Clement Farm	0	1	1	1	1
Valley Vista Ranch	0	1	0	1	0
Hunter Ranch	0	0	1	0	0
Total	0	3	2	3	2

K-05, SH-53 Bridge

No Action Alternative. The No Action Alternative would involve no major improvements to US-95 and would not result in direct use of historic or recreation Section 4(f) resources, including the SH-53 Bridge. However, the No Action Alternative would not address the purpose and need for the project.

Chilco Yellow Alternative. This alternative includes an interchange configuration that would not utilize the SH-53 Bridge and the associated segment of road. It would, however, result in its abandonment which is considered an adverse effect by SHPO under Section 106. A cut would be made into the east side bridge ramp embankment to accommodate part of the southbound interchange off-ramp, well away from the structure. It would not affect the structural integrity of the bridge. The bridge is set at a skewed angle to US-95, and could not be incorporated into the design mainline alignments or interchange ramps. The proximity of the UPRR would also constrain the location of the interchange north of the bridge. See Figure 10-2, *Use of Section 4(f) Resources Under Chilco Yellow Alternative.*

Chilco Blue Alternative. The Chilco Blue Alternative interchange is north of the SH-53 Bridge. The SH-53 Bridge would be incorporated into the west frontage road located between SH-53 and the gravel pit south of the bridge. The west frontage road would connect to the intersection of SH-53 and Old Highway 95 and the SH-53 Bridge would continue to be utilized to serve the gravel pit south of the bridge. See Figure 10-3, *Use of Section 4(f) Resources Under Chilco Blue Alternative.*

The SH-53 Bridge and new roadway would be maintained by ITD or turned over to the Lakes Highway District. However, if the segment of US-95 immediately to the south of this project is later improved to a limited access freeway, this segment of new road could be incorporated into part of a west frontage road. If the bridge does remain in use, it would need to be rehabilitated to meet the Department of Interior (DOI) standards because of its eligibility for listing on the NRHP. This alternative would not result in a Section 4(f) use of the SH-53 Bridge.

Chilco Brown Alternative. This alternative has the identical effect to the SH-53 Bridge as the Chilco Yellow Alternative resulting in a Section 4(f) use. See Figure 10-4, *Use of Section 4(f) Resources Under Chilco Brown Alternative.*

Chilco Modified Brown Alternative. The interchange for this alternative is approximately 600 feet north of the Yellow and Brown alternatives. The interchange would encroach upon the SH-53 Bridge and would require its removal. In addition, the possibility of incorporating the bridge into a transportation or bicycle/pedestrian facility was also explored but determined not prudent. The

feasibility and prudence of avoidance is discussed in Section 10.6.4, *Feasibility and Prudence of the Modified Brown (Preferred) Alternative* (see Figure 10-5, *Use of Section 4(f) Resources Under Chilco Modified Brown Alternative).*

Chilco Avoidance Alternative for the SH-53 Bridge. The avoidance alternative for the SH-53 Bridge would be to continue to utilize the bridge as part of an access road as shown under the Blue Alternative.

Comparison of Alternatives. The Chilco Yellow and Brown alternatives would result in a Section 4(f) use of the SH-53 Bridge by abandonment of the bridge. The Modified Brown Alternative would result in its demolition. The Blue Alternative would utilize the bridge to provide access to the gravel pit. See Table 10-3, *Section 4(f) Use of the SH-53 Bridge by Alternative*.

Table 10-3. Section 4(f) Use of the SH-53 Bridge by Alternative

Alternative	Section 4(f) Use
No Action	None
Yellow	Abandonment
Chilco Blue	None
Chilco Brown	Abandonment
Chilco Modified Brown	Removal
Avoidance	None

Figure 10-2. Use of Section 4(f) Resources Under Chilco Yellow Alternative

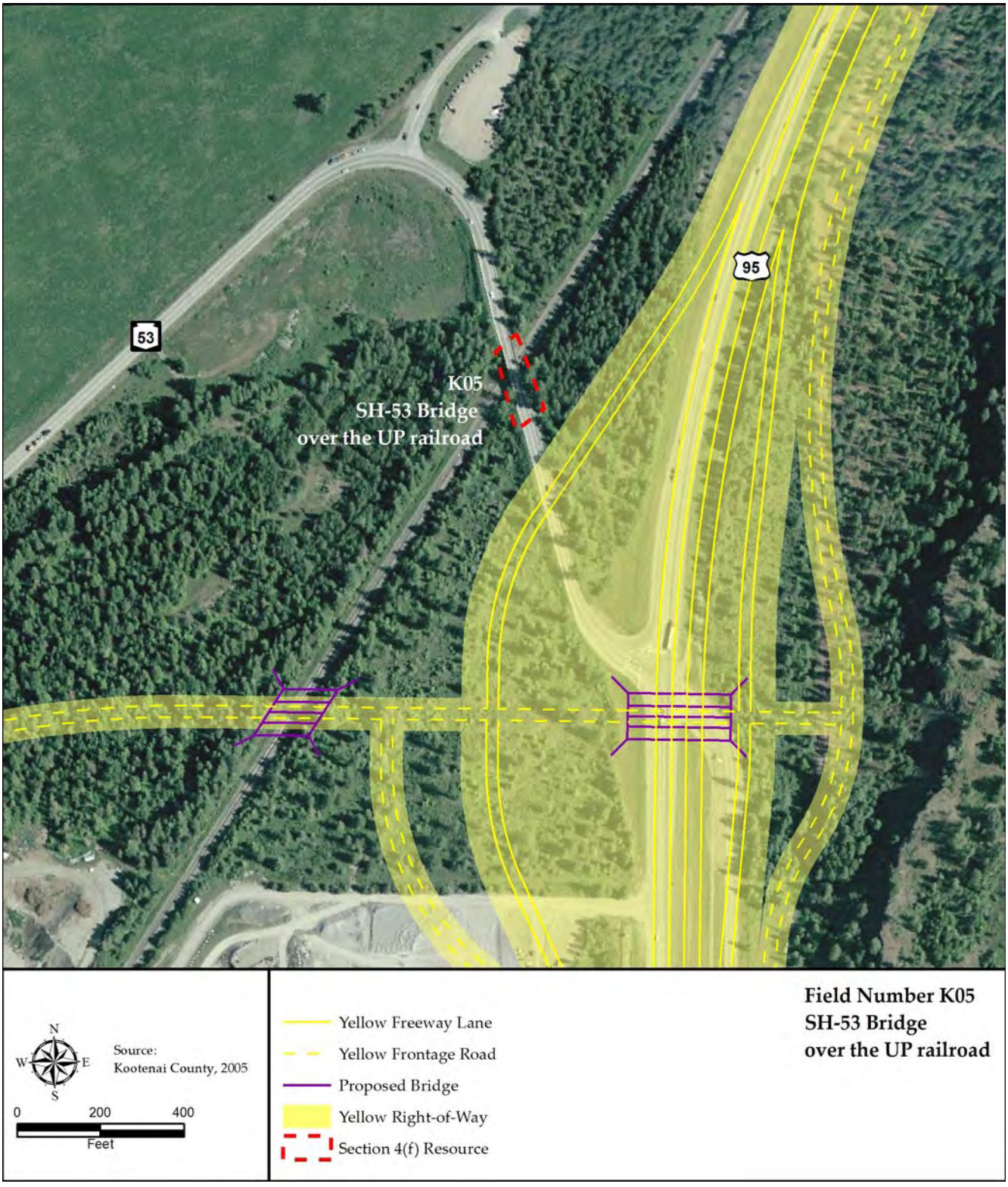


Figure 10-3. Use of Section 4(f) Resources Under Chilco Blue Alternative

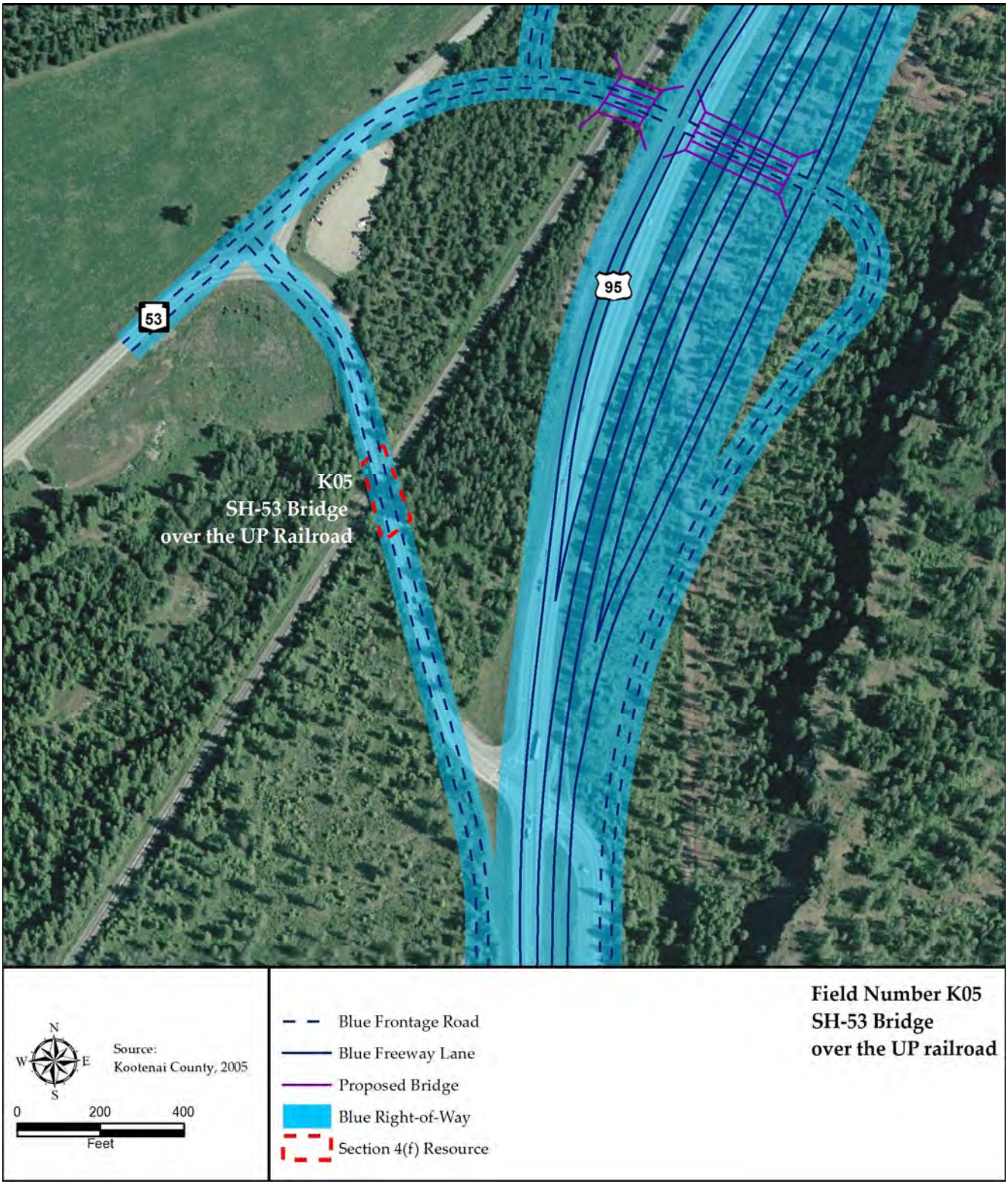


Figure 10-4. Use of Section 4(f) Resources Under Chilco Brown Alternative

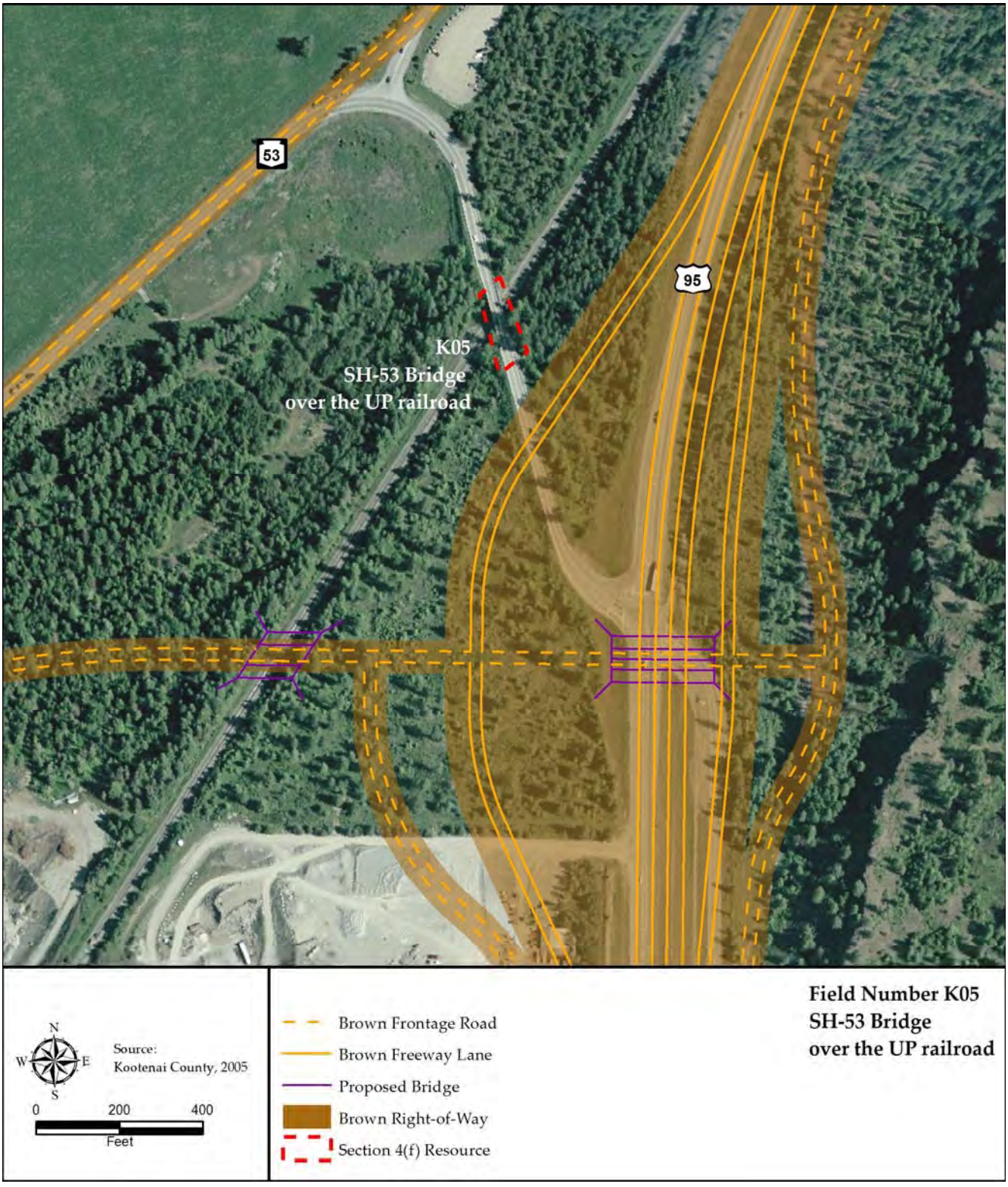
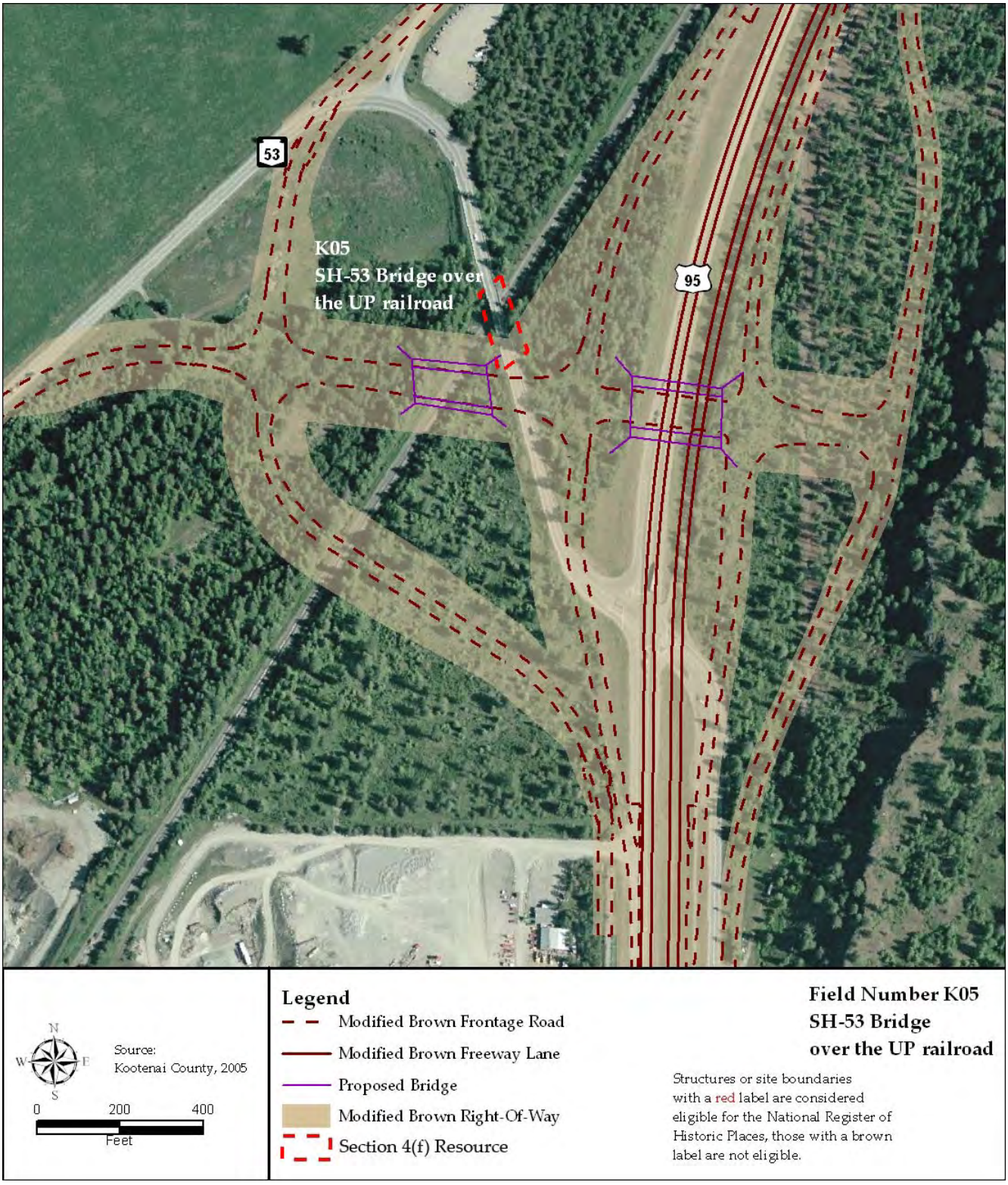


Figure 10-5. Use of Section 4(f) Resources Under Chilco Modified Brown Alternative



B-04-22, Clement Farm

This 7.5-acre property including a farm residence, seven outbuildings, driveway and associated fields is located west of US-95 and the BNSF tracks near Milepost (MP) 457.6. The farm is situated on a bench with lowlands sloping to the east and between the BNSF tracks and steep terrain rising to the west. Thirty-one percent (2.3 acres) of the property is wetland. Cocolalla Creek and its associated floodplain are on the east side of the property (see Table 10-4, *Section 4(f) Use of the Clement Farm by Alternative).*

Table 10-4. Section 4(f) Use of the Clement Farm by Alternative

Alternative	Description of Section 4(f) Use	Amount of Section 4(f) Resource Used (sq. ft.)
No Action	None	0
Granite/Careywood Yellow	Property	26,036 (0.6 acres)
Granite/Careywood Blue	Removes house, root cellar, and outhouse	75,195 (1.7 acres)
Granite/Careywood Brown	Removes house, root cellar, and outhouse	64,453 (1.5 acres)
Granite/Careywood Modified Brown	Avoids all farm structures	6,570 (0.2 acres)
Granite/Careywood Avoidance	None	0

No Action Alternative. The No Action Alternative would not require major improvements to US-95 and would not result in use of the Clement Farm. However, the No Action Alternative would not address the purpose and need for the project.

Granite/Careywood Yellow Alternative. This Granite/Careywood Yellow Alternative uses 0.6 acres of the Clement Farm including a portion of the driveway but would not displace structures. The west frontage road is aligned on the bluff approximately 115 feet east of the cluster of buildings to avoid wetlands. It would result, however, in the greatest indirect effects to the other residences in the area. See Figure 10-6, *Alternative Effects to Clement Farm (Yellow).*

Granite/Careywood Blue Alternative. The Granite/Careywood Blue Alternative west frontage road would cross the western portion of the farm, removing three structures (A – house; B – root cellar; C – outhouse) and use 1.7 acres of the resource property. The west frontage road for this alternative would encroach on railroad right-of-way and would result in four additional crossings of Cocolalla Creek. See Figure 10-7, *Alternative Effects to Clement Farm (Blue).*

Granite/Careywood Brown Alternative. The Granite/Careywood Brown Alternative would affect 1.5 acres of the Clement Farm and would displace three structures (A–house; B–root cellar; C-outhouse). The west frontage road would follow the base of the bluff affecting the springs and clearing the forested hillside. See Figure 10-8, *Alternative Effects to Clement Farm (Brown).*

Granite/Careywood Modified Brown Alternative. The Granite/Careywood Modified Brown Alternative west frontage road would use 0.2 acres of the Clement Farm driveway. The west frontage road for this alternative would be on the east side of the property adjacent to the railroad right-of-way. This would avoid the structures, preserve the farm fields and leave larger portions intact for more viable farming. It would also be furthest from area residences. It would preserve forested hillsides and the springs. See Figure 10-9, *Alternative Effects to Clement Farm (Modified Brown).*

Granite/Careywood Avoidance Alternative for the Clement Farm. The avoidance alternative for the Clement Farm would be to construct a new road behind and to the west of the farm (see Figure 10-10, *Clement Farm Avoidance Alternative*). This was evaluated and determined to not be feasible and prudent for reasons explained in Chapter 10, Section 10.6, *Avoidance Alternatives*.

Other avoidance alternatives evaluated for this resource include constructing a partial frontage road with access to the Clement Farm from the north of the property. The southern terminus of the west frontage road in the Cocolalla Area would end in a cul-de-sac. This frontage road would access the freeway three miles north, via the South Cocolalla Loop Road interchange, serving the residences on the west side of the freeway from the Clement Farm north. A discontinuous frontage road would result in more out-of-direction travel for motorists and school buses. It would increase response times for emergency service vehicles. In addition, the local agencies requested continuous frontage roads for maintenance purposes.

Comparison of Alternatives. The farm's setting remains intact providing feeling and association from the early 1900s. While the house itself has lost its integrity, the remaining structures have not. Effects to farm buildings, farm fields and rural/agricultural setting and feel are all important considerations.

Of the action alternatives, the Modified Brown Alternative has the least effect to the Clement Farm. It is the furthest from the cluster of buildings and would only affect 0.2 acres of the driveway. The road is furthest from the historic buildings preserving the historic characteristics of the resource. Constructing the frontage road across the existing driveway would affect the historic significance of the farmstead less compared to other alternatives that displace the house and farm structures, extend a frontage road in front of the remaining buildings, and affect the farmable fields. The Modified Brown Alternative also has less severe indirect effects to homes located on the bluff compared to the Yellow and Brown Alternatives and allows for a greater percentage of the properties to continue to be farmed efficiently. It has no displacements, avoids springs that offer sub-irrigation for fields and best preserves the forested hillside.

The Granite/Careywood Brown and Blue alternatives would encroach on the Clement Farm and displace three structures that contribute to sustaining the historic characteristics of the farm. The Brown Alternative would affect the springs/seeps in the hillside and would also require clearing the forested hillside. The Yellow Alternative would not displace structures but comes within 115 feet of the cluster of buildings which would affect the farm setting. It would also physically encroach on a portion of the driveway. See Table 10-4, *Section 4(f) Use of the Clement Farm, by Alternative*.

Figure 10-6. Alternative Effects to Clement Farm (Yellow)

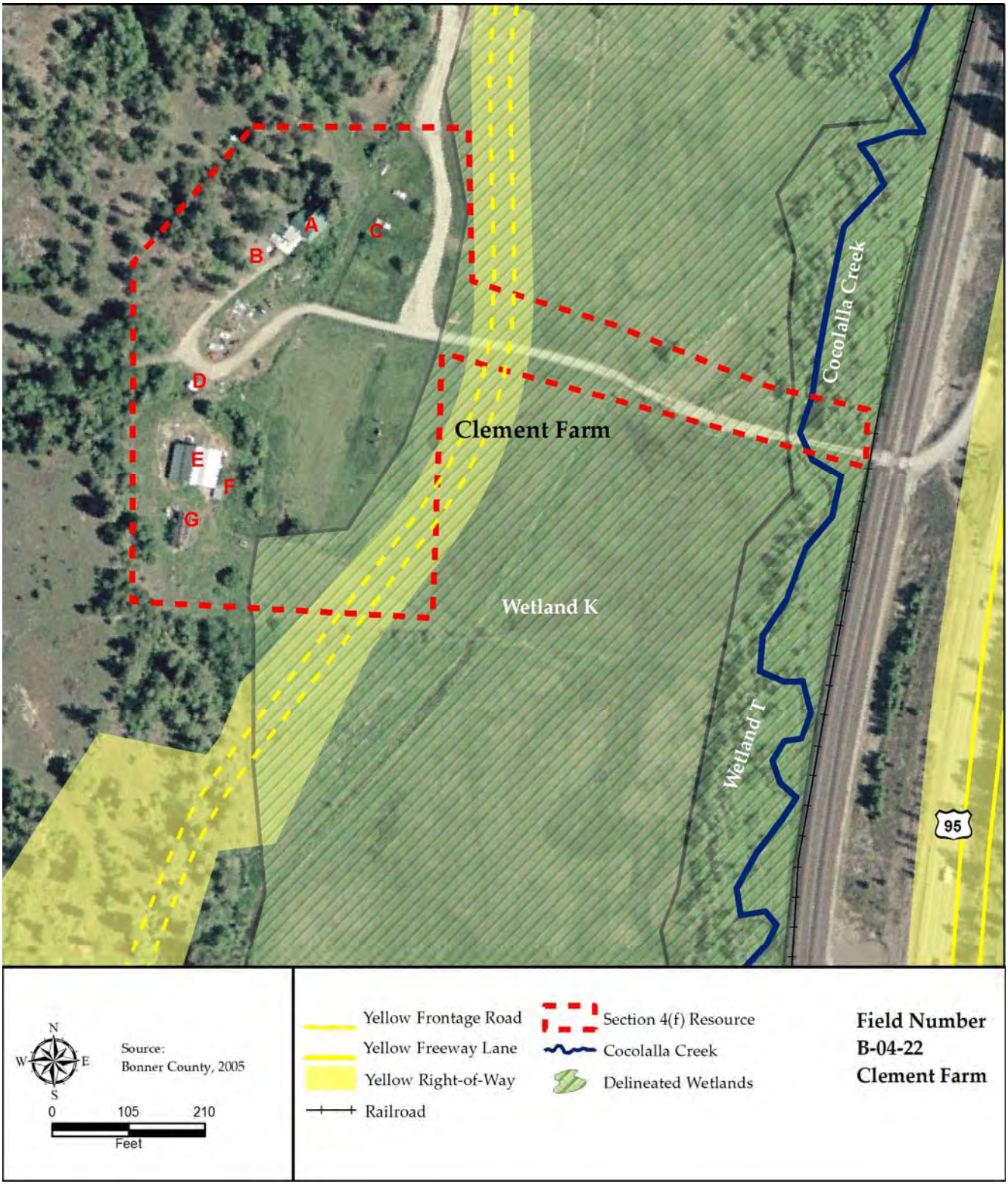


Figure 10-7. Alternative Effects to Clement Farm (Blue)

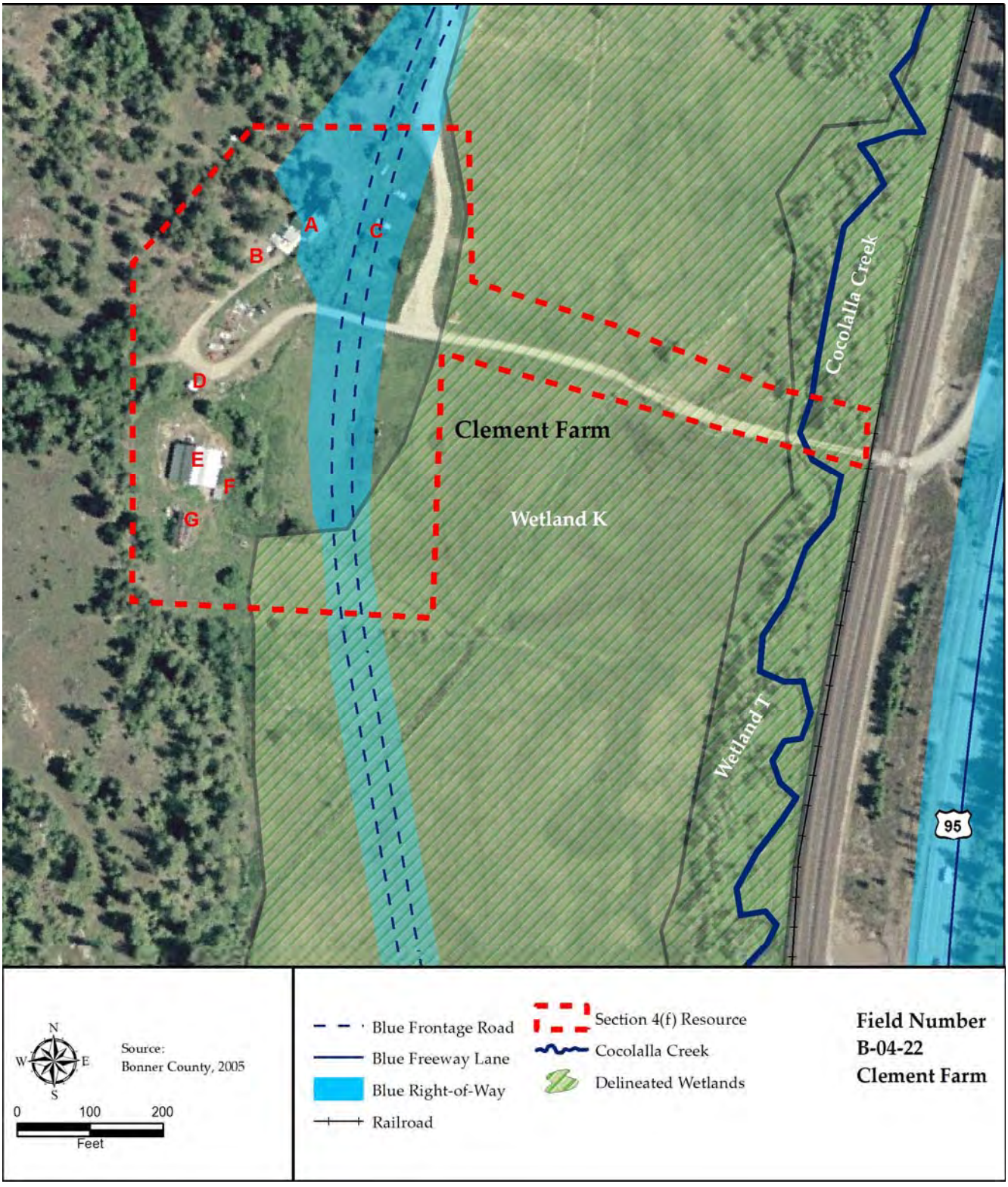


Figure 10-8. Alternative Effects to Clement Farm (Brown)

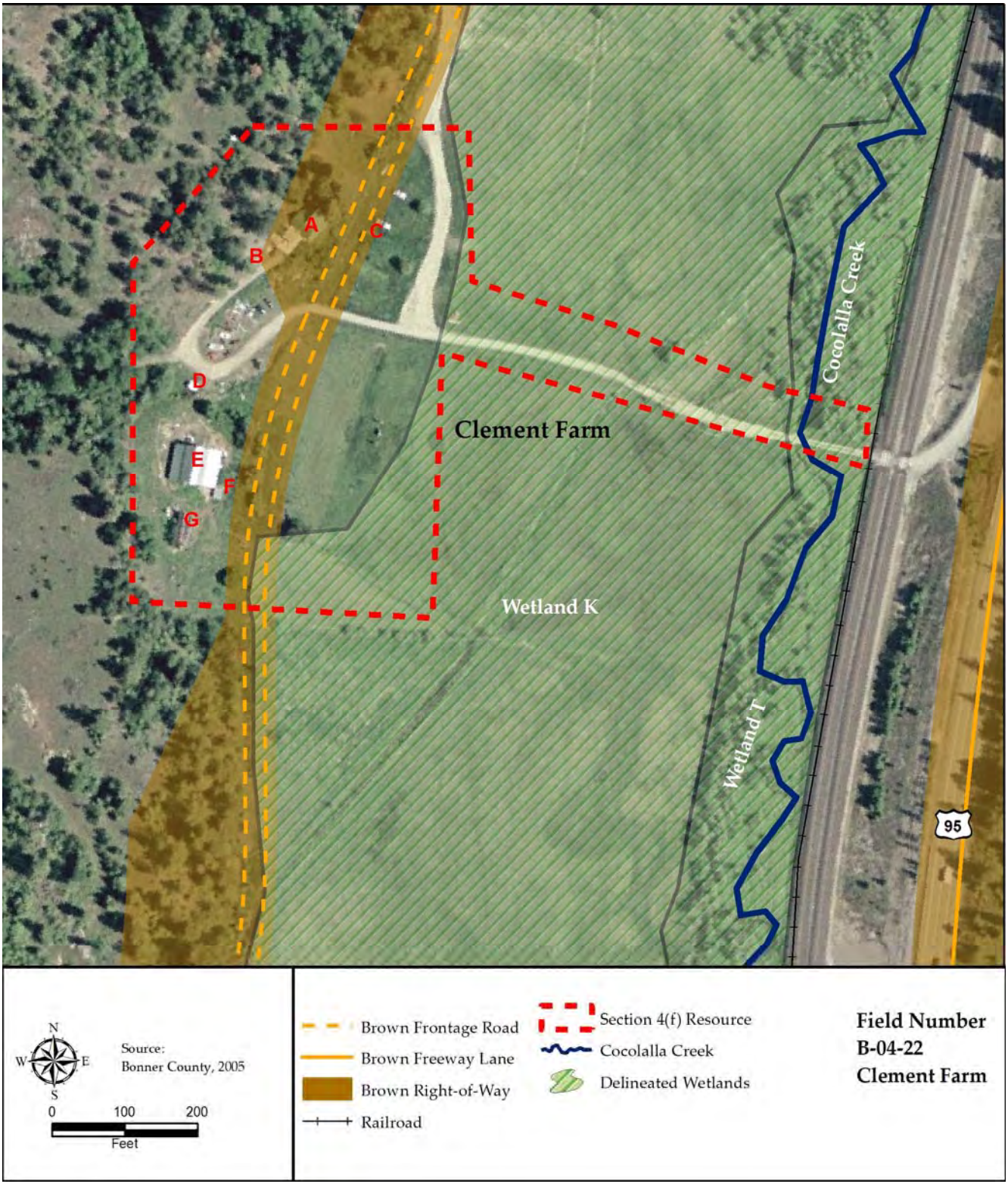


Figure 10-9. Alternative Effects to Clement Farm (Modified Brown)

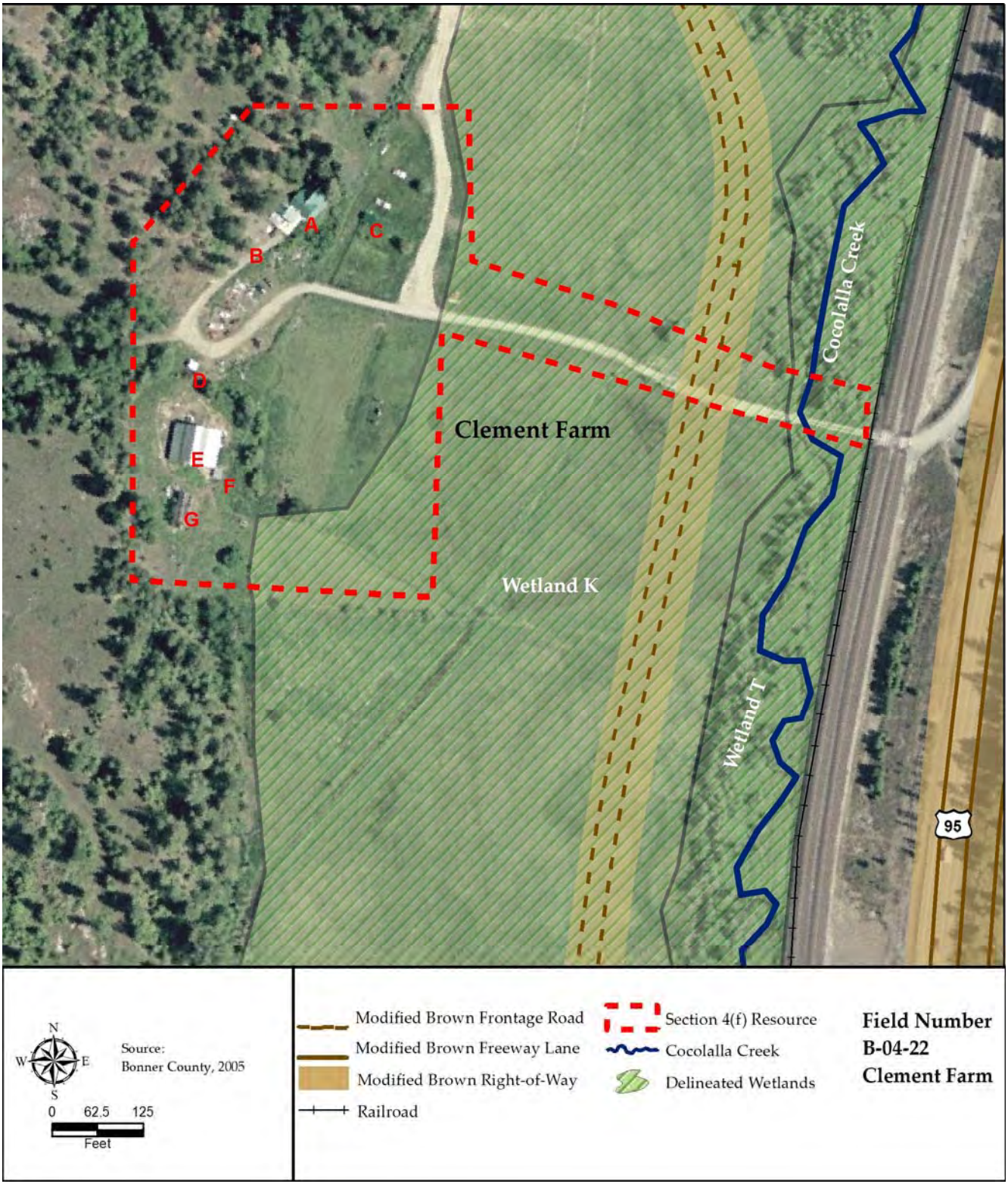
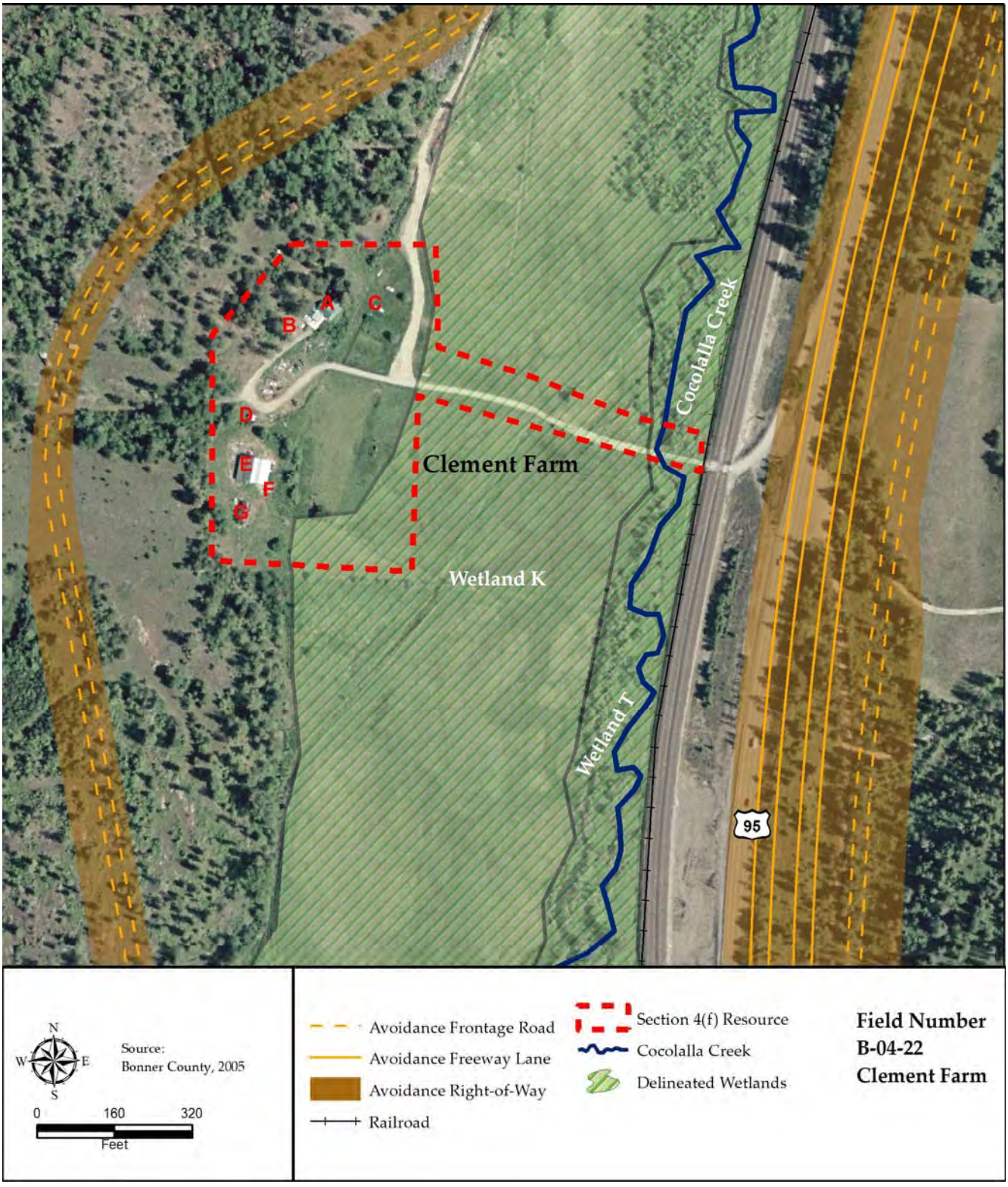


Figure 10-10. Clement Farm Avoidance Alternative



In the area of the Clement Farm, the avoidance alternative would modify the west frontage road for either the Yellow, Brown and Modified Brown alternatives by constructing the frontage road to the west, up on the hillside behind the farm. This would be a new road that would cause new environmental effects. The new effects would be due to the construction of the frontage road along the side of a hill resulting in much higher cut and fill slopes that would have a much larger construction footprint. New driveways would have to be constructed along with the road itself to connect properties just west of Cocolalla Creek to the new road. This route including the new driveways would result in a greater area of disturbance and have much higher visual effects due to the large cut and fill slopes. The feasibility and prudence of the avoidance alternative is discussed below in Chapter 10, Section 10.6, *Avoidance Alternatives*.

B-04-07, Valley Vista Ranch

Currently only the barn is eligible for the NRHP which differs from the DEIS. Since publication of the DEIS, the other buildings except the house (A) and garage (B) and barn (C) were demolished by the landowner. The house and garage were determined to be non-contributing features while the barn is still eligible for the NRHP. The original buildings of the Valley Vista Ranch were scattered between the BNSF tracks that lie just west and adjacent to the existing highway, and a steep vegetated rock embankment that rises several hundred feet above the ranch. Historically, the ranch complex has been separated from the highway by the railroad grade, which offers a barrier and some distance from the traveling public.

No Action Alternative. The No Action Alternative would involve no major improvements to US-95 and would not result in a use of the Valley Vista Ranch. However, the No Action Alternative would not address the purpose and need for the project.

Cocolalla Yellow Alternative. This alternative would result in a Section 4(f) use of the Valley Vista Ranch. The west frontage road of this alternative would require a 60-foot right-of-way along the entire east side of the property using 1.5 acres of the property. The west frontage road would be located just west of the railroad tracks as close to the railroad right-of-way as possible with the required road embankment. The west frontage road crossing the property would also affect the integrity and setting of the ranch. See Figure 10-11, *Alternative Effects to Valley Vista Ranch (Brown and Yellow).*

Cocolalla Blue Alternative. This alternative would be located west of the Valley Vista Ranch, following the ridgeline north from Huckleberry Mountain Road to the interchange at MP 460. This alternative would not result in a Section 4(f) use of the ranch. In addition, fencing along the freeway would offer an additional barrier between the freeway and ranch complex. See Figure 10-12, *Alternative Effects to Valley Vista Ranch (Blue).*

Cocolalla Brown Alternative. This alternative would result in a Section 4(f) use of the Valley Vista Ranch. Approximately 1.5 acres of the Section 4(f) resource would be used. The frontage road crossing the property would also affect the integrity and setting of the ranch. See Figure 10-11, *Alternative Effects to Valley Vista Ranch (Brown and Yellow).*

Cocolalla Modified Brown Alternative. This alternative is identical to the Blue Alternative in the vicinity of the ranch and its effects are described above. See Figure 10-13, *Alternative Effects to Valley Vista Ranch (Modified Brown*).

Cocolalla Avoidance Alternative for the Valley Vista Ranch. The avoidance alternative for the Valley Vista Ranch would be the Cocolalla Blue and Modified Brown alternatives alignment of the west frontage road, which avoids the resource entirely by shifting the frontage road above the resource to follow the ridgeline north to the proposed interchange.

Comparison of Alternatives. Both the Yellow and Brown alternatives would result in Section 4(f) use of the Valley Vista Ranch resource. The Blue and Modified Brown alternatives would avoid the resource entirely, by constructing the frontage road west of the property. See Table 10-5, *Section 4(f) Use of the Valley Vista Ranch by Alternative.*

Table 10-5. Section 4(f) Use of the Valley Vista Ranch by Alternative

Alternative	Description of Section 4(f) Use	Amount of Section 4(f) Resource Used (sq. ft.)
No Action	None	0
Cocolalla Yellow	Property	63,589 (1.5 acres)
Cocolalla Blue	None	0
Cocolalla Brown	Property	63,589 (1.5 acres)
Cocolalla Modified Brown	None	0
Cocolalla Avoidance (Blue and Modified Brown)	None	0

Figure 10-11. Alternative Effects to Valley Vista Ranch (Brown and Yellow)

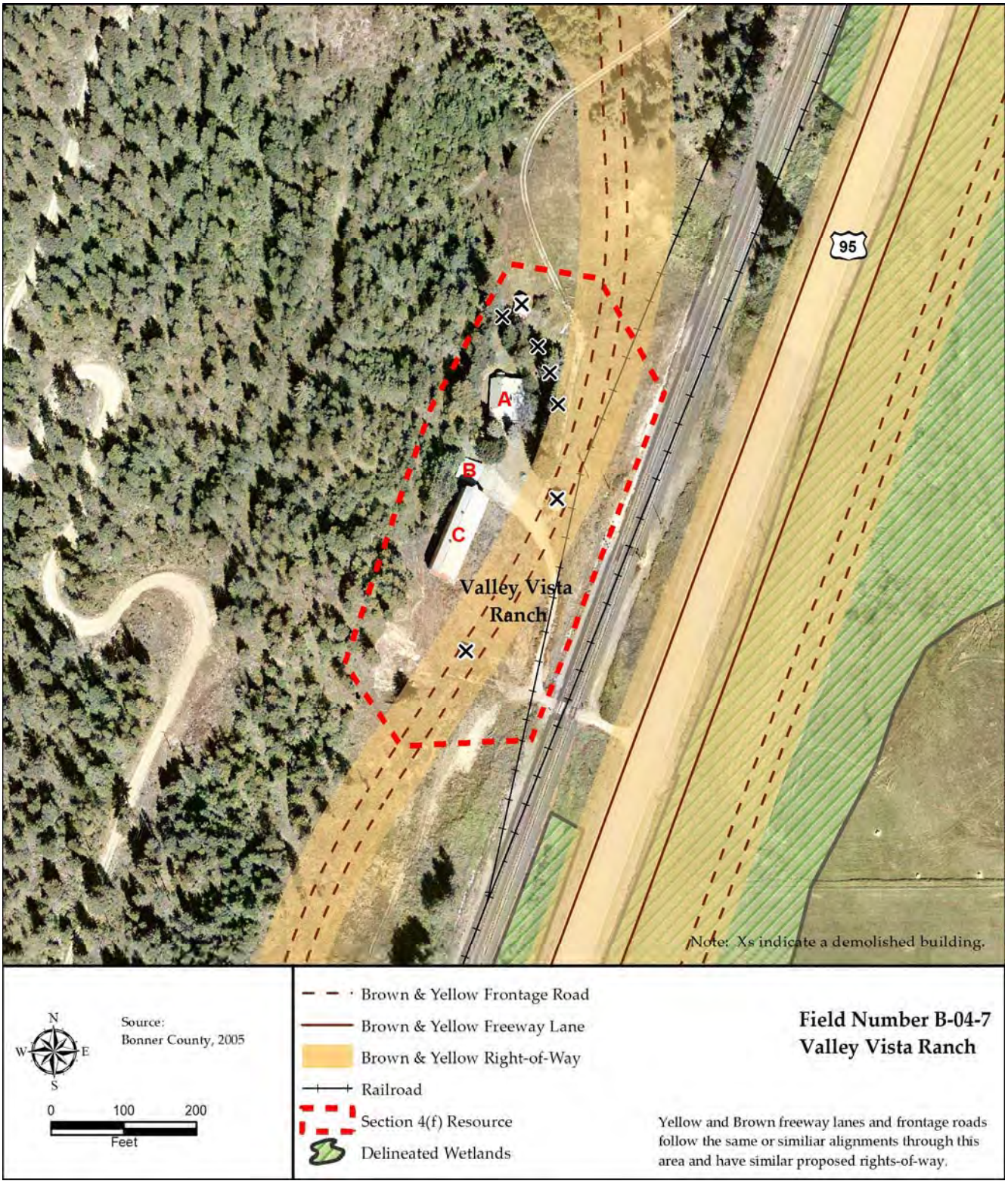


Figure 10-12. Alternative Effects to Valley Vista Ranch (Blue)

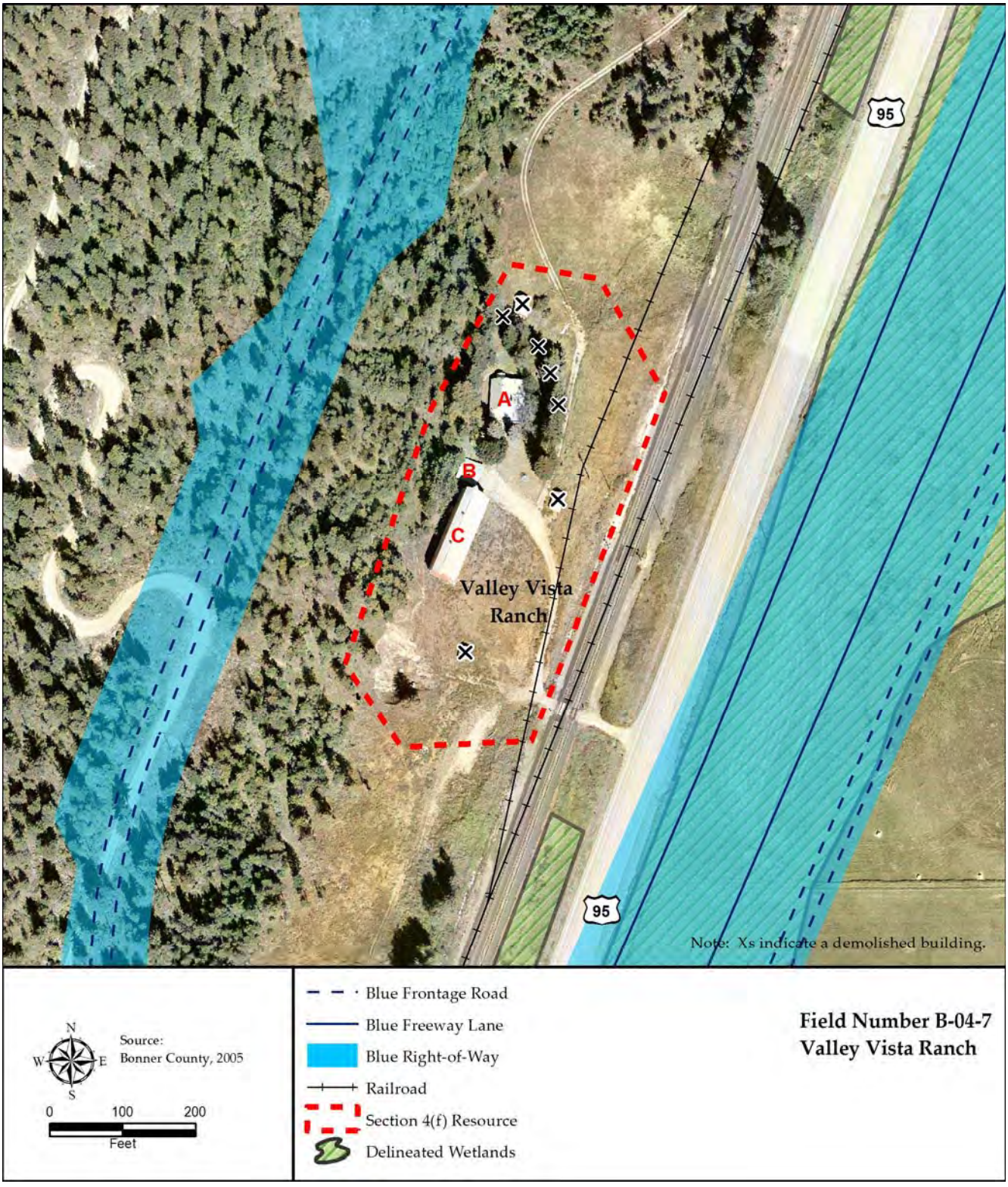
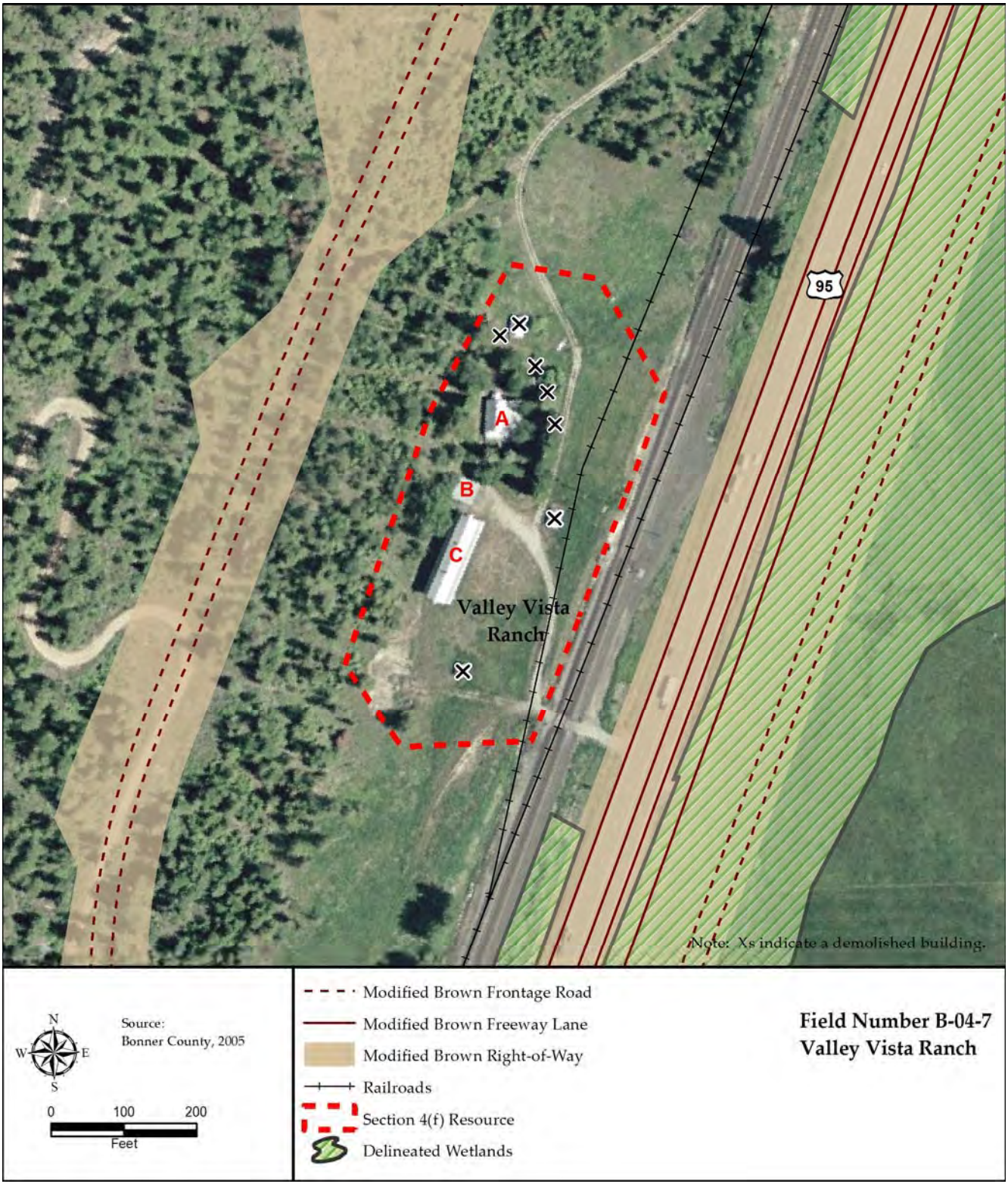


Figure 10-13. Alternative Effects to Valley Vista Ranch (Modified Brown)



B35, Hunter Ranch

No Action Alternative. This alternative would involve no major improvements to US-95 and would not result in a Section 4(f) use of the Hunter Ranch. However, the No Action Alternative would not address the purpose and need for the project.

Sagle Yellow Option 3. This alternative would follow the existing US-95 alignment, requiring additional right-of-way west of the existing highway. A west frontage road is adjacent to the freeway along this portion of the alignment. This places the freeway approximately 800-feet southeast of the ranch. Spades Road would be improved by lengthening it to the south along the eastern boundary of the Hunter property line where it would connect to South Gun Club Road and the west frontage road.

This improved Spades Road would be located 30-feet east of the resource boundary, where no road currently exists. This alternative would not adversely affect the Hunter Ranch and the alternative would not result in a Section 4(f) use. See Figure 10-14, *Alternative Effects to Hunter Ranch (Yellow Options 3, 4 and 5).*

Sagle Yellow Option 4. This alternative is identical to the Sagle Yellow options 3 and 5 near the Hunter Ranch. This alternative would not result in a Section 4(f) use. See Figure 10-14, *Alternative Effects to Hunter Ranch (Yellow Options 3, 4 and 5).*

Sagle Yellow Option 5. This alternative is identical to the Sagle Yellow options 3 and 4 near the Hunter Ranch. It would not result in a Section 4(f) use. See Figure 10-14, *Alternative Effects to Hunter Ranch (Yellow Options 3, 4 and 5).*

Sagle Blue Alternative. This alternative would locate the freeway across the southeast corner of the Section 4(f) resource crossing 0.2 acres of the property, but would not displace any structures. The west frontage road would cross over the freeway 500-feet south of the Hunter Ranch replacing the current Gun Club Road. This configuration would create additional traffic in front of the farm, affecting the integrity and setting of this resource. This would result in an adverse effect under Section 106 and a Section 4(f) use. See Figure 10-15, *Alternative Effects to Hunter Ranch (Blue).*

Sagle Brown Alternative. This alternative would locate the US-95 alignment 1,300-feet southeast of this resource, and places an interchange 550-feet south of the ranch at what would become the southern end of Spades Road. Spades Road would cross under the interchange to existing US-95, which would become a local access road. The west frontage road would run adjacent to the freeway from Key Ranch Road then intersect with South Gun Club Road 200-feet south of the Hunter Ranch. Spades Road and Gun Club Road would be improved and connected. Spades Road would be located 30-feet east of the resource boundary of the Hunter property.

The freeway interchange would be 540-feet closer to the ranch than the existing highway but it would not result in an adverse effect or a Section 4(f) use. See Figure 10-16, *Alternative Effects to Hunter Ranch (Brown).*

Sagle Modified Brown Alternative. This alternative is similar to the Brown Alternative in this area with the exception that due to public and agency comment on the DEIS, the South Gun Club Road interchange was modified, shifting the freeway and frontage roads approximately 80 feet further from the ranch. The improved Spades Road would still be 30 feet from the east resource boundary. This alternative would not result in a Section 4(f) use. See Figure 10-17, *Alternative Effects to Hunter Ranch (Modified Brown).*

Sagle Avoidance Alternative for the Hunter Ranch. The avoidance alternatives for the Hunter Ranch would be the Yellow, Brown and Modified Brown alternatives which shift the Spades Road extension east of the Hunter Ranch boundary.

Comparison of Alternatives. All alternatives would improve Spades Road. Only the Sagle Blue Alternative would result in a direct Section 4(f) use of the Hunter Ranch by the mainline crossing the southeast corner of the property. No structures would be affected by the alternative. All other alternatives would avoid the resource. See Table 10-6, *Section 4(f) Use of the Hunter Ranch by Alternative.*

Table 10-6. Section 4(f) Use of the Hunter Ranch by Alternative

Alternatives	Description of Section 4(f) Use	Amount of Section 4(f) Resource Used (sq. ft.)
No Action	None	0
Sagle Yellow Option 3	None	0
Sagle Yellow Option 4	None	0
Sagle Yellow Option 5	None	0
Sagle Blue	Frontage road crosses SE corner of historic property	6,591 (0.2 acres)
Sagle Brown	None	0
Sagle Modified Brown	None	0

Figure 10-14. Alternative Effects to Hunter Ranch (Yellow Options 3, 4 and 5)



Figure 10-15. Alternative Effects to Hunter Ranch (Blue)



Figure 10-16. Alternative Effects to Hunter Ranch (Brown)



Figure 10-17. Alternative Effects to Hunter Ranch (Modified Brown)



10.6 AVOIDANCE ALTERNATIVES

This section discusses the avoidance alternatives for the Section 4(f) resources and the feasibility and prudence of those avoidance alternatives.

10.6.1 No Action Alternative

The No Action Alternative would involve no major improvements to US-95 and would not result in a Section 4(f) use. The No Action Alternative would not address the purpose and need for the project, because it would not improve safety or capacity of the highway. Further discussion of the No Action Alternative is included in DEIS and FEIS Chapter 2, *Alternatives*.

10.6.2 Action Alternatives

Improving the Existing Highway and Alternative Alignments

In addition to the freeway design standard chosen for this project, several other design standards were evaluated during the early stages of the project. These included an improved two-lane highway with Transportation System Management (TSM); four-lane undivided highway with at-grade intersections with traffic signals; and a five-lane highway with at-grade intersections and traffic signals. A Type V, fully controlled access facility freeway design standard was chosen because it would provide the greatest improvement in capacity and safety and best met the project purpose and need for the design year.

In addition to considering improvements to the existing highway, there were a range of alignment alternatives that were included in the screening process and eliminated from further study due to the extent of their impacts for not meeting the project purpose and need and for other reasons. The level of analysis during the early screening process was not sufficient to determine NRHP eligibility, but it is likely that these alternatives would also have affected Section 4(f) resources and would not have been avoidance alternatives for all Section 4(f) resources. For a complete discussion on the alternative development and screening process, see DEIS and FEIS Chapter 2, *Alternatives*.

10.6.3 Avoidance Alternative that Avoids All Section 4(f) Resources

As an element of the alternatives evaluation process, an alternative that avoids all Section 4(f) properties was identified for the entire project corridor. The avoidance alternatives in each geographic area are, in most cases, modifications to the frontage roads for the action alternatives.

The Chilco Blue Alternative is an element of the corridor-wide avoidance alternative, and would continue to utilize the SH-53 Bridge to access a gravel business avoiding abandonment of the bridge and a Section 4(f) use. However, it would still require replacement or major repair of the bridge which would need to be completed according to DOI standards to avoid affecting its historic characteristics.

In the area of the Clement Farm, the avoidance alternative would modify the west frontage road for either the Yellow, Brown and Modified Brown alternatives by constructing the frontage road to the west, up on the hillside behind the farm. This would be a new road that would cause new environmental effects. The new effects would be due to the construction of the frontage road along the side of a hill resulting in much higher cut and fill slopes that would have a much larger construction footprint. New driveways would have to be constructed along with the road itself to connect properties just west of Cocolalla Creek to the new road. This route including the new driveways would result in a greater area of disturbance and have a much higher visual effects due to the large cut and fill slopes.

The avoidance alternative would avoid the Valley Vista Ranch by following the same alignment as the Cocolalla Blue or Modified Brown alternatives for the west frontage road that would be west of the ranch.

The avoidance alternative would avoid the Hunter Ranch by following any of the Sagle Yellow options, the Brown or Modified Brown alternatives, which would have the extension of Spades Road located east of the resource boundary.

10.6.4 Feasibility and Prudence of the Modified Brown (Preferred) Alternative

The Modified Brown (Preferred) Alternative was developed after receiving public and agency comments regarding the alternatives presented in the DEIS. It would incorporate the avoidance alternative for the Valley Vista Ranch and the Hunter Ranch. The Modified Brown Alternative would remove the SH-53 Bridge and affect the Clement Farm driveway. The feasibility and prudence of the avoidance alternatives and demonstration that the Modified Brown Alternative includes all measures to minimize harm is discussed in the following section.

SH-53 Bridge. The bridge is located on SH-53 west of US-95 in a narrow wedge of undeveloped land where it crosses the UPRR mainline.

Modified Brown (Preferred) Alternative. There is no possibility of utilizing this bridge as part of the Modified Brown Alternative facility for the following reasons:

- A controlled access facility, interchanges and frontage roads are necessary to address crashes at this intersection, which has the third-highest numbers of crashes in the project corridor.
- The interchange location for the Modified Brown Alternative is constricted by a large rock escarpment southeast of the interchange.
- Having the interchange configuration as indicated in the Modified Brown Alternative provides more convenient access to SH-53 and improved sight distance as vehicles are merging from US-95 to SH-53. This better meets the project purpose and need by improving safety.

In addition, the possibility of the bridge as part of a bicycle/pedestrian path was evaluated and is discussed below.

Currently SH-53 is designated as a bicycle route by the Kootenai County Bicycle/Pedestrian Plan. On SH-53 between the City of Rathdrum and Ramsey Road, SH-53 has wide shoulders and accommodates bicycle traffic. However, north of Ramsey Road bicycle traffic and bicyclists must share the travel lane with vehicles. There is an existing recreational trail on the east side of US-95 which parallels US-95 but is separated from traffic.

Under the Modified Brown Alternative if the SH-53 Bridge is used as part of a bicycle/pedestrian path, users would utilize the vehicle lanes and shoulders along SH-53. SH-53 would connect to the interchange 600 feet north of the Chilco Brown Alternative US-95/SH-53 interchange. Bicyclists and pedestrians would cross the railroad and US-95 through the interchange and would then connect into the bicycle/pedestrian path or frontage road on the east side of US-95. The segment of SH-53 would not be

utilized and the historic bridge would be removed. See Figure 10-5, *Use of Section 4(f) Resources Under Chilco Modified Brown Alternative).*

If the SH-53 Bridge is incorporated into the Modified Brown Alternative bicycle/pedestrian facility, bicycles and pedestrians utilizing SH-53 would be routed to a loop to the north then return to SH-53.

The loop would require bicyclists and pedestrians to travel approximately 1400 feet in additional distance when they could travel only 500 feet if they used the SH-53 shoulder. This loop would not likely be utilized by bicyclists or pedestrians because it would involve unnecessary out-of-direction travel. The Kootenai County Bicycle/Pedestrian Plan designates SH-53 as a bicycle route. This additional loop would not be consistent with this plan.

Bicycles and pedestrians would have to make three additional turns and would cross traffic two additional times which introduces unnecessary safety hazards. The additional turns for the northern loop would include making connections between:

- SH-53 and the west frontage road.
- The west frontage road and the abandoned segment of SH-53.
- The abandoned segment of SH-53 and the new SH-53.

The eastern most entrance to the loop is located between two intersections: where the west frontage road intersects with SH-53; and close to where SH-53 and the US-95 southbound on and off ramps intersect. Adding additional intersections and additional crossings for bicyclists and pedestrians would increase conflict points and collisions in this area.

To eliminate the additional crossing hazard at the eastern exit of the loop road on the north side of SH-53, a ramp could be constructed from the east exit, cross under SH-53 and wind around then connect back to the south side of SH-53. This would add an additional 800 feet to the route and would involve going down then up approximately a six percent grade.

Major work would be required to repair the bridge even if it is for a bicycle/pedestrian facility because the trail and bridge would be required to support vehicles for emergency access and maintenance. Repairs would need to be completed to DOI standards for historic bridge rehabilitation to not affect its NRHP eligibility and result in a Section 4(f) use.

In conclusion, this bike path is not prudent for the following reasons:

- The bike route that would use the north loop is not likely to be used by bicyclists or pedestrians because it has more out of direction travel.
- The north loop would introduce additional conflict points affecting safety for bicycles, pedestrians and vehicles. Therefore it would not meet the project purpose and need.
- The route is not consistent with the County plans.

- The SH-53 Bridge would need to be repaired according to DOI standards to not result in an adverse effect under Section 106 and a Section 4(f) use.

Chilco Blue Alternative. The Chilco Blue Alternative would continue to utilize the bridge and would not result in a Section 4(f) use of the SH-53 Bridge due to abandonment or demolition. However, the Blue Alternative is not feasible or prudent for the following reasons:

- There are two gravel pits at the southwest corner of SH-53 and US-95. Under the Blue Alternative one gravel pit would be accessed by utilizing the SH-53 Bridge. Because the bridge currently has weight restrictions for trucks, the bridge would require repairs before it could adequately serve the gravel pit.
- Annual maintenance costs of the bridge structure that would serve the gravel pit would be high and would be borne by the local jurisdiction. The Lakes Highway District would take over ownership and maintenance of the frontage roads and associated bridges following construction.
- The Lakes Highway District would not accept the bridge in its current condition of structural insufficiency and weight limitations.
- The bridge is set at a skewed angle to US-95, which creates a geometrically deficient angle making it not feasible to incorporate the bridge into the design of any of the alternative mainline alignments or interchange ramps.
- The closeness of the UPRR railroad constrains the location of the interchange north of the bridge.
- The bridge is severely deteriorated, has a substandard width and approach, and does not provide adequate access for the heavy truck traffic that would be using it year round. The bridge is recorded a sufficiency rating of 42.5 out of 100 points and the 2006 inspection report lists the following deficiencies and recommends immediate repair or replacement:

    - Deteriorated pavement (asphalt) with cracks and potholes.
    - Deck has transverse cracks, exposed rebar, exposed steel, severe random cracking and spalling with severe efflorescence and leaching.
    - Deteriorating rail.
    - Severely rusted bearing.
    - Abutments are exposed and badly deteriorated and cracked with severe efflorescence;
    - Abutments have spalls and delamination with rebar that was originally placed too close to the surface;
    - Deteriorating abutments with slopes under the deck are bare.

These deficiencies would need to be fixed to ensure safety and an effective transportation system for vehicles. Replacement would adversely affect the bridge through physical destruction. Repair would include removing and replacing the deck, replacing the concrete rails, realigning the approach to the bridge to remedy the curve, repairing abutments, widening the bridge to accommodate large trucks, and remedying the depth of the rebar in the concrete. ITD has estimated the cost to repair those deficiencies would be approximately $2 million. These repairs would likely affect the characteristics that make the structure eligible for the NRHP, which would also likely result in an adverse effect under Section 106.

If the repairs are completed to meet the DOI standards for historic bridge rehabilitation it would result in an acceptable avoidance measure but would be more costly.

For these reasons, it is not feasible and prudent to utilize the SH-53 Bridge as part of the Chilco Blue Alternative.

Clement Farm. The avoidance alternative for the Clement Farm involved constructing a frontage road to the west of the farm along a steep slope. This was evaluated but found to not be feasible or prudent as the road would be at a grade unacceptable for the county to maintain; winter access and maintenance would be very difficult and more costly. This frontage road location would also introduce safety problems and would not best meet the project purpose and need. Due to the steep grade, cuts and fills for road construction would require a substantial amount of deforestation and soil disturbance that would extend far up and down the slopes resulting in a high adverse visual effect, higher potential for erosion and sedimentation, and higher risk of road failures. In addition, there would be a substantial increase in the numbers of roadway miles to construct and maintain costing an estimated $12 million to construct. Introducing a new roadway in this area could also result in more development of land that is primarily forested, resulting in additional indirect land use effects from the alternative.

To minimize harm to the Clement Farm, the frontage road alignment for the Preferred Alternative was shifted further east closer to the freeway which avoided displacing the eligible farm buildings. This still results in a Section 4(f) use of the property as the frontage road crosses 0.2 acres of the property. However, only the driveway is affected.

Minimization of Harm

For the Clement Farm and SH-53 Bridge, there are many factors that make utilizing the avoidance alternative not feasible and prudent. However, all reasonable measures have been taken to minimize effects to the Clement Farm, as described below. Minimization of harm to the SH-53 Bridge is not feasible for the reasons described above.

Mitigation Measures

According to the ITD Environmental Process Manual, where projects involve the removal of or adverse effect to eligible cultural resources including bridges, structures and sites, mitigation is required. In compliance with 36 CFR 800, a MOA was developed which includes mitigation stipulations for the Modified Brown Alternative. The purpose of the MOA is to outline measures to mitigate the alternatives effects to the SH-53 Bridge, the Clement Farm, and Features A and B of Segment 2 of the NPRR. This MOA is included in the FEIS, Appendix A, *Agency Concurrence Letters*.

10.7 COORDINATION

Coordination related to the Section 4(f) evaluation was conducted early in the DEIS process, and is summarized below:

- Individuals and organizations with special knowledge were contacted and participated as Consulting Parties. Organizations that participated included the Bonner County Historical Society and the Museum of North Idaho.

- The SHPO and Tribes with interest in the area were consulted in compliance with Section 106 of the NHPA. Information regarding traditional cultural properties was requested during the formal consultation with Tribes by ITD, on behalf of FHWA. Tribes contacted include the Kalispel Tribe, Coeur d'Alene Tribe, the Kootenai Tribe of Idaho, and the Confederated Salish-Kootenai Tribes of Montana. The tribes were given opportunity to comment and to provide information to be considered in the Archaeological and Historical Report. None of the Tribes were consulting parties on the MOA.
- ITD conducted a site visit with the Coeur d'Alene Tribe to review the Archaeological and Historical Report and to identify any Tribal concerns regarding the alignments. No specific concerns were identified; however, the tribe wanted to be contacted prior to construction activities near Cocolalla Lake.
- Various meetings involving the public and agencies were held as described in the DEIS and FEIS Chapter 9, *Comments and Coordination*.
- The Farragut Recreational Trail was described in the DEIS which was circulated for public comment. In addition, the DEIS described that the proposed bicycle/pedestrian facilities would provide a safer connection to the Farragut Recreation Trail.
- During the DEIS and FEIS development, Kootenai County Parks and Waterways was consulted regarding the effects of the proposed project on the Farragut Recreation Trail. Kootenai County Parks and Waterways is the jurisdictional agency for the Farragut Recreational Trail. During the FEIS development the National Park Service (NPS) provided input regarding the County's compliance with the Deed of Conveyance for the Farragut Recreational Trail. Correspondence received in return stated that Kootenai County considered the Garwood to Sagle project a benefit to the trail system because it would allow connectivity and improvements to the Farragut Recreational Trail system. NPS also concurred that the project would improve the trail system but requires that a land exchange for property with equivalent or greater recreational opportunity be completed in order for Kootenai County to be in compliance with the Deed of Conveyance (see Appendix A, *Agency Concurrence Letters).* Therefore, the land exchange as outlined in the letter will be completed as mitigation.
- Section 4(f) further requires consultation with the DOI and, as appropriate, the involved offices of the Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs which use lands protected by Section 4(f). This consultation was conducted through the DEIS public process and will continue through the FEIS public processes. In addition, the Section 4(f) Evaluation was changed to reflect that the Modified Brown Alternative would remove the SH-53 Bridge as opposed to abandoning it. The Section 4(f) Evaluation as part of the DEIS was circulated to the DOI for a 45-day review period during the DEIS public comment period. No comments were received from the DOI. The Section 4(f) Evaluation will be re-circulated to the DOI for an additional 45-day review period overlapping with the FEIS 30-day public review period.
- Coordination with the Clement Farm landowner was conducted to evaluate the avoidance alternative and to identify alignments that would have the least effect on maintaining the farming operations and would preserve the integrity of the site.

- Several meetings and conference calls occurred with the project team and SHPO, ITD and the consulting parties to confirm the APE, project alternatives and eligible resource site boundaries.
- The project team, which included the ITD Project Engineers, the Project Consulting Engineers, the ITD Historian, the Consulting Historian and consultants attended a field trip to discuss eligibility of the resources, location of the alternatives in relation to the resources, avoidance alternatives, and data recovery of archaeological resources.
- A project team representative met in September and October 2005 with local bicycle organizations and local agencies in the region to coordinate local bicycle/pedestrian path and trail integration, and design of the associated bicycle/pedestrian path planned for the project. Design has yet to be determined and will be based on coordination with these organizations and local comprehensive plans during final design.
- ITD and FHWA coordinated with SHPO regarding the eligibility of historic resources, determination of effects and determinations of *de minimis* impact, resource documentation, constructive use and effects to resources. SHPO provided concurrence letters regarding the NRHP eligibility of resources, the effect determinations and the determinations of de minimis effects to the 4(f) resources (see Appendix A, *Agency Concurrence Letters).*
- Pursuant to 36 CFR 800.6, FHWA developed an MOA in coordination with ITD SHPO, and the Bonner County Historical Preservation Office.
- FHWA submitted to the Advisory Council on Historic Preservation (ACHP) a Determination of Adverse Effect and an invitation to participate in development of the MOA. A letter concurring with the effect determinations and declining participation in development of the MOA was received and is included in Appendix A, *Agency Concurrence Letters.*

10.8 SECTION 4(f) DETERMINATION

Based upon the above considerations, there are no feasible and prudent avoidance alternatives to the Section 4(f) use of the SH-53 Bridge and the Clement Farm from the Preferred Alternative (Modified Brown). The proposed action includes all possible planning to minimize harm to the Section 4(f) resources resulting from such use.

CHAPTER 11. PHASED PROJECT IMPLEMENTATION

This chapter describes the planned phasing and funding of the Preferred Alternative, if it is selected. This chapter was added to the Final Environmental Impact Statement (FEIS) to evaluate fiscal constraints and identify funding for projects before final decisions are made. In addition, the public provided comments on the Draft Environmental Impact Statement (DEIS) regarding project funding, phasing, and general project implementation.

The DEIS explained that the improvements to the US-95, Garwood to Sagle project corridor would be constructed in phases as funding becomes available. One of the possible sequences of phased construction described in the DEIS included the assumption that the entire freeway, including frontage roads and interchanges, would be completed within each area before construction would begin in the adjacent area. The DEIS also assumed that construction of the project would begin at the south end of the corridor and proceed in sequence to the north. Another phased construction scenario described in the DEIS, and further analyzed in this chapter, is the construction of a four-lane divided highway with construction of selected segments of frontage roads. Interchanges and the remaining frontage roads would be constructed in subsequent phases. All the action alternatives described in the DEIS and FEIS would be phased and funded similarly. The effects of phasing are described in the following sections.

11.1 PHASED IMPLEMENTATION REQUIREMENTS

Construction phases are often determined during the final design of the project after the Record of Decision (ROD) is approved, which applies to the entire freeway including interchanges and frontage roads. However, under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) for major transportation projects, physical and funding limitations associated with constructing the entire project at one time, including phasing and fiscal constraints, must be identified according to the Federal Highway Administration (FHWA).

The phasing as presented in this FEIS is consistent with FHWA's objective of analyzing and selecting transportation solutions on a broad enough scale to provide meaningful analysis. The phasing also avoids dividing the project into areas that offer only minimal public benefit or that lack independent utility. It is the intent of Idaho Transportation Department (ITD) and FHWA to implement the selected alternative in its entirety through a phased construction approach.

The US-95, Garwood to Sagle project is 31.5 miles long and would require a large investment of federal and state transportation funds. Because of the length of the project and its total cost (approximately $500 million for the Preferred Alternative), it would be constructed in phases. The Statewide Transportation Improvement Program (STIP) only funds five years of transportation projects and therefore does not include the entire project. This chapter describes the funding mechanisms and strategy that would be used to build the entire project. The following factors must be considered:

- **Independent Utility** – Each project phase must operate independently of other subsequent phases. This ensures that public money is expended on projects that would function independently and would provide public benefit, even if additional funding does not become available.

- **Logical Termini -**The logical termini for the project were based on rational end points that consider areas of major traffic generation such as intersecting roadways and identified safety and operational problems. This is discussed further in the FEIS Chapter 2, *Alternatives*, Section 2.1, *Project Area and Logical Termini* and in the DEIS *Screening Analysis Technical Report*. While the project logical termini bracket a corridor that extends 31.5 miles, the geographic areas within the project limits have identified deficiencies along the corridor that would contribute to meeting the purpose and need if resolved. The project was subdivided into discrete construction elements to address these deficiencies. These elements are included in construction stages/packages to be constructed as funding permits.
- **Purpose and Need** – As described in the DEIS and FEIS Chapter 1, *Introduction, Purpose and Need and Project Goals*, each phase would contribute to fulfilling the purpose and need for the project. Each phase would be constructed to provide capacity and safety measures that contribute to meeting the project's safety and capacity needs. Safety goals for the project would not be fully met until frontage roads are constructed because of the need to eliminate at-grade approaches.
- **Environmental Effects** – The individual and collective phases would not introduce additional environmental effects beyond what is presented in the FEIS for any of the action alternatives constructed in their entirety.
- **Mitigation Measures** – The mitigation measures described in the FEIS can be implemented before or at the same time as the phase with which they are associated.

11.2 PROJECT PROGRAMMING AND FUNDING

Funding for transportation projects currently comes from either state revenue or federal-aid funds, which are divided into a variety of categories or programs. State revenue includes vehicle registration fees, state fuel tax, and weight distribution tax on commercial vehicles. Federal funding includes the Highway Trust Fund (HTF), which receives revenue from federal user taxes, such as Federal Fuel Tax.

Currently the HTF is appropriated through the SAFETEA-LU. Other funding mechanisms are also used to fund transportation improvements, including Grant Anticipation Revenue Vehicle (GARVEE) bonding and public/private partnerships. Idaho State transportation projects are planned through the Horizons in Transportation program, which directs projects to the STIP. These funding programs and sources are described below.

Idaho Horizons Long-Range Capital Improvement and Preservation Program (LRCIP)

ITD manages a Long-Range Capital Improvement and Preservation Program (LRCIP) called Horizons in Transportation. The LRCIP complements and provides the transition between the shorter five-year project development and implementation years of the STIP and the longer 2034 Idaho Transportation Vision. The current LRCIP was formulated in September 2006.

The LRCIP is the long-range planning process for identifying and developing STIP projects. It is organized into three planning "horizons": near horizon (6 to 10 years), mid horizon (11 to 15 years), and far horizon (16 years and beyond).

The mid-horizon program includes the remaining right-of-way acquisition, final design, and construction of the US-95, Garwood to Sagle corridor project for all of the geographic areas not already identified in the current STIP. If funding becomes available sooner, project phases could be moved from the mid-horizon program to the near-horizon program or if funding is not available, project phases could be moved from the mid –horizon program to the far horizon programmed period.

11.2.1 Statewide Transportation Improvement Program (STIP)

The purpose of the Statewide Transportation Improvement Program (STIP) is to provide for a fiscally sound, one to five-year capital improvement plan for the State's surface transportation program. The STIP identifies which funding sources will be used to fund listed projects.

The 2009 to 2013 STIP contains part of the initial phase of development for the US-95, Garwood to Sagle project. See Table 11-1, *Phasing by Geographic Areas*. The funding for these project phases originate from GARVEE bonds, as discussed below.

Table 11-1. Phasing by Geographic Areas

Geographic Area	Construction Packages	Preliminary Design[1]	Final Design[2] of Initial Construction[3]	Right-of-Way Acquisition[4]	Initial Construction
Chilco	Chilco (MP 441.2 to MP 445.2)	GARVEE, Initial Phase	GARVEE, Initial Phase	GARVEE, Initial Phase right-of-way and right-of-way for SH-53 interchange	GARVEE, Initial Phase including Chilco interchange
Athol	Silverwood Theme/ RV Park (MP 445.2 to MP 448) Athol (MP 448 to MP 449.8) Granite South (MP 449.8 to MP 453)	GARVEE, Initial Phase	GARVEE. Initial Phase	GARVEE, Initial Phase	GARVEE, Initial Phase including Bunco and SH-54 interchange
Granite/Careywood[5]	Careywood (MP 453 to MP 457.7)	None allocated	None allocated	None allocated	Not applicable
Cocolalla	Cocolalla (MP 457.7 to MP 463.0)	None allocated	None allocated	GARVEE, Partial Funding for wetland mitigation site	Not applicable
Westmond	Westmond (MP 463 to MP 465.3)	None allocated	None allocated	None allocated	Not applicable
Sagle	Sagle (MP 465.3 to MP 469.75)	None allocated	None allocated	None allocated	Not applicable

Notes:

1 Preliminary design involves designing the four main lanes of the freeway, some frontage roads, and some interchanges to approximately 30%.
2 Final design involves preparing a complete set of construction plans.
3 The initial phase would construct the four main lanes of the freeway along with some frontage roads and interchanges. Subsequent phases would construct the remaining frontage roads and interchanges.
4 Right-of-way acquisition refers to the right-of-way needed for the initial phase and the SH-53 interchange footprint.
5 The southern segment of Granite/Careywood Area, referred to as Granite South, will be constructed with the Athol construction package.

The FEIS refers to the initial construction phases according to the six geographic areas (e.g. Chilco, Athol, Granite/Careywood, Cocolalla, Westmond, and Sagle). The initial construction phases of Chilco, Athol, and Granite/Careywood areas will be broken into construction packages as follows; Chilco, Silverwood, Athol, and the south end of Granite/Careywood (Granite South). These construction packages will include preliminary and final design, right-of-way acquisition and construction of the initial phase as shown in Table 11-1, *Phasing by Geographic Areas.*

Grant Anticipation Revenue Vehicle (GARVEE) Bonds. GARVEE bonds are financing mechanisms that borrow from future annual anticipated federal appropriations to immediately construct high-priority safety and congestion-relief projects. Using GARVEE bonds would provide the public with safety improvements and congestion relief much sooner than what would be possible using traditional funding mechanisms. GARVEE financing for a project is appropriate only when the additional public benefits from early construction would exceed the financing costs. Other considerations for using GARVEE financing include the availability of other funding mechanisms and whether GARVEE financing for a project would be the best commitment of future federal-aid funds.

In 2005, the Idaho legislature approved a GARVEE bonding program for developing and constructing projects within six highway corridors around the state, one of which is US-95, Garwood to Sagle. The legislature considers authorization requests on an annual basis. Through the annual legislative authorizations, a total $998 million of the GARVEE bonds will be allocated to the six corridors.

Of the estimated $500 million needed for implementation of the Preferred Alternative (if selected), $181.8 million is available through GARVEE bonding for preliminary and final design, right-of-way acquisition, and initial construction in Chilco, Silverwood, Athol, and Granite South. Right-of-way acquisition for the initial construction phase could begin in 2010 after FHWA issues a ROD. ITD has begun utilizing Special Experimental Project Number (SEP) -15 for early right-of-way acquisition of specific properties. ITD submitted an application, through the SEP-15 process, to request permission to perform right-of-way acquisition and final design activities prior to the ROD provided the work falls within the specific conditions agreed to with FHWA in the Early Development Agreement (EDA). Under the SEP-15 program, ITD may purchase right-of-way prior to issuance of the ROD for properties that are common to all alternatives and that meet the stipulations of the SEP-15.

11.2.2 Funding Through Transportation Funding Bills

Three federal transportation funding bills have been authorized since the early 1990s: the Intermodal Surface Transportation Efficiency Act (ISTEA) for fiscal years 1992 to 1997; the Transportation Equity Act for the 21st Century (TEA-21) for fiscal years 1998 to 2003; and SAFETEA-LU from 2005 to 2009. Table 11-2, *Federal Highway Funding for the State of Idaho*, shows the funding allocated to the State of Idaho from TEA-21 and SAFETEA-LU.

Compared to TEA-21, SAFETEA-LU provides the following increase in apportionments as a percentage of TEA-21 average annual apportionment:

Fiscal year 2005	122.9%	Fiscal year 2008	135.9%
Fiscal year 2006	124.4%	Fiscal year 2009	137.2%

Fiscal year 2007 131.2%

Table 11-2. Federal Highway Funding for the State of Idaho

Federal Funding Bill	Year	Idaho Allocation
TEA-21	1998	$174,073,000
	1999	$203,441,000
	2000	$208,483,000
	2001	$209,982,000
	2002	$213,867,000
	2003	$217,849,000
SAFETEA-LU	2005	$260,868,000
	2006	$264,199,000
	2007	$278,589,000
	2008	$288,460,000
	2009	$291,823,000

Based on the history of federal and state funding for highways in Idaho and the total capital expenditures on highways from all government sources, it is reasonable to conclude that federal funding and funding from state and local sources will continue to be available to fund right-of-way acquisition and construction of the US-95 improvements evaluated in this FEIS and planned for in Horizons.

11.2.3 History of Public/Private Partnerships in Transportation Facility Development

Completion of Idaho's planned surface transportation projects will also include a continuation of public/private partnerships to contribute funding for right-of-way acquisition and construction. ITD and FHWA have partnered with both local governments and private development interests to construct transportation facilities in the State.

The populations of Kootenai and Bonner counties have grown by an average annual population growth rate of two percent over the past 30 years. The growth rate varies within the project corridor with higher growth rates at the more urbanized northern and southern ends of the project.

As Idaho counties have grown, the resulting land development has allowed the State of Idaho to partner with various local governments and developers to implement transportation improvements. These improvements include the following public/private partnership projects:

- **I-84/Isaacs Canyon interchange east of Boise**
  ITD District 3 partnered with Micron to construct this interchange.
- **I-84/Franklin interchange Structure Widening in Nampa, Idaho**
  ITD District 3 partnered with Micron to widen this structure.
- **I-90/Beck Road interchange between Post Falls and Washington State Line**
  ITD District 1 is partnering with Cabela's to construct a new interchange. The project is under development.
- **SH-75/Timmerman to Ketchum Widening in Blaine County, Idaho**
  ITD District 4 is partnering with developers, a hospital, and commercial businesses to fund widening

and improvements to SH-75. These include over $1.75 million in right-of-way, easements, and matching funds.

11.2.4 History of Phased Implementation of Idaho Projects

ITD has successfully constructed large or complex projects in phases once a NEPA approval has been issued. See Table 11-3, *Phased ITD Projects*.

Table 11-3. Phased ITD Projects

Project Name	NEPA Approval (date and type)	Phased Implementation	Status of Phases
Twin Falls Alternative Route Twin Falls, ID	Finding of No Significant Impact (FONSI) 3/08/2000	3 phases	Phase 1 is complete. Phase 2 is in the bid process. Phase 3 is not currently scheduled.
US-95/Worley to Mica Coeur d'Alene, ID	FONSI 9/18/2000	5 phases	Phases 1, 2 and 3 are complete. Phase 4 is under construction. Phase 5 is scheduled for advertisement.
US-95 North and South Project	ROD 5/23/2000 FONSI 05/15/2005 Reevaluation 08/17/2006	3 Phases	Phase 1 is scheduled for completion 2012. Phase 2 is scheduled in the Near-Horizon program. Phase 3 is scheduled for the Mid-Horizon program.
I-84/Wye interchange Boise, ID	FONSI 7/09/1984	3 phases	All phases are complete.
I-84/US-93 interchange Reconstruction, Twin Falls, ID	Categorical Exclusion 2001	2 phases	Phase 1 is complete. Phase 2 is scheduled in the Near-Horizon program.
SH-20/Menan, Lorenzo, and Thornton interchanges	FONSI 8/09/2007	2 phases	Menan/Lorenzo is programmed for 2009. Advertisement with construction in 2010. Thornton interchange is scheduled in the Mid-Horizon program.
I-84/Orchard to Eisenman	FONSI 7/07/2007	10 phases	Phases 1, 2 and 3 are complete. Phases 4 and 5 are under construction. All phases are programmed in the 2008 to 2012 STIP.
US-30/McCammon to Lava	FONSI 6/03/2003	5 phases	Phase 1 is nearly complete. Phase 2 and 3 are under construction. Phase 4 is scheduled for construction in 2010. Phase 5 is in the design process.
Airport Road, Twin Falls	Categorical Exclusion	2 Phases	Phase 1 is complete. Phase 2 is under construction.
City of Rocks Back Country Byway Cassia Co. (Public Lands Highway)	Categorical Exclusion	4 Phases	Phase 1 and 2 are complete. Phase 3 is under construction. Phase 4 is scheduled for advertisement in fall of 2009 for 2010 construction.

11.2.5 Funding Conclusion

It is reasonable that the US-95, Garwood to Sagle project evaluated in this FEIS can be funded and constructed based on the following:

- Existing funding under the GARVEE program;
- The inclusion of project phases in the STIP and the LRCIP;
- The history of growth in federal and state highway funding since 1991;
- ITD's and FHWA's record of successful partnering with the private sector and local governments to implement transportation projects; and
- ITD's and FHWA's success in implementing phased projects.

ITD and FHWA will pursue funding through the annual update of the STIP and as envisioned in ITD's LRCIP to fully implement the selected alternative.

11.3 Identification of Logical Construction Phases and Priorities

This FEIS provides additional details about the elements of the phased implementation of the selected alternative. The project envisioned in the DEIS would construct a four-lane divided freeway with Type V access control throughout the project corridor within the established logical termini. However, as stated in the DEIS, it would be impractical to complete the entire 31.5-mile project as one construction project. Therefore, the project was divided into logical constructible units that would be constructed as funding becomes available.

DEIS and FEIS Chapter 2, *Alternatives* describes the six geographic areas in the project corridor. Each geographic area identified has deficiencies in safety and Level of Service (LOS), either currently or in the design year (2030). The limits are based on traffic and safety needs, geographic features, land use and development, and intersections. The construction phases generally follow these geographic areas. Table 11-1, *Phasing by Geographic Areas* presents the construction phases and packages. Each constructed area would operate independently and contribute to meeting the purpose and need for the project. Because the Preferred Alternative and other action alternatives primarily follow the existing alignment of US-95, and because each alternative in the different geographic areas has been designed to tie into any other alternative adjacent to that area, there is little risk of having issues with transitions between the new construction phases and the existing highway.

All transitions and connections would be designed to American Association of State Highway and Transportation Officials (AASHTO) guidelines. Each phase of construction would increase capacity and improve safety beyond existing conditions. Each phase would be programmed and constructed as individual construction packages and would function independently to immediately benefit travelers when the phase is completed.

The environmental effects of the selected alternative are described in the FEIS, but they would occur sequentially as construction proceeds from one geographic area to the next. The phased improvement in every area would be designed to connect with the existing highway or adjacent phased improvements and would therefore have independent utility.

Construction would be divided into two primary phases, initial and subsequent phases of construction. Each would have multiple construction phases per geographic area as summarized below.

11.3.1 Initial Construction Phases

The elements of the initial construction phase are shown on Table 11-1, *Phasing by Geographic Areas.* Note that the construction phase is divided differently than the geographic areas discussed through the body of the FEIS. The initial construction phases include acquiring right-of-way needed for construction in the Chilco (MP 441.2 to MP 445.2), Silverwood (MP 445.2 to MP 448), Athol (MP 448 to MP 449.8), and the Granite South (MP 449.8 to 453) areas. The initial construction phase would include the following elements:

- A four-lane highway would be constructed in the Chilco, Silverwood, Athol, and Granite South areas to just north of Homestead Road. The highway would mostly follow the existing US-95 alignment.
- Limited frontage roads would be constructed through the Chilco Area to consolidate accesses onto US-95. Accesses onto the highway would be at-grade except at the three interchanges: the Chilco Road, Bunco/Brunner roads, and SH-54 interchanges.
- At-grade intersections in the Silverwood and Athol areas would be constructed at the location of future interchanges in subsequent construction phases.
- Traffic signals at the SH-53 and Garwood Road intersections would be upgraded.
- Crossroads would temporarily connect to the four-lane highway in the Chilco and Athol areas until the overpasses, frontage roads, and interchanges are constructed.
- A five-lane section would be constructed at Homestead Road.
- Vehicles would have right-in, right-out only access between US-95 and local roads and driveways, except at designated intersections.
- The at-grade railroad crossings at Chilco Road, Estates Drive, and Corbin Hill Road would be permanently closed during the initial phase of construction. All other railroad crossings would remain at-grade.
- There would be no improvement in the remaining Granite/Careywood Area or in the Cocolalla, Westmond, and Sagle areas during the initial construction phase.
- The improvements in the initial construction phase would be on the alignment approved in the ROD, so limited reconstruction would be required when the frontage roads and interchanges are constructed.

Initial Construction Phase – Safety and Operations

The traffic analysis completed for the DEIS projected the expected LOS and crash rates in 2030 for the No Action and the action alternatives when constructed in their entirety. During the development of the FEIS, additional traffic analyses were conducted to examine how phased implementation of the project would affect safety and operations. Of particular concern were the effects to safety during project phasing at the transitions between the existing two-lane configurations and the proposed four-lane divided highway. These analyses evaluated the safety and operations of the highway for two scenarios: 1) initial construction completed in the Chilco Area only, and 2) initial construction completed in the Chilco, Silverwood, Athol, and Granite South areas. In addition to the following effects on safety and

LOS, the analyses demonstrate the benefits to the public from constructing the four-lane divided highway before constructing the full freeway.
The analysis of the four-lane highway construction in Chilco, Silverwood, Athol and Granite South found the following effects on safety and LOS.

Safety

The safety analysis suggests that safety would substantially improve as a result of the initial construction phases.

- The safety analysis results show that most collisions where vehicles crossed over the centerline, would have been avoided with a four-lane divided highway, although some crossovers might still have resulted in single-vehicle crashes as drivers lost control of their vehicles.
- The safety analysis results show that converting the standard intersections to right in, right out approaches followed by U-turn at intersections, would improve safety. The Right Turn Followed by U-turn (RTUT) modification factor is shown in Table 11-4, *Crash-Reduction Factors*.
- The safety analysis results show a reduction in the number of collisions due to the project features that would improve roadway safety and because of lower traffic volumes at the intersection of SH-54 and existing US-95 once US-95 is routed around downtown Athol.
- Crash reductions shown in Table 11-4, *Crash-Reduction Factors*, were estimated from a Florida research project and incorporate a combination of variables (Lou, 2001). The table shows the type of modification or safety improvement made to address certain crash types and the corresponding reduction in crashes.

Table 11-4. Crash-Reduction Factors

Type of Modification	Reduction (percent)	Type of Crash
Interchange [1]	50% (All Crashes)	Intersection Crashes
Lane Addition (left-turn lane without signal) [1]	25% (All Crashes)	Unsignalized Intersection Crashes
Lane/Shoulder Widening [1]	20% (All Crashes)	Non-Intersection Crashes (excluding Head-on, Sideswipe, and Driveway Crashes)
Landscape Median Barrier	75–90% (Injury/Fatality) 50% (All Crashes)	Head-on and Sideswipe Crashes
Right Turn Followed by U-Turn (RTUT)	20% (All Crashes)	Driveway Crashes
Rerouting Around Downtown Athol	30–50% (All Crashes)	Crashes in Athol excluding the SH-54 Intersection

Source: Safety Evaluation Instruction Manual, Appendix A (ITD, 2004a)

Notes:
[1] Safety Evaluation Instruction Manual, Appendix A, Measure VI.A.1.A.

Chilco Area - Initial Construction Phase

- The historical crash rate for the Chilco Area is 1.17 crashes per million vehicle miles (cpmvm). For the initial construction in the Chilco Area only, the estimated crash rate is expected to decrease to 1.01 cpmvm, which is higher than the ITD Safety Evaluation Instruction Manual (SEIM) crash rate of 0.89 cpmvm for multi-lane, partial-access-control, divided highways with average daily traffic

(ADT) volumes greater than 4,000. The difference in numbers can be attributed to differences in the existing and SEIM modeled roadway conditions and configuration (see Table 11-5, *Crash Rate Calculations for Initial Construction Phase – Chilco Area Only).* In addition to a reduction in the overall number of crashes, there would be a reduction in the severity of crashes as some of the multi-vehicle collisions could become single-vehicle crashes as opposing directions of traffic would be separated by the median. The percentage of injury and fatality crashes would be lower than the SEIM crash rate.

- With full implementation of the Preferred Alternative (full access control and interchanges), the crash rate would be further reduced to 0.60 cpmvm.

Table 11-5. Crash Rate Calculations for Initial Construction Phase – Chilco Area Only

Category of Analysis	Total	TYPES OF CRASHES	
		Injury and Fatality	Property Damage Only
10-year history with current roadway (cpmvm) [1]	417	180	237
Estimated number of crashes if initial improvements had been implemented 10 years ago (i.e., 1/01/97) (cpmvm)	358	145	213
Estimated percent reduction in number of crashes [2]	14%	19%	10%
Historical crash rate (cpmvm)	1.17	0.51 (43%)	0.67 (57%)
Estimated crash rate if initial improvements had been implemented 10 years ago (cpmvm)	1.01	0.40 (41%)	0.60 (59%)
SEIM Rate for Four-Lane Divided Highway with Partial Access Control and ADT Volumes above 4,000 Vehicles (cpmvm)	0.89	0.41 (46%)	0.48 (54%)

Source: Safety Evaluation Instruction Manual, Appendix B (ITD, 2004a)

Notes:
1 Historical crash data provided by ITD from MP 438.24 through MP 451.0 for the 10-year period from 1/1/97 through 12/31/06.
2 Total reduction is based on weighted average of the reduction of each type of crash.

Chilco, Silverwood Theme Park, Athol, and Granite South Areas - Initial Construction Phases

- For the initial construction in the Chilco, Silverwood Theme Park, Athol and Granite South areas, the estimated overall reduction in crash rates and severity would be similar to that for the Chilco Area only analysis. The percentage of injury and fatality crashes would be lower than the SEIM crash rate.

- The historical crash rate for the project corridor is 1.13 cpmvm (see Table 11-6, *Crash Rate Calculations – Chilco, Silverwood Theme Park, Athol, and Granite South Areas*). With the initial construction phase implementation in the Chilco, Silverwood Theme Park, Athol, and Granite South areas, crash rates are expected to decrease to 0.90 cpmvm. With full implementation of the Preferred Alternative (full access control and interchanges), if selected, the crash rate would be further reduced to 0.60 cpmvm.

Table 11-6. Crash Rate Calculations – Chilco, Silverwood Theme Park, Athol, and Granite South Areas

Category of Analysis	Total	TYPES OF CRASHES	
		Injury and Fatality	Property Damage Only
10-year history with current roadway (cpmvm)[1]	716	311	405
Estimated number of crashes if initial improvements had been implemented 10 years ago (that is, 1/01/97) (cpmvm)	573	225	348
Estimated percent reduction in number of crashes[2]	20%	28%	14%
Historical crash rate (cpmvm)	1.13	0.49 (43%)	0.64 (57%)
Estimated crash rate if initial improvements had been implemented 10 years ago (cpmvm)	0.91	0.36 (39%)	0.55 (61%)
SEIM Rate for Four-Lane, Divided Highway with Partial Access Control and ADT Volumes above 4,000 Vehicles (cpmvm)	0.89	0.41 (46%)	0.48 (54%)

Source: Safety Evaluation Instruction Manual, Appendix B (ITD, 2004a)

Notes:
1 Historical crash data provided by ITD from MP 438.24 through MP 451.0 for the 10-year period from 1/1/97 through 12/31/06.
2 Total reduction is based on weighted average of the reduction of each type of crash.

Operations and Level of Service

The DEIS determined the LOS for the No Action and Action alternatives for the project. Two analyses were conducted to evaluate the effect of the initial phase of construction. The first was for the Chilco Area only. The second was for the Chilco, Silverwood Theme Park, Athol, and Granite South areas. Table 11-7, *Level of Service Comparison* summarizes the LOS for three scenarios based on the turning movement volumes and the roadway geometry to evaluate improvements in capacity. The first scenario provides the current LOS as stated in the DEIS for 2002. Next, the LOS was determined from the added traffic anticipated in 2020 and the initial construction completed for the Chilco Area. Finally, the traffic in 2020 was analyzed based on the completion of the initial construction through the Silverwood Theme Park, Athol and Granite South areas. For more information, see the FEIS *Operational and Crash Analyses Technical Report.*

Table 11-7. Level of Service Comparison

Location	Level of Service in 2002				Level of Service in 2020							
	2002 Configuration				*Chilco Construction*				*Chilco-Athol Construction*			
	E[1]	*W*[1]	*N*[1]	*S*[1]	*E*	*W*	*N*	*S*	*E*	*W*	*N*	*S*
SH-53	C	D	C	D	B	B	B	B	B	B	B	B
Garwood Road	D	C	C	C	C	B	B	B	C	B	B	B
Ohio Match Road	E	E	A	A	F	F	A	A	F	F	A	A
Chilco Road–SB Ramp	C[2]	n/a	B[2]	A[2]	A	A	n/a	A	A	A	n/a	A
Chilco Road–NB Ramp	n/a	n/a	n/a	n/a	A	A	A	n/a	A	A	A	n/a
Corbin Hill Road	B	C	A	A	n/a	D	A	A	n/a	D	A	A
Brunner/Bunco–SB	C[2]	D[2]	A[2]	A[2]	F[2]	F[2]	A[2]	A[2]	A	A	A	n/a
Brunner/Bunco–NB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A	A	B	n/a
Parks Road	(3)	(3)	(3)	(3)	F	E	A	A	D	D	A	A
Remington Road	(3)	(3)	(3)	(3)	D	E	A	A	C	E	A	A
SH-54–NB Ramp	D[2]	D[2]	B[2]	B[2]	C[2,4]	C[2,4]	B[2]	B[2]	A	A	n/a	B
SH-54–SB Ramp	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	A	A	C	n/a

Note: E, W, N, S denotes directional approach lanes.

See Chapter 1 Figure 1-1 for Level of Service descriptions

1 Taken from DEIS.

2 Existing intersections are presented in the "SB Ramp" rows.

3 No data available.

4 Improvement based on optimized signal timing.

The initial implementation of a four-lane divided highway in the Chilco, Silverwood Theme Park, Athol, and Granite South areas would initially improve the LOS along each of the phased implementation areas. However, as shown in Table 11-7, several side streets would operate at deficient levels of service by 2020. Ohio Match Road, which was evaluated as an unsignalized intersection, is projected to operate at LOS F by 2020. Drivers on Ohio Match Road would experience long delays because there would be a high volume of through traffic on US-95 with limited available gaps in traffic. Signalization would improve Ohio Match to LOS B while maintaining US-95 at LOS A. The safety analysis shows that much of the traffic projected at the Ohio Match Road intersection would reroute to more efficient adjacent intersections, such as the signalized Garwood Road intersection or the Chilco Road interchange, though the extent of this potential rerouting is unknown. Drivers at the Brunner/Bunco intersection would experience longer delays due to the increased traffic on the existing roadway. This would improve when a full interchange is constructed as part of the initial phase improvements.

LOS at other non-signalized intersections would be worse in 2020 due to the high traffic volume on the main lanes of US-95 and the lack of turning opportunities from the side streets. When approaches are anticipated to be LOS E or worse, additional improvements are typically investigated. However, many of these side streets are linked to signalized intersections or intersections converted to interchanges by parallel roads, which allows drivers to access the highway at more efficient locations. The full build-out of the project would provide frontage roads between interchanges throughout the project corridor, which would eliminate these deficiencies.

A supplemental analysis of the transition areas for each of the initial construction phases showed no operational or safety concerns in the transition areas. See FEIS *Operational and Crash Analyses Technical Report*. The configuration and construction limits of the phased construction assume the existing passing lanes remain in operation during construction. The evaluation of the weaving areas showed each of the transition areas would have a LOS B or better.

Initial Construction Phase – Environmental Consequences and Mitigation Measures

The initial construction phase would have less effect on resources than what is described in this FEIS because not all interchanges and frontage roads would be constructed. Mitigation will be implemented at the same time as the phase with which it is associated.

11.3.2 Subsequent Construction Phases

The subsequent phases would result in the construction of the remainder of the four-lane divided freeway, frontage roads, overpasses and interchanges in each of the geographic areas. During each phase, property access would be designed to connect properties to the frontage roads and direct highway access would be eliminated. Crossroads would be connected to the frontage roads, but at-grade intersections would be maintained until overpasses and interchanges are constructed. Frontage roads would be constructed in each geographic area in order of traffic and safety priorities. The locations of frontage roads are described in the FEIS Chapter 2, *Alternatives*. Frontage roads could be constructed separately or in conjunction with interchanges and overpasses for each geographic area.

During the subsequent phase of construction, ITD would use its standard public process for prioritizing and funding STIP projects. This process evaluates the crash history, traffic patterns, safety issues, traffic capacity issues, and public input. The priority is expected to be greatest in the south (Chilco and Athol) and in the north (Sagle). Faster growth in one area could move a particular project up in the District's funding priority. This would drive the planned phased construction.

Subsequent Construction Phases – Safety and Operations

Traffic safety and LOS for the construction of remaining frontage roads and interchanges will be re-evaluated as needed as project construction progresses. Future construction phases of frontage roads and interchanges may remove direct access to highway lanes improving safety and increasing capacity according to the DEIS *Traffic Analysis Technical Report.*

Based on a LOS analysis that uses straight-line traffic projections, by 2020 the LOS is expected to again drop below LOS B. Further improvements for safety and LOS may be recommended at that time.

Subsequent Construction Phases – Environmental Consequences and Mitigation Measures

The environmental analysis conducted for the action alternatives represents a worst-case scenario. The environmental effects are not expected to be more extensive than what has been disclosed in the DEIS and FEIS. If additional adverse effects are identified during preliminary and final design, the environmental effects of that phase will be re-evaluated. The environmental effects of constructing the remainder of frontage roads and interchanges for the selected alternative would be the same as described in the FEIS Chapter 12, *Environmental Commitments*. Mitigation measures are described in the FEIS and will be implemented as part of the construction phase.

CHAPTER 12. ENVIRONMENTAL COMMITMENTS

This chapter lists the environmental commitments for the Preferred Alternative (Modified Brown Alternative) as a result of direct and indirect effects. As part of the project, Idaho Transportation Department (ITD) and Federal Highway Administration (FHWA) will implement and maintain all of the mitigation measure commitments in the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). If resources do not have mitigation, they are not listed in this section. Mitigation measures for each resource can also be found in their respective sections in FEIS Chapter 4, *Environmental Consequences*. In addition to mitigation measures, contractors will comply with all ITD Standard Specifications.

ITD Standard Specifications require that all Federal, State and Local laws and regulations be followed. This includes regulations that protect environmental resources associated with all construction and staging areas, stockpile sites, waste sites, haul roads and other access roads.

12.1 MITIGATION MEASURES

Transportation Networks, Safety, Access, Pedestrian and Bicycle Facilities, Emergency Services, School Bus Routes and Airports

All action alternatives would result in the relocation or realignment of existing roads and driveways that currently have access directly to the highway. Access to abutting properties will be maintained during construction and operation although the access may be modified or relocated.

The existing bike paths in Garwood and Sagle will be reconstructed and the typical section alignments coordinated with input from stakeholders during preliminary and final design.

Emergency services and school bus routes will be maintained during construction and operation but they may be modified from current routes.

Land Use

Efforts will be made during preliminary design, final design, and construction to avoid and minimize effects to agricultural, recreational, residential, commercial, and other types of land use.

Access control along frontage roads by local jurisdictions will help ensure safe roadways and guide development to be consistent with local planning. Local zoning will control land use development that would occur through the corridor.

The National Park Service (NPS) originally transferred the Farragut Recreational Trail property to Kootenai County to be utilized as a recreational trail that would connect to Farragut Naval Training Station. However, in order for Kootenai County to be in compliance with the Deed of Conveyance, the NPS requires that the affected trail property be replaced with land with equivalent or greater recreational opportunity. The conditions and documentation needed for this land exchange is outlined in the letter from the NPS to ITD dated December 31, 2009 (see Appendix A, *Agency Concurrence Letters*). ITD will exchange property with Kootenai County and the exchanged property will be converted to

recreational use, in perpetuity as mitigation for the affected property. This land exchange will meet the conditions of the NPS and be approved by Kootenai County Land and Waterways.

Prime Farmland

The following mitigation measures will minimize the operational effects to the area farms:

- Provide signage and access for farm equipment crossing the frontage roads.
- Stockpile good topsoil near farming areas so that it can be replaced after construction
- Coordinate with farmers to ensure access to fields during and after construction
- Cover disturbed soils immediately to prevent the spread of weeds, especially near areas used for agricultural production
- Minimize the use of construction equipment on wet soils to minimize soil compaction in active farmland. Soils determined to be compacted that are not specified in the plans will be remediated through soil ripping or other means.

Social Environment

Residents that are displaced or have access removed by the project will be compensated under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 which establishes minimum standards for federally funded projects that require the acquisition of real property or displace persons from their homes, businesses, or farms. This applies to the acquisition, rehabilitation, or demolition of real property for federally funded projects.

Economic Environment

Businesses that are displaced or would have access removed by the project will be compensated under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 established minimum standards for federally funded projects that require the acquisition of real property or displace persons from their homes, businesses, or farms. This applies to the acquisition, rehabilitation, or demolition of real property for federally funded projects.

Noise

A noise wall is determined reasonable and feasible between MP 468.69 and MP 468.82 on the west side of the freeway. Final decisions on noise abatement will be made during the final design phase of the project. Issues potentially related to access for the Travel America Plaza and the mobile home facilities will need to be addressed to ensure that constructing a wall in this location with no gaps is practical and will not restrict access.

The results of the noise analysis will be made available to local agencies so that the information can be used to guide local land use decisions concerning development or redevelopment of land parcels along the project alignments. Land directly adjacent to US-95 may experience noise levels that are generally not suitable for residential development without the use of noise-reducing construction methods.

Stationary construction equipment that would be sources of construction noise (such as pumps, generators or compressors) will be located as far from sensitive receptors (e.g., schools, medical facilities, daycare centers) as possible.

Water Resources

If a construction phase disturbs greater than one acre of soil and has the potential to discharge pollutants into waters of the US, a NPDES permit and a Stormwater Pollution Prevention Plan (SWPPP) are required prior to construction. If a construction phase does not have the potential to discharge pollutants into waters of the US, a NPDES permit and SWPPP are not required; however, an Erosion and Sediment Control Plan (ESCP) will be prepared and implemented. In addition a Spill Prevention Plan will be implemented as required. The SWPPP will identify site specific methods to protect streams, lakes, wetlands, and riparian resources for all construction areas including staging and stockpile areas, material sources, haul roads and temporary access roads. The SWPPP will be designed in accordance with ITD standards and seeding, mulching, straw waddles, inlet protection, use of sediment traps and rock check dams, and other project appropriate measures. The revegetation performance standard requires 70 percent survival of background vegetation seeding and planting on disturbed soil before removal of erosion control BMPs. The 70 percent survival is required under the Construction General permit for Final Stabilization (EPA, 2008b).

Under all action alternatives, the project will not discharge untreated runoff into surface waters. Culverts will be aligned to follow the natural channel of the stream or creek whenever practicable to limit effects to natural channel morphology, flow characteristics, and sediment deposition. Culverts will be designed to pass storm events and provide for fish passage.

Equipment work area restrictions within surface waters, clearing and grubbing delineation, and seasonal work windows will be implemented to help protect water quality. This project is required to meet the Federal and Idaho State water quality standards.

Project Specific Protection Measures for Critical or Sensitive Areas. Since some surface waters in the area are 303(d) listed for sediment, temperature and phosphorus, actions above and beyond the typical measures may be required to reduce the pollutant loading levels that meet beneficial uses. Sediment and phosphorus in Cocolalla Creek, its tributaries and Cocolalla Lake have TMDLs established; therefore the ITD will comply with the load limits designated by the TMDL through proper BMPs selection, use, and maintenance. Sediment and phosphorus reducing BMPs especially near water quality limited streams and their tributaries will be implemented and maintained to ensure a properly functioning system.

Some of the streams are 303(d) listed for temperature impairments; mostly due to up-stream forest harvesting. Slopes will be vegetated where possible, low-growing shrubs will be placed along disturbed shorelines where practicable. Shade trees and large shrubs will be placed only outside of the clear-zone, as determined by safety design parameters.

Specific measures to protect the water resources in the project corridor include:

- Install bio-infiltration swales meeting IDEQ's, EPA's and Idaho Panhandle District Health standards and approval in areas overlying either a sole source aquifer or wells supplying protected source water. Injection drywells will be situated in bio-swales meeting at a minimum, the IDEQ BMPs Manual standards for pre-treatment before discharge.

- A National Pollutant Discharge Elimination System (NPDES) permit for construction activities will be required for all construction phases with over one acre of soil disturbance with the potential to discharge pollutants into waters of the US. If a NPDES permit is not required, an Erosion and Sediment Control Plan (ESCP) will be implemented.
- Construction activities will abide by the Idaho Department of Water Resources well drilling and decommissioning rules. If a well is encountered during construction, it will be abandoned and sealed in conformance with the appropriate regulations to ensure prevention of groundwater contamination.
- A Spill Prevention Plan that includes measures for prevention, containment and spills and leak cleanups will be prepared. Emergency telephone numbers will be located in the contract and on the construction site. If spills, leaks or odors are detected, ITD will document the incident and call emergency services if necessary.
- Implementation of BMPs and permit conditions could include conducting in-stream work during low-flow conditions and isolating the work area from flowing water using containment measures.

Drinking water well locations will be shown in final design plans to avoid contamination from runoff. Each well that could be potentially contaminated will be relocated. For example, wells which may be buried under fill and wells within stormwater treatment areas will be relocated to protect the beneficial use of the well.

Floodplains

The following mitigation measures will be implemented at the appropriate time in the design and permitting process.

There are no regulatory floodways established in the project corridor at this time. If at the time of design, a regulatory floodway has not yet been established, additional hydraulic analysis will be completed to establish the regulatory floodway. New bridges over Cocolalla Creek will be designed to meet FEMA and local requirements. They will be designed to allow conveyance of the 100-year flood event. The roadway crossings of Cocolalla Creek will use bridge structures as opposed to culverts to minimize fill, to ensure hydrological connectivity, to allow channel migration and to maintain a functional floodplain.

Measures to restore the floodplain and preserve the natural and beneficial floodplain values include:

- Removing existing driveway and associated culverts in the Careywood area will improve the flow conveyance, allow channel migration and reduce encroachments into the floodplain.
- Replacing existing driveway culverts for Cocolalla Creek east of US-95 south of South Cocolalla Loop Road with larger culverts or bridges will improve the flow conveyance.
- Restoring Cocolalla Creek east of the South Cocolalla Loop Road interchange so it will flow between US-95 and the east side frontage road and restoring the stream channel configuration to include more meanders will reduce floodplain encroachments and benefit wetland restoration.

Wetlands/Waters of the US

Mitigation will be provided to ensure no net loss of wetland functions and values as a result of the project. A final wetland mitigation plan will be developed during final design. The plan will include development of mitigation sites to replace affected functions and values through a combination of establishment, enhancement, and restoration of wetlands. The Cocolalla watershed remains the preferred location for potential compensatory mitigation sites. However, opportunities outside the watershed are also being evaluated and considered. There are ample potential mitigation areas in the watershed. As part of the ongoing efforts, approximately 35 sites have been identified that have desirable attributes for mitigation sites. These were screened and site visits conducted to determine the extent of existing wetland, available hydrology, soil types, and other factors important for successful mitigation. During preliminary design, discussions will be initiated with landowners of priority sites to determine interest.

Specific components of the detailed mitigation plans may include:

- Removal of livestock from mitigation sites adjacent to Cocolalla Creek and recommending livestock fencing to reduce contribution of nutrients, sediments and toxicants.
- Creating wetland areas adjacent to Cocolalla Creek to aid in flood attenuation and the restoration of a functional floodplain for Cocolalla Creek.
- Planting diverse native trees, shrubs, and groundcovers to provide wildlife habitat, shade and soil stabilization adjacent to Cocolalla Creek.
- Adding large woody debris, sinuosity, and other measures to increase stream diversity and provide rearing habitat for fish species.
- Constructing stormwater treatment areas such as bio-swales to treat existing and future stormwater prior to it infiltrating into surface and groundwater.
- Constructing culverts and bridges to allow for effective wildlife crossing, fish passage and hydraulic passage of 100-year flood events.
- Recommending alternative livestock watering to ensure ranching may continue in the area while still protecting water quality.
- Using innovative engineering solutions such as retaining walls during final design to further reduce wetland effects where practicable.
- Using erosion control BMPs to reduce sedimentation and erosion throughout the project corridor.
- Vegetating exposed soils immediately with native plant species adapted to site conditions.
- Utilizing porous substrates or other engineering solutions to construct road beds in wetland areas, so that effects to wetland hydrology are minimized.

Wildlife and Vegetation

Construction effects and direct effects to species and habitats will be reduced through the implementation and mitigation measures.

Seven potential locations have been identified for wildlife crossings (bridges or culverts). These are located at:

- MP 442.0 to MP 444.5;
- MP 451.0 to MP 452.0;
- MP 453.0 to MP 455.0;
- Three crossings of Cocolalla Creek (MP 456.8, MP 458.0, and MP 461.0); and
- Westmond Creek crossing (MP 464.0).

Crossing locations will be designed to accommodate crossings of large ungulates such as moose and elk but will also accommodate smaller mammals and amphibians. ITD and FHWA will coordinate with IDFG, private landowners, and Bonner and Kootenai counties to refine the wildlife crossing design criteria, to finalize the locations of future crossings and their relationship to expected land uses. Final crossing designs will be submitted to IDFG for comment.

Additional mitigation measures include:

- Cross culverts will be a minimum of 36 inches in diameter and will be placed at-grade on both ends to accommodate small mammals and amphibians.
- Strategic wildlife crossing signage along US-95 will be utilized to increase the motorist's awareness of potential wildlife movements.
- Median barriers will not exceed 32 inches in height to prevent small animals from being trapped unless a higher barrier is required for safety or operations.
- ITD will continue to work with IDFG to monitor the effectiveness of wildlife crossings structures and develop mitigation relevant data.

Mitigation measures for bald eagles will conform to the Bald and Golden Eagle Protection Act (Eagle Act) and Migratory Bird Treaty Act (MBTA) regulations. Mitigation for effects to bald eagles will be performed as summarized below:

- A pre-construction survey for the individual construction projects in the Cocolalla, Westmond and Sagle areas will be completed within 60 days prior to construction to determine if any active bald eagle nesting locations are within 1/2-mile of the action area. Any active bald eagle nest locations will be documented and reported to the USFWS and IDFG prior to beginning construction.
- Construction activities will be designed to follow the bald eagle schedule listed in FEIS Chapter 4, Section 4.11.3, *Mitigation Measures* and Table 4-26, *Bald Eagle Construction Timing Windows* to avoid critical breeding activities.
- Clearing and construction activities would not occur within 660 feet (330 feet if the activity will not be visible from the nest) of an existing or newly documented active bald eagle nest from nest building through fledging. The USFWS Guidance on Table 4-27, *USFWS Guidance for Minimizing Construction Impacts on Bald Eagles* would be utilized during construction.

- If the proposed action requires pile driving it shall not be allowed within 1/2-mile of active bald eagle nests during the critical nesting period or at communal roosts when eagles are congregating.
- Avoid clear cutting or removing of overstory trees within 330 feet of the nest at any time when practicable.
- Protect and preserve potential roost and nest sites by retaining mature trees and old growth stands, particularly within 1/2 miles from water, where practicable.

Historic and Archaeological Resources

In compliance with 36 CFR 800, a MOA was developed which includes mitigation stipulations for the Modified Brown Alternative. The purpose of the MOA is to outline measures to mitigate the effects to the SH-53 Bridge, Clement Farm, and Features A and B of Segment 2 of the NPRR. This MOA is included in the FEIS, Appendix A, *Agency Concurrence Letters.*

As stated in the DEIS, the indirect effect of increased exposure to vandalism will be mitigated by the installation of permanent right-of-way fencing where deemed necessary to limit public access to these properties. Where the cultural resource includes residences, fencing must be acceptable to the residential property owner.

A retaining wall will be placed at the toe of slope of the western side of the west frontage road to avoid effects to the Granite Quarry. Fencing will be installed east of the Quarry boundary where none currently exists. During construction high visibility construction fencing would be installed to keep equipment and construction activities out of the cultural resource boundaries.

Hazardous Materials

Underground storage tanks, hazardous materials and petroleum contaminated waste encountered will be handled, disposed of and the site remediated according to Federal, State and Local regulations. A Phase II hazardous materials assessment will be conducted prior to right-of-way acquisition at the Chilco Area wrecking yards, the Westmond Chevron, and the Sagle Conoco gasoline stations. USTs will be closed in accordance with Federal and State regulations meaning that no additional cleanup or restrictions are imposed on the site.

Herbicides and other chemicals used during construction and maintenance activities shall be properly managed and stored.

A Spill Prevention Plan will include preparation for prevention, containment and cleanup of utility spills or leaks. Emergency phone numbers will be located at the construction site. If spills, leaks or odors are detected, ITD will document the incident and call emergency services if necessary. Hazardous materials including herbicides will be handled in accordance with manufacturers recommendations.

Visual

To mitigate visual effects, the following measures will be implemented:

- **Rock outcrops in road cut slopes**. Stable rock outcrops located outside the clear zone will be retained to allow for broken-faced cut effect. Smooth or machined faces which look man-made, rather than natural, will be avoided.
- **Retaining walls.** Construct retaining walls of materials that do not create high color or textural contrast to surroundings. Use curvilinear walls to conform with landforms where possible. Preserve existing vegetation, and enhance by new plantings, to screen walls from sensitive viewer locations, where possible.
- **Continuity.** Using similar materials, patterns, themes, and colors in all built elements from bridges to retaining walls provides a visual sense of continuity, i.e., a design commonality linking elements along the freeway, which is typically more pleasing to the eye.
- **Lighting.** All lighting shall be installed with glare shields to eliminate light spill, not only in adjacent residential areas in the towns, but also at other locations as applicable (e.g. interchanges, and throughout the rural portions of the project).

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Appendix A. Agency Concurrence Letters

SHPO Concurrence Letters since DEIS publication
Section 106 Memorandum of Agreement
Section 4(f) Supplemental De minimis Documentation

Preserving America's Heritage

February 25, 2010

S. Ross Blanchard
Operations Engineer
Federal Highway Administration
Idaho Division
3050 Lakeharbor Lane, Suite 126
Boise, Idaho 83703-6217

Ref: *Proposed Reconstruction and Realignment of US95*
Kootenai and Bonner Counties, Idaho

Dear Mr. Blanchard:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Idaho State Historic Preservation Office (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Carol Legard at 202-606-8522 or clegard@achp.gov.

Sincerely,

LaShavio Johnson

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
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IDAHO STATE HISTORICAL SOCIETY

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Research Library
Office: (208) 334-3356
Fax: (208) 334-3198

Oral History
Office: (208) 334-3863
Fax: (208) 334-3198

January 20, 2010

Dan Everhart
Architectural Historian
Idaho Transportation Department
Statehouse Mail

RE: US-95, Garwood to Sagle; A009(779), key 9779
Effect Determination, Westmond Bridge (17-4928)

Dear Dan,

Thank you for sending additional information regarding the project referenced above. The information clarifies project actions and impacts to the Westmond Bridge (17-4928).

Finalized project actions will only re-strip the modern bridge adjacent to the Westmond Bridge. No other alterations are planned for the adjacent modern bridge or the Westmond Bridge. We agree there will be no impact, physical or visual, to the Westmond Bridge as the project is currently proposed. Our overall finding of Adverse Effect remains unchanged.

We appreciate your cooperation. If you should have any questions regarding these comments please feel free to contact Travis Pitkin at 208-334-3847 or travis.pitkin@ishs.idaho.gov.

Sincerely,

FOR Susan Pengilly
Deputy SHPO and
Compliance Coordinator

The Idaho State Historical Society is an Equal Opportunity Employer.

U.S. Department of Transportation
Federal Highway Administration

Idaho Division

3050 Lakeharbor Lane, Suite 126
Boise, Idaho 83703-6217
208-334-1843
Idaho.FHWA@fhwa.dot.gov

January 5, 2010

Reply To: HFO-ID

Reid Nelson, Director of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, NW
Washington, D.C. 20004

Attention: Ms. Carol Legard

RE: Determination of Adverse Affect, US95 Garwood-Sagle FEIS, Kootenai & Bonner Counties, Idaho

Dear Mr. Nelson:

Enclosed for your information and comment is FHWA's determination of "Adverse Effect" (DOAE) on the National Register (NR) eligible resources affected by the proposed reconstruction and realignment of US95 in Kootenai and Bonner Counties, Idaho. Our determination is based on the information provided by the SHPO and several field reviews. The FHWA would like to invite the Advisory Council to participate in the consultation process to avoid, minimize and mitigate the Adverse Effect, and in the preparation of the Memorandum of Agreement. Please advise us by January 21, 2010, if you would like to participate.

Should you have any questions, please contact me at 208-334-9180 or at Idaho.fhwa@dot.gov.

Sincerely,

(original signed by)

S. Ross Blanchard
Operations Engineer

Enclosure

E-Mail cc: blanchard perry inghram ITD Mark Munch, Sue Sullivan, Vicki Jewell-Guerra

RECOVERY.GOV

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Governor of Idaho

Janet L. Gallimore
Executive Director

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January 20, 2010

Marc Münch
State Highway Archaeologist
Idaho Transportation Department
Statehouse Mail

RE: US-95 Garwood to Sagle Environmental Study Phase II
(Addendum D) A009(779), key 9779

Dear Marc,

Thank you for sending the current addendum to the project referenced above. The Addendum D addresses four areas added to the overall APE due to recent alignment changes. These areas include the Homestead Loop Road area, the Chilco Road area, the Chilco Mill Loop area and the Remington Road area.

A single site was newly recorded within the Remington Road area (debris scatter, US95A-09-07) and the Northern Pacific Railroad Lake Pend Oreille Division Grade was updated (Segment 1, 10KA354). We agree the debris scatter (US95A-09-07) is not eligible due to a lack of integrity. Site 10KA354 remains eligible. Project actions addressed by Addendum D will impact No Historic Properties. Our overall project finding of Adverse Effect remains unchanged.

We appreciate your cooperation. If you should have any questions regarding these comments please feel free to contact Travis Pitkin at 208-334-3847 or travis.pitkin@ishs.idaho.gov.

Sincerely,

FOR Susan Pengilly
Deputy SHPO and
Compliance Coordinator

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December 15, 2009

Marc Münch
State Highway Archaeologist
Idaho Transportation Department
Statehouse Mail

RE: US-95, Garwood to Sagle Environmental Study, Phase 1
Addendum C; A009(779), key 9779 [NH-5110(141), key 8473]

Dear Marc,

Thank you for sending additional information regarding the project referenced above. Addendum C documents additional survey at 19 separate locations in the US-95, Garwood to Sagle project that were not addressed earlier.

Ten properties were identified and associated with nine of the 19 newly surveyed areas. The Northern Pacific Railroad, Lake Pend Oreille Division Grade (10BR969/10KA354), the Spokane International Railroad (10KA360), and the Old Highway 95/North and South Highway (10KA379) remain eligible properties. Properties 10KA354 (segment 1) and 10KA379 (Segment 7) have been updated. Sites 10BR1051 and 10KA596 remain not eligible.

Five properties were newly recorded; four trash scatters (US95A-09-02, US95A-09-03, US95A-09-05, US95A-09-06) and the Cocolalla Creek Culvert/Bridge (US95A-09-04). We agree these five properties are all not eligible.

The Northern Pacific Railroad (10BR969/10KA354) is within the newly surveyed Areas 6 and 9, and the Spokane International Railroad (10KA360) runs through Area 5. Mitigation for a previously identified adverse effect to Feature B of 10KA354 within Area 6 is currently under consideration. Otherwise, project actions proposed in Addendum C will not impact 10BR969/10KA354 and 10KA360. Also, provided the historic alignment of Old Highway 95/North and South Highway (10KA379) can be maintained within Areas 3 and 5, we agree the project will have No Adverse Effect upon this property. Our overall US-95, Garwood to Sagle project finding of Adverse Effect remains unchanged.

We appreciate your cooperation. If you should have any questions regarding these comments please feel free to contact Travis Pitkin at 208-334-3847 or travis.pitkin@ishs.idaho.gov.

Sincerely,

FOR Susan Pengilly
Deputy SHPO and
Compliance Coordinator

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Governor of Idaho

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July 16, 2009

RECEIVED
JUL 20 2009
ENVIRONMENTAL

Dan Everhart
Architectural Historian
Idaho Transportation Department
Statehouse Mail

RE: US-95, Garwood to Sagle – Addendum B; A009(779), key 9779
(Formerly referenced as NH-5110(141), key 8473)

Dear Dan,

Thank you for sending additional information regarding the project referenced above. Addendum B addresses design changes to three access roads near US-95. The three APE's surveyed for Addendum B include the Ohio Match Jug Handle, the Garwood Jug Handle, and the SH-53 Interchange area.

No unrecorded cultural properties were identified during the survey. However, Highway 53 Bridge (55-18326), an eligible property is adjacent to the SH-53 Interchange area. Project design now calls for the removal of the Highway 53 Bridge, resulting in an Adverse Effect. Our cumulative project finding of Adverse Effect remains unchanged.

We appreciate your cooperation. If you should have any questions regarding these comments please feel free to contact Travis Pitkin at 208-334-3847 or travis.pitkin@ishs.idaho.gov.

Sincerely,

FOR Susan Pengilly
Deputy SHPO and
Compliance Coordinator

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February 25, 2008

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Marc Münch
State Highway Archaeologist
Idaho Transportation Department
Statehouse Mail

RE: US-95, Garwood to Sagle; NH-5110(141), key 8473
(Highway 53-UPRR Bridge Clarification)

Dear Marc,

Thank you for your letter requesting clarification of the determination of eligibility for the Highway 53-UPRR Bridge (55-18326). At issue is the National Register Criteria applied in determining its eligibility.

The bridge was recorded by Northwest Archaeological Associates for the Garwood to Sagle project as temporary number K05. For this project, the bridge (K05) was evaluated as eligible under Criteria A.

The bridge was also recorded as part of Dale Gray's statewide bridge inventory, prior to the Garwood to Sagle recordation. Mr. Gray assessed the bridge to be eligible under Criterion A as well as Criterion C. The Garwood to Sagle report was compiled and submitted before the statewide bridge inventory had been accessioned by our office.

Our office reviewed the ITD's submission for the Garwood to Sagle project and concurred with the determination of eligibility under Criterion A for the Highway 53-UPRR Bridge (55-18326). Subsequently, with the addition of the recordation of the bridge for the statewide bridge survey, our office also considers the bridge eligible under Criterion C. The newly applied Criterion C does not alter our original project finding of Adverse Effect.

We appreciate your cooperation. If you should have any questions regarding these comments please feel free to contact Travis Pitkin at 208-334-3847 or travis.pitkin@ishs.idaho.gov.

Sincerely,

FOR Susan Pengilly
Deputy SHPO and
Compliance Coordinator

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Dirk Kempthorne
Governor of Idaho

Steve Guerber
Executive Director

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ENVIRONMENTAL

September 8, 2006

Dan Everhart
Architectural Historian
Idaho Transportation Department
Statehouse Mail

RE: Vista Valley Ranch, US95 Garwood to Sagle
NH-5110(141), Key 8473

Dear Dan,

Thank you for sending updated information regarding the Vista Valley Ranch (B-04-7). Recent changes by the property owner have resulted in the need for a re-evaluation of the property.

Eight of the ten buildings that compromised the property have been removed or are scheduled for removal by the property owner. The house (feature A), a non-contributing feature, remains. The garage (feature B) has since been altered. We agree feature B no longer contributes to the eligibility of the property. Finally, we agree the barn (feature C) is individually eligible under criteria C. We maintain alternates Yellow and Brown will adversely effect the eligible property and that the Blue alternate will pose no adverse effect.

We appreciate your cooperation. If you should have any questions regarding these comments please feel free to contact Travis Pitkin at 208-334-3847 or travis.pitkin@ishs.idaho.gov.

Sincerely,

FOR Susan Pengilly Neitzel
Deputy SHPO and
Compliance Coordinator

ITD 1502 (Rev. 4-06)
itd.idaho.gov

Determination Of Significance And Effect

Idaho Transportation Department – State or Tribal Historic Preservation Office

Key Number	Project Number	Project Title	
8473	NH-5110(141)	US-95, Garwood to Sagle (Brown Alternative)	
District	County		Township/Range/Section
1	Bonner / Kootenai		Various – See Report
Clearance Authorized Without Survey ☐ PA ☐ ER ☐ Review			Field Notes: Northwest Archaeological Associates

SHPO or THPO 4(f) *De minimis* Comment (applies only when a determination of effect results in a *No Historic Properties Affected* or *No Adverse Effect* determination under Section 106):

De minimis impacts related to historic sites are defined as the determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 of the National Historic Preservation Act (NHPA).

☑ I understand that the FHWA Division Administrator or FTA Regional Administrator may make a *de minimis* impact finding for one or more Section 4(f) resources based on Section 106 findings in this document.

Sites: North and South Highway (10-KA-379/10-BR-963),
Spokane International Railway Spur-Corbin Junction (54-9504)
NPRR (10-KA-354)
Farragut Spur (Field # 9503-08)

State or Tribal Historic Preservation Officer's Signature	Date
Marvin L. King	12/22/09

ITD 1502 (Rev. 4-06)
itd.idaho.gov

Determination Of Significance And Effect

Idaho Transportation Department – State or Tribal Historic Preservation Office

Key Number	Project Number	Project Title	
8473	NH-5110(141)	US-95, Garwood to Sagle (Yellow Alternative)	
District	County		Township/Range/Section
1	Bonner / Kootenai		Various – See Report
Clearance Authorized Without Survey ☐ PA ☐ ER ☐ Review			Field Notes: Northwest Archaeological Associates

SHPO or THPO 4(f) *De minimis* Comment (applies only when a determination of effect results in a *No Historic Properties Affected* or *No Adverse Effect* determination under Section 106):

De minimis impacts related to historic sites are defined as the determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 of the National Historic Preservation Act (NHPA).

☑ I understand that the FHWA Division Administrator or FTA Regional Administrator may make a *de minimis* impact finding for one or more Section 4(f) resources based on Section 106 findings in this document.

Sites: North and South Highway (10-KA-379/10-BR-963); NPRR (10-KA-354/10-BR-969) and Spokane International Railway Spur-Corbin Junction (54-9504)

State or Tribal Historic Preservation Officer's Signature	Date
Glenda L. Kirn	11/27/07

ITD 1502 (Rev. 4-06)
itd.idaho.gov

Determination Of Significance And Effect

Idaho Transportation Department – State or Tribal Historic Preservation Office

Key Number	Project Number	Project Title	
8473	NH-5110(141)	US-95, Garwood to Sagle (Blue Alternative)	
District	County		Township/Range/Section
1	Bonner / Kootenai		Various – See Report
Clearance Authorized Without Survey ☐ PA ☐ ER ☐ Review			Field Notes: Northwest Archaeological Associates

SHPO or THPO 4(f) *De minimis* Comment (applies only when a determination of effect results in a *No Historic Properties Affected* or *No Adverse Effect* determination under Section 106):

De minimis impacts related to historic sites are defined as the determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 of the National Historic Preservation Act (NHPA).

☑ I understand that the FHWA Division Administrator or FTA Regional Administrator may make a *de minimis* impact finding for one or more Section 4(f) resources based on Section 106 findings in this document.

Sites: North and South Highway (10-KA-379/10-BR-963) and NPRR (10-KA-354/10-BR-969)

State or Tribal Historic Preservation Officer's Signature	Date
Glenda L. Kim	11/27/07

MEMORANDUM OF AGREEMENT

STATE HIGHWAY 53 – BRIDGE (K-05/IHSI # 55-18326)

CLEMENT FARM – HISTORIC FARMSTEAD (B-04-22/IHSI # 17-17908) and

FEATURES A AND B, SEGMENT 2, NORTHERN PACIFIC RAILROAD GRADE (10-KA-354)

US-95, Garwood to Sagle
ITD Project # A009 (779), Key # 09779
Kootenai and Bonner Counties, Idaho

WHEREAS, the Federal Highway Administration (FHWA) and the Idaho Transportation Department (ITD) propose to construct the Modified Brown (Preferred) Alternative that will result in: (1) the removal of the historic SH-53 Bridge (K-05/55-18326); (2) encroachment upon the Clement Farm (B-04-22/17-17908) historic farmstead driveway; (3) physical encroachment upon debris pits (Features A and B) of a Chinese Railroad Front Camp associated with Segment 2 which is a contributing element of the Northern Pacific Railroad; and

WHEREAS, the Federal Highway Administration (FHWA) in consultation with the Idaho State Historic Preservation Office (SHPO) pursuant to 36 CFR 800 regulations implementing the National Historic Preservation Act (16 USC 470f) has reviewed the proposed undertaking and determined that project will have an adverse effect upon these resources which are eligible for the National Register of Historic Places (NRHP); and

WHEREAS, the Bonner County Historical Society has a vested interest in the history of Bonner County and has requested to be a signatory to this MOA; and

WHEREAS, the FHWA has requested the comments of the Advisory Council on Historic Preservation (Council) pursuant to the National Historic Preservation Act of 1966, as amended, and it's implementing regulations;

NOW THEREFORE, the FHWA, the SHPO, and the ITD, agree that the undertakings shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on the historic structure and historic properties;

FHWA and the ITD will ensure that the following measures are carried out:

STIPULATIONS:

1. State Highway 53 Bridge (K-05/IHSI # 55-18326)

Prior to removal of the SH-53 Bridge (K-05/ISHI # 55-18326) in Kootenai County, the ITD will complete documentation to an appropriate level, to be established by the SHPO. Documentation (photos, etc.) shall be submitted to SHPO for approval and acceptance prior to removing the SH-53 Bridge. Copies of this documentation shall be made available to the SHPO and appropriate local archives designated by the SHPO.

In addition, ITD will develop a database and hard-copy report which catalogues and inventories vehicular bridges both on and off the Idaho state highway system built in 1965 or before. This database will sort the bridges using benchmarks to include type, material, number of spans, date of construction, style, National Register eligibility, etc. (It should be noted that the existing evaluations of eligibility are based primarily on Criterion C for engineering significance; and to some degree on Criterion A for association with transportation history. There is always the possibility that structures determined not eligible under C could be eligible under A (or other criteria) for historic associations that have not been studied yet.)

The report will include all known vehicular bridges through 1965 and will be composed of data, charts, summary and analysis of bridge type and relative rarity, and an overview of potential management possibilities that could be implemented by ITD.

The database will include all known vehicular bridges through 1965 and will be easily manipulated and updatable as bridges are removed from the system, altered and reconstructed, or achieve age and significance of their own.

2. Clement Farm (B-04-22/IHSI # 17-17908)

Prior to initiation of construction which will adversely affect the Clement Farm (B-04-22/IHSI # 17-17908) in Bonner County, the ITD will complete documentation to an appropriate level, to be established by the SHPO. Documentation (photos, etc.) shall be submitted to SHPO for approval and acceptance prior to the initiation of construction. Copies of this documentation shall be made available to the SHPO, BCHS, and appropriate local archives designated by the SHPO.

In addition, ITD will fund the collection of oral histories, historic photos, and any pertinent documentation related to the development of agriculture in Bonner County. This documentation will be collected in cooperation with the BCHS and will be made available to the BCHS and the SHPO. A research design/scope of work will be developed by ITD, SHPO, and the BCHS.

3. Features A and B, Segment 2, Northern Pacific Railroad Grade (10-KA-354)

Prior to initiation of construction which will adversely affect Features A and B, Segment 2 of the Northern Pacific Railroad Grade (10-KA-354) in Bonner County, the ITD will complete documentation to an appropriate level, to be established by the SHPO.

A mitigation plan that describes the methods for inventory and/or documentation of the site will be submitted for SHPO approval in consultation with the ITD.

Copies of the documentation will be provided to the SHPO for approval. SHPO will provide written concurrence to ITD that the documentation is sufficient. After the documentation is accepted, ITD may proceed with project implementation.

Amendment

If a signatory determines the terms of the MOA cannot be met or that a change is necessary to meet the requirements of the law, that signatory will immediately request that the consulting parties consider an amendment or addendum. Any necessary amendment or addendum will be executed as defined in the 36 CFR 800 regulations.

Dispute Resolution
If a dispute arises regarding implementation of the MOA, FHWA will consult with the objecting party to resolve the dispute. If the dispute cannot be resolved, comments will be requested from the Council, as defined in 36 CFR 800.

Termination
If any signatory determines that the terms of this memorandum of agreement cannot be or are not being carried out, the signatories shall consult to seek amendment of the agreement. If the agreement is not amended, any signatory may terminate it. The agency official shall either execute a memorandum of agreement with signatories or request the comments of the Council.

Effective Period
This MOA shall be effective upon its execution by the last signatory and shall remain in effect, unless terminated, suspended, or amended, for a period of ten years.

Execution of this MOA by the FHWA, the ITD, the Idaho SHPO, the BCHS, submission of documentation and filing of this MOA with the Council pursuant to 36 CFR Section 800.6(b) (1) (iv) prior to FHWA's approval of this undertaking, and implementation of its terms, is evidence that FHWA has taken into account the effects of the undertaking on this historic property and has afforded the Council an opportunity to comment.

Signatories:

Kenneth C. Kirk — 18 Dec 09
Idaho State Historic Preservation Officer — Date

Peter J. Hartman — 03/16/2010
Federal Highway Administration – Idaho Division — Date

Sue Sullivan — 12/18/09
Idaho Transportation Department — Date

Dan M. Ferguson — 12/18/09
Bonner County Historical Society — Date

SECTION 4(F) DE MINIMIS IMPACT FINDING
FARRAGUT NAVAL TRAINING STATION SPUR (9503-08)
FARRAGUT RECREATIONAL TRAIL

Yellow, Blue, Brown and Modified Brown Alternatives

US-95 Garwood to Sagle
ITD Project No. A009 (779), Key No. 09779
Kootenai and Bonner Counties, Idaho

SECTION 4(f) AND DE MINIMIS

23 USC 138 states: "[T]he Secretary shall not approve any program or project (other than any project for a park road or parkway under Section 204 of this Title) which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance as determined by the Federal, State of local officials having jurisdiction thereof, or any land from an historic site of national, state, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."

The *de minimis* impact criteria and associated determination requirements specified in Section 6009(a) of SAFETEA-LU are different for historic sites than for parks, recreation areas, and wildlife and waterfowl refuges. *De minimis* impacts related to historic sites are defined as the determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 of the National Historic Preservation Act (NHPA). *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource.

RESOURCE

The Farragut Naval Training Station Spur (9503-08) or Farragut Recreational Trail is a Section 4(f) resource as both a historic site and a recreational trail.

Farragut Naval Training Station Spur (9503-08)-As a historic site, the resource is named the Farragut Naval Training Station Spur (9503-08) and is an abandoned rail bed that is ten feet wide, composed of compact rock and dirt, and raised approximately three feet above the ground. The railroad once extended from the Northern Pacific Railroad in Athol east for 5.5 miles to the Farragut Naval Training Station. It was abandoned in 1946 and the ties were removed. The Farragut Naval Training Station Spur is not individually eligible for the National Register of Historic Places (NRHP) but is eligible under Criteria A for its association with the Farragut Naval Training Station as a contributing element to the Farragut Naval Station District. The Idaho SHPO is the jurisdictional agency under Section 106 of the National Historic Preservation Act (NHPA) and has provided concurrence on its eligibility and determined the alternatives would have no adverse effect to the resource.

Farragut Recreational Trail-The Farragut Naval Training Station Spur is also part of the Farragut Recreational Trail that is owned and operated by Kootenai County Parks and Waterways, the jurisdictional agency for its recreational use. The Farragut Recreational Trail has a physical barrier to motorized vehicles and is an unpaved walking/hiking path through a forested area. The trail is approximately four miles in length, 100-feet in width and occupies a total of approximately 48 acres. The trail property begins at US-95 just north of SH-54 and runs east towards the Farragut State Park. The National Park Service (NPS) originally transferred the trail to Kootenai County Parks and Waterways to be utilized as a recreational property in perpetuity. Kootenai County plans to improve the Farragut Recreational Trail connection to Farragut State Park according to the

Kootenai County Comprehensive Plan; Parks and Recreation Element, 2009. The Deed of Conveyance associated with the trail property sets forth requirements for Kootenai County for the use of the property, requirements for conversion of use, and required consultation with NPS.

IMPACTS TO THE FARRAGUT NAVAL TRAINING STATION SPUR/FARRAGUT RECREATIONAL TRAIL

Idaho Transportation Department (ITD) and Federal Highway Administration (FHWA) are proposing to improve highway safety and capacity of US-95 from Garwood to Sagle and have evaluated the impacts of the No Action and four build alternatives (Yellow, Blue, Brown and Modified Brown (Preferred)) in the Draft Environmental Impact Statement and Final Environmental Impact Statement (FEIS). All action alternatives would incorporate a portion of trail right-of way at the trail's western terminus to construct the US-95 mainline, the SH-54 interchange and its associated ramps. The Yellow Alternative would use approximately 31,792 square feet (0.73 acres); the Blue Alternative would use approximately 31,181square feet (0.72 acres); the Brown Alternative would use approximately 35,290 square feet (0.81 acres); and the Modified Brown (Preferred) Alternative would use approximately 35,303 square feet (0.81 acres).

The alternatives would impact only a small percentage of the overall Farragut Naval Training Station Spur converting it to transportation uses and the alternatives would not affect the historic alignment of the railroad spur. Therefore, the alternatives would result in no adverse effect and would have de minimis impact to the Farragut Naval Training Station Spur as a historic site. SHPO has concurred with this determination (see Attachment A, Agency Correspondence).

In addition, all of the alternatives would construct bicycle/pedestrian facilities along the US-95 corridor either as a separated path or as part of the frontage road right-of-way. For all of the action alternatives, the constructed bicycle/pedestrian facilities would connect with the Farragut Recreational Trail, thereby improving safety, access and connectivity for the recreational use of the trail. In addition, a land exchange will occur (as outlined below under Mitigation for Impacts) that will provide replacement property of equal or greater recreational utility. Therefore, the effects of the action alternatives with consideration of the mitigation will result in de minimis impact to the Farragut Recreational Trail as a recreational resource. Kootenai County Parks and Waterways has concurred with this determination (see Attachment A, Agency Correspondence).

MITIGATION FOR IMPACTS

The NPS had originally transferred the Farragut Recreational Trail property to Kootenai County to be utilized as a recreational trail that would connect to Farragut Naval Training Station. However, in order for Kootenai County to be in compliance with the Deed of Conveyance, the NPS requires that the impacted trail property be replaced with land with equivalent or greater recreational opportunity. The conditions and documentation needed for this land exchange are outlined in the letter from the NPS to ITD dated 12/31/09. (See Attachment A, Agency Correspondence). ITD will exchange property with Kootenai County and the exchanged property will be converted to recreational use, in perpetuity as mitigation for the impacted property. This land exchange will meet the conditions of the NPS and be approved by Kootenai County Land and Waterways.

FINDING FOR FARRAGUT NAVAL TRAINING STATION SPUR/FARRAGUT RECREATIONAL TRAIL

For the reasons noted above, FHWA has determined that considering the mitigation outlined above, the project will have a *de minimis* impact to the Section 4(f) resource **Farragut Naval Training Station Spur (9503-08)/Farragut Recreational Trail** as both a historic site and a recreational trail.

ATTACHMENT A, AGENCY CORRESPONDENCE

Kootenai County Parks and Waterways

10905 N. Ramsey Road, Hayden, ID 83835
(208) 446-1275

August 18, 2009

Attn: Jerry Wilson, P.E.
Staff Engineer – District One
Idaho Transportation Department

Jerry:

After examining the information you sent on the proposed road improvement project at US 95 and the Farragut Trail, I've determined that the project does not appear to adversely affect the activities, features and attributes of the section 4(f) resource. Enclosed you'll find the signed 4(f) Impact Finding document you've requested.

As per our conversation, you may need to seek additional permission from the National Park Service regarding this proposed project as well.

Sincerely,

Nick Snyder

Director, Kootenai County Parks and Waterways
10905 N. Ramsey Rd.
Hayden, ID. 83835
208-446-1275

Section 4(f) *De minimis* Impact Finding For Publicly Owned Parks, Recreation Areas, and Wildlife and Waterfowl Refuges

Idaho Transportation Department

Key Number	Project Number	Project Title	
09779	A009(779)	Farragut Trail	
District	County		Township/Range/Section
1	Kootenai		T.53N, R.3W, Section 10

Agency Official *De minimis* Comment

☒ The impacts of a transportation project on a park, recreation area, or wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined to be *de minimis* if:

- The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
- The official(s) with jurisdiction over the property are informed of FHWA's or FTA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
- The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

I understand that the FHWA Division Administrator or FTA Regional Administrator may make a *de minimis* impact finding for one or more Section 4(f) resources based on the fact that the Agency Official has determined that the impacts of the transportation project do not adversely affect the activities, features, and attributes that qualify the resource(s) for protection under Section 4(f).

Agency Official's Signature	Date
Neil Snyder	8/18/09

United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Region
1111 Jackson Street, Suite 700
Oakland, California 94607-4807

IN REPLY REFER TO:
L2623 (PWR-PR)

31. December 2009

Mr. Jerry Wilson
Idaho Transportation Department
600 W. Prairie Avenue
Coeur d'Alene, Idaho 83815-8764

Dear Mr. Wilson,

As we discussed in our recent phone conversation on the issue of the impacts of the Highway 95 project on Farragut Trail, since NPS is not the "official with jurisdiction" (according to Section 4f of the USDOT Act of 1966 as amended) but the property is encumbered with a federal interest enforced by NPS under the Federal Lands to Parks Program (Federal Property and Administrative Services Act of 1949; 63 Stat. 377; 40 USC §550(e)), our role is not to concur in your Section 4f *de minimis* determination but to render our opinion regarding the proposed actions relative to the County's compliance responsibilities defined by the terms and conditions of the public benefit conveyance of the land.

Based on the information you provided regarding the project, particularly the statement that the trail would have to end where it intersects with the interchange ramps (e-mail 12/4/09), it appears that a portion of the land currently dedicated to public park and recreational use and conveyed to Kootenai County at no cost expressly for that purpose, would be converted to another use. Regardless of the other public benefits that may result from the proposed project, the highway project is not consistent with the program of utilization for the conveyed park property and must be considered a conversion. It is not possible, based upon the limited information received so far, to determine the exact amount of the Farragut Trail that would be converted due to the road project.

I have had initial discussions with the General Services Administration regarding possible remedies to the conversion issue (GSA is the primary federal land disposal agency and must be consulted in all such land exchange issues). The deed of conveyance includes a reversion clause, which states that if the land is not used for public park and recreation in accordance with the accepted program of utilization, it may revert to federal ownership. We could revert the affected property and then GSA could pursue re-conveyance under some authority other than park and recreation. This might include such options as negotiated sale or a transfer to federal highways. Another possibility would be to consider a land exchange. The latter is preferable from the standpoint of insuring the recreational viability, in perpetuity, of the Farragut Trail.

TAKE PRIDE® IN AMERICA

It appears that the public recreational use of the Farragut Trail could benefit from the connection with the class I and class II bike paths and the access they will provide to the west of Highway 95. If a separated Class I hike/bike path is to be constructed from the existing Farragut Trail south to another separated path that parallels Highway 54, perhaps Kootenai County could exchange the land affected by the road project for these hike/bike segments that then become official parts of the Farragut Trail with the same federal use restrictions that are on the Farragut Trail currently. By pursuing such a course, the County could maintain its compliance with the terms of the Farragut Trail public benefit conveyance deed.

To pursue a land exchange under the FLP program requires the following:

Documentation needed:

A. Properly authenticated documents from the Grantee (Kootenai County) evidencing desire to substitute land of equivalent fair market and recreational value.

B. Appraisal reports for both parcels. Replacement property must be of at least equal fair market value and recreational utility.

- Replacement property: 1) cannot have been previously used as a public park; 2) if already owned by the County, it must not have been purchased for the purpose of making it a public park;
- Appraisals must be reviewed and accepted by GSA and NPS.
- Appraisals must comply with the Uniform Appraisal Standards for Federal Land Acquisitions;

C. Justification including assessment of public recreational utility of the land proposed for exchange and its replacement. In general, the replacement property must provide reasonably equivalent or greater public park and recreational utility than the parcel you would like to use for another purpose. This analysis should include an assessment of public need and demographics, similar to that provided in the original public benefit application. It should also reference City, State or other local comprehensive outdoor recreation plans in its statement of need;

D. Environmental assessment of substitute property indicating it is environmentally safe and not latently contaminated.

E. Assessment of environmental effects of proposed release of park and recreation use covenants on former surplus property. A public process and environmental impact analysis must be conducted by the County - at least equivalent to an Environmental Assessment under the National Environmental Policy Act, and an Environmental Impact Statement if indicated by the EA. NPS will base its decision document on this NEPA-compliant process.

F. A copy of the State, city, or county recreation map or plan showing the present park land in relationship to the proposed substitute land.

G. A copy of the legal description, the Program of Utilization, and a development schedule for each property proposed for substitution.

H. An official acknowledgement of willingness to apply, in perpetuity, to the new property, all restrictions contained in the deed of conveyance of the surplus property

Once all of the above steps are accomplished, NPS would produce a "Deed of Release" for the converted parcel, and a "Declaration of Restrictions" for the replacement land to be executed by Kootenai County and recorded with the property records.

If a land exchange is to be pursued it will be important to determine the extent of the converted land early-on, and to coordinate our efforts with GSA.

Please let me know if you would like any further information.

Sincerely,

David Siegenthaler
Federal Lands to Parks Program Coordinator
Pacific West Region

cc: Kootenai County
GSA

Appendix B. Farmland Conversion Form

Updated and Included

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request	4. Sheet 1 of 2
1. Name of Project **US-95 Garwood to Sagle**	5. Federal Agency Involved **FHWA and ITD**	
2. Type of Project **Freeway Construction**	6. County and State **Bonner & Kootenai Counties, Idaho**	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form **Swenson**
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐	4. Acres Irrigated **15,124**	Average Farm Size **Bo-122 Ko-186**
5. Major Crop(s) **Wheat - Bluegrass Seed**	6. Farmable Land in Government Jurisdiction Acres: **101,366 1/** % **24**	7. Amount of Farmland As Defined in FPPA Acres: **458,316 2/** % **24**
8. Name Of Land Evaluation System Used **Soil Survey**	9. Name of Local Site Assessment System **None**	10. Date Land Evaluation Returned by NRCS **10/16/07**

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	286	297	310	
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	286	297	310	0
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	13	27	20	
B. Total Acres Statewide And Local Important Farmland	444	442	408	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0	0	0	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	78	86	81	
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	40	35	34	
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15	15	15	15	
2. Perimeter in Nonurban Use — 10	10	10	10	
3. Percent Of Corridor Being Farmed — 20	3	3	3	
4. Protection Provided By State And Local Government — 20	0	0	0	
5. Size of Present Farm Unit Compared To Average — 10	4	4	4	
6. Creation Of Nonfarmable Farmland — 25	12	12	12	
7. Availability Of Farm Support Services — 5	5	5	5	
8. On-Farm Investments — 20	13	13	13	
9. Effects Of Conversion On Farm Support Services — 25	2	2	2	
10. Compatibility With Existing Agricultural Use — 10	4	4	4	
TOTAL CORRIDOR ASSESSMENT POINTS — 160	68	68	68	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	40	35	34	
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	68	68	68	0
TOTAL POINTS *(Total of above 2 lines)* — 260	108	103	102	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
			YES ☐ NO ☑

5. Reason For Selection:

Notes 1/ Total for both Bonner and Kootenai Counties
2/ Land does not need to be cropland to be designated Prime Farmland or Farmland of Statewide Importance
Corridor: A=Blue, B=Brown, C=Modified Brown

Signature of Person Completing this Part: Michelle Wilson DATE 5-26-09

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request	4. Sheet 1 of 2
1. Name of Project **US-95 Garwood to Sagle**	5. Federal Agency Involved **FHWA and ITD**	
2. Type of Project **Freeway Construction**	6. County and State **Bonner & Kootenai Counties, Idaho**	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form **Swenson**
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☑ NO ☐	4. Acres Irrigated **15,124**	Average Farm Size **Bo-122 Ko-186**
5. Major Crop(s) **Wheat - Bluegrass Seed**	6. Farmable Land in Government Jurisdiction Acres: **101,366 1/** % **24**	7. Amount of Farmland As Defined in FPPA Acres: **458,316 2/** % **24**
8. Name Of Land Evaluation System Used **Soil Survey**	9. Name of Local Site Assessment System **None**	10. Date Land Evaluation Returned by NRCS **10/16/07**

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	323	334	319	
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor	323	334	319	0
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	13	25	13	
B. Total Acres Statewide And Local Important Farmland	333	342	336	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0	0	0	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	86	84	86	
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	35	36	35	
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15	15	15	15	
2. Perimeter in Nonurban Use — 10	10	10	10	
3. Percent Of Corridor Being Farmed — 20	4	4	4	
4. Protection Provided By State And Local Government — 20	0	0	0	
5. Size of Present Farm Unit Compared To Average — 10	4	4	4	
6. Creation Of Nonfarmable Farmland — 25	12	12	12	
7. Availability Of Farm Support Services — 5	5	5	5	
8. On-Farm Investments — 20	13	13	13	
9. Effects Of Conversion On Farm Support Services — 25	2	2	2	
10. Compatibility With Existing Agricultural Use — 10	4	4	4	
TOTAL CORRIDOR ASSESSMENT POINTS — 160	69	69	69	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	35	36	35	
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	69	69	69	0
TOTAL POINTS *(Total of above 2 lines)* — 260	104	105	104	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project.	3. Date Of Selection:	4. Was A Local Site Assessment Used?
			YES ☐ NO ☑

5. Reason For Selection:

Notes 1/ Total for both Bonner and Kootenai Counties
2/ Land does not need to be cropland to be designated Prime Farmland or Farmland of Statewide Importance
Corridor: A=Yellow Option 3, B=Yellow Option 4, C=Yellow Option 5

Signature of Person Completing this Part: Michelle Gregory — DATE 5-26-09

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?
More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?
More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?
More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?
Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with $1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?
Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?
All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?
High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?
Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Appendix C. Summary of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 Text of ITD's Brochure "Right-of-Way Relocation Services"

No Change – Not Submitted

Appendix D. Plant Species Encountered During Site Visits
Typical Animal Species Expected to be Found in the Within the Corridor

Resubmitted

PLANT SPECIES ENCOUNTERED DURING SITE VISITS

Stratum	Scientific Name	Common Name	Wetland Indicator Status*
Trees	*Abies grandis*	grand fir	FACU-
	Acer glabrum	Douglas maple	FACU
	Alnus incana	mountain alder	FACW
	Betula papyrifera var. occidentalis	western paperbirch	FACW
	Larix occidentalis	western larch	FACU+
	Pinus contorta	lodgepole pine	FAC
	Pinus ponderosa	ponderosa pine	FACU-
	Populus balsamifera	black cottonwood	FAC
	Populus tremuloides	quaking aspen	FAC+
	Pseudotsuga menziesii	Douglas-fir	FACU
	Rhamnus purshiana	cascara	NI
	Salix lucida var. lasiandra	Pacific willow	FACW+
	Salix scouleriana	Scouler willow	FAC
	Salix sp.	willow	FAC or wetter
	Thuja plicata	western red cedar	FAC
Shrubs	*Acer glabrum*	Rocky Mountain maple	FACU
	Amelanchier alnifolia	serviceberry	FACU
	Ceanothus sanguineus	red-stem ceanothus	UPL
	Cornus canadensis	bunchberry dogwood	FAC-
	Cornus stolonifera (sericea)	red-osier dogwood	FACW
	Crataegus douglasii	Douglas hawthorn	FAC
	Holodiscus discolor	ocean spray	NI
	Mahonia (Berberis) repens	Oregon grape	NL
	Philadelphus lewisii	syringa	NI
	Physocarpus capitatus	Pacific ninebark	FACW
	Ribes aureum	golden currant	FAC+
	Rosa gymnocarpa	baldhip rose	FACU
	Rosa nutkana	nootka rose	FAC-
	Rosa woodsii	wood's rose	FACU
	Sambucus cerulea	blue elderberry	FACU
	Symphoricarpos albus	common snowberry	FACU
Herbs	*Achillea millefolium*	yarrow	FACU
	Agropyron repens	quackgrass	FAC-
	Agropyron spicatum	bluebunch wheatgrass	UPL
	Agrostis alba (gigantea)	redtop bentgrass	FAC
	Agrostis exarata	spike bentgrass	FACW
	Agrostis stolonifera	bentgrass	FACW
	Alisma plantago-aquatica	broadleaf water-plantain	OBL
	Alopecurus pratensis	meadow foxtail	FACW

Stratum	Scientific Name	Common Name	Wetland Indicator Status*
Herbs	*Arctium minor*	burdock	NI
	Aster foliaceus	leafy aster	FACW-
	Athyrium americanum	common lady fern	FAC
	Athyrium filix-femina	lady fern	FAC+
	Brassica campestris	field mustard	NL
	Bromus inermis	bromegrass/ smooth brome	FAC
	Bromus mollis	soft chess	NL
	Bromus vulgaris	Columbia brome	UPL
	Calamagrostis rubenscens	pinegrass	NL
	Callitriche heterophylla	different leaved water-starwort	OBL
	Camassia quamash	blue camas	FACW
	Carex arcta	northern clustered sedge	OBL
	Carex athrostachya	slenderbeak sedge	FACW
	Carex filifolia	threadleaf sedge	NL
	Carex garberi	elk sedge	FACW-
	Carex spp.	sedge species	
	Carex praegracilis	clustered field sedge	FACW
	Carex rostrata	beaked sedge	OBL
	Carex stipata	sawbeak sedge	OBL
	Centaurea biebersteinii (maculosa)	spotted knapweed	NL
	Cerastium arvense	field chickweed	FACU
	Cerastium vulgatum (fontanum)	common chickweed	FACU
	Cicuta douglasii	western water hemlock	OBL
	Cirsium arvense	Canada thistle	FAC-
	Cirsium undulatum	wavy-leaved thistle	FACU+
	Cirsium vulgare	bull thistle	FACU
	Cynoglossum officinale	common hound's-tongue	FACU
	Dactylis glomerata	orchardgrass	FACU
	Danthonia californica	California oatgrass	FACU
	Delphinium sp.	larkspur	NL
	Dipsacus sylvestris	teasel	NL
	Eleocharis acicularis	needle spikerush	OBL
	Eleocharis palustris	creeping spikerush	OBL
	Elodea canadensis	Canada waterweed	OBL
	Elymus glaucus	blue wild rye	FACU
	Epilobium paniculatum	willow herb	NL
	Equisetum arvense	common/field horsetail	FAC
	Equisetum fluviatile	water horsetail	OBL
	Equisetum laevigatum	smooth scouring rush	FACW
	Eriogonum sp.	false buckwheat	
	Festuca arundinacea	tall fescue	FAC-

Stratum	Scientific Name	Common Name	Wetland Indicator Status*
Herbs	*Festuca idahoensis*	Idaho fescue	FACU
	Festuca occidentalis	western fescue	NL
	Festuca rubra	red fescue	FAC+
	Fragaria virginiana	wild strawberry	FACU
	Galium trifidum	small bedstraw	FACW+
	Geum triflorum	old man's whiskers	FACU
	Glyceria elata	tall managrass	FACW+
	Heracleum lanatum (maximum)	cow parsnip	FAC+
	Hieracium aurantiacum	orange hawkweed	NL
	Hypericum formosum	western St. Johns wort	FAC
	Hypericum perforatum	St. Johns wort	NL
	Iris pseudacorus	pale yellow iris	OBL
	Juncus sp.	rush	FACW or OBL
	Juncus vaseyi	Vasey's rush	FACW
	Kochia scoparia	kochia	FAC
	Lactuca serriola	prickly lettuce	FACU
	Lemna minor	common duckweed	OBL
	Lemna trisulca	star duckweed	OBL
	Leucanthemum vulgare	oxeye daisy	NI
	Ligusticum verticillatum	northern licorice-root	FACW
	Linaria dalmatica	Dalmation toadflax	NL
	Linaria vulgaris	yellow toadflax	NL
	Linnaea borealis	twinflower	FACU-
	Linum perenne	flax	NL
	Lithophragma parviflora	prairie star flower	NL
	Lolium perenne	perennial ryegrass	FAC
	Lomatium geyeri	lomatium	NL
	Lotus corniculatus	birdsfoot trefoil	FAC
	Lupinus polyphyllus	big leaf lupine	FAC+
	Luzula multiflora campestris	woodrush	FACU
	Luzula parviflora	small flowering woodrush	FAC-
	Lysichiton americanus	American skunkcabbage	OBL
	Lysimachia thyrsiflora	tufted loosestrife	OBL
	Lythrum salicaria	purple loosestrife	FACW+
	Medicago lupulina	black medic	FAC
	Medicago sativa	alfalfa	NI
	Melilotus alba	white sweet clover	NL
	Mentha arvensis	field mint	FACW-
	Myosotis laxa	small-flowered forget-me-not	OBL
	Nuphar polysepalum (lutea)	yellow pond-lily	OBL
	Nymphaea odorata	American water-lily	OBL

Stratum	Scientific Name	Common Name	Wetland Indicator Status*
Herbs	*Phalaris arundinacea*	reed canarygrass	FACW
	Phleum pratense	common timothy	FAC-
	Phlox idahonis	Clearwater phlox	FACW
	Phlox sp.	phlox	
	Plantago lanceolata	ribwort plantain	FACU+
	Plantago major	common plantain	FAC
	Plantago spp.	rib plantain	
	Poa bulbosa	bulbous bluegrass	NL
	Poa compressa	Canadian bluegrass	FACU+
	Poa pratensis	Kentucky bluegrass	FAC
	Polygonum aviculare	prostrate knotweed	FACW-
	Polygonum lapathifolium	willow smartweed	FACW
	Polygonum monspleliensis	annual rabbitfoot grass	FACW
	Potamogeton amplifolius	large-leaf pondweed	OBL
	Potamogeton natans	floating leaf pondweed	OBL
	Potentilla gracilis	cinquefoil	FAC
	Potentilla palustris	marsh cinquefoil	OBL
	Prunella vulgaris	self-heal	FACU+
	Pteridium aquilinum	bracken fern	FACU
	Ranunculus acris	tall buttercup	FACW-
	Ranunculus repens	creeping buttercup	FACW
	Ribes aureum var. gracillimum	golden currant	FAC+
	Rubus idaeus	American red raspberry	FACU
	Rubus parviflorus	thimbleberry	FAC-
	Rubus ursinus	trailing blackberry	FACU
	Rumex acetosella	sheep sorrel	FACU+
	Rumex crispus	curly dock	FAC+
	Scirpus acutus	tule	OBL
	Scirpus microcarpus	small-fruited bulrush	OBL
	Scirpus tabernaemontani	softstem bulrush	OBL
	Scirpus americanus	American bulrush	OBL
	Scutellaria galericulata	marsh skullcap	OBL
	Setaria sp.	bristlegrass	
	Sisymbrium altissimum	tall tumble mustard	FACU-
	Sisyrinchium douglasii	grass widows	FACU
	Sium suave	water parsnip	OBL
	Solanum dulcamara	climbing nightshade	FAC+
	Solidago canadensis	Canada goldenrod	FAC- or FACU
	Solidago gigantea	giant goldenrod	FACW-
	Sonchus oleraceus	sow thistle	UPL
	Sparganium angustifolium	narrowleaf bur-reed	OBL

Stratum	Scientific Name	Common Name	Wetland Indicator Status*
Herbs	*Sparganium eurycarpum*	giant bur-reed	OBL
	Spirea douglasii	Douglas spirea	FACW
	Spirodela polyrhiza	large duckweed	OBL
	Stellaria media	chickweed/starwort	FACU
	Symphyotrichum subspicatum	Douglas aster	NL
	Tanacetum vulgare	common tansy	NI
	Taraxacum officinale	dandelion	FACU
	Thlaspi arvense	field pennycress	NI
	Tragopogon dubius	salsify	NL
	Trifolium pretense	red clover	FACU
	Trifolium repens	white clover	FAC-
	Trifolium wormskjoldii	marsh clover	FACW+
	Typha latifolia	cattail	OBL
	Urtica dioica	stinging nettle	FAC+
	Utricularia vulgaris (macrorhiza)	common bladderwort	OBL
	Verbascum thapsus	mullein	NI
	Veronica americana	American speedwell	OBL
	Veronica scutellata	marsh speedwell	OBL
	Vicia americana	American vetch	FAC
	Zigadenus venenosus	meadow death camas	FACU

These indicator status designations have been updated according to the 1996 Supplement to National List of Plant Species that Occur in Wetlands Northwest (Region 9).

TYPICAL ANIMAL SPECIES EXPECTED TO BE FOUND WITHIN THE CORRIDOR

Scientific Name	Common Name	Occurrence within project area
Mammals		
Alces alces	moose	Yes
Castor Canadensis	American beaver	Likely to occur
Canis latrans	coyote	Yes
Cervis canadensis	elk	Yes
Felis concolor	mountain lion	Likely to occur
Gulo gulo luscus	North American wolverine	Unlikely but documented within 2 miles
Odocoileus hemionus	mule deer	Unlikely
Odocoileus virginianus	white-tail deer	Yes
Ursus americanus	black bear	Likely to occur
Vulpes vulpes	red fox	Likely to occur
Citellus columbiannus	Columbian ground squirrel	Yes
Erethizon dorsatum	porcupine	Yes
Glaucomys sabrinus	red squirrel	Yes
Lepus sp.	hare	Unlikely
Lynx rufus	bobcat	Yes
Mephitis mephitis	striped skunk	Likely to occur
Microtus spp.	voles	Likely to occur
Mustela frenata	long-tailed weasel	Likely to occur
Myotis spp	bat	Yes
Neotoma cinerea	flying squirrel	Yes
Ondatra zibethicus	muskrat	Likely to occur
Peromyscus maniculaus	deer mouse	Yes
Procyon lotor	common raccoon	Likely to occur
Scapanus spp.	moles	Likely to occur
Sorex spp.	shrews	Likely to occur
Spermophilus spp.	squirrels	Yes
Tamias sp.	chipmunk	Yes
Tamiascurus hudsonicus	bushy-tailed wood rat	Likely to occur
Thomomys talpoides	pocket gopher	Likely to occur
Birds		
Actitis macularia	spotted sandpiper	Yes
Agelaius pheoniceus	red-winged blackbird	Yes
Aix sponsa	wood duck	Yes
Anas acuta	northern pintail	Yes
Anas Americana	American widgeon	Likely to occur
Anas clypeata	northern shoveler	Yes
Anas crecca	green-winged teal	Likely to occur

Scientific Name	Common Name	Occurrence within project area
Anas cyanoptera	cinnamon teal	Yes
Anas discors	blue-winged teal	Yes
Anas platyrhynchos	mallard	Likely to occur
Anas strepera	gadwall	Yes
Ardea herodias	great-blue heron	Yes
Aythya affinis	lesser scaup	Likely to occur
Aythya Americana	redhead	Likely to occur
Aythya collaris	ring-necked duck	Likely to occur
Aythya valisineria	canvasback	Likely to occur
Bombycilla cedrorum	cedar waxwing	Yes
Bonasa umbellus	ruffed grouse	Yes
Branta Canadensis	Canada goose	Likely to occur
Bucephala albeola	bufflehead	Likely to occur
Bucephala clangula	common goldeneye	Likely to occur
Buteo jamaicensis	red-tailed hawk	Likely to occur
Carduelis tristis	American goldfinch	Yes
Carpodacus Mexicanus	house finch	Likely to occur
Cartharus fuscenscens	veery	Yes
Cathartes aura	turkey vulture	Yes
Ceryle alcyon	belted kingfisher	Yes
Chaetura vauxi	Vaux's swift	Yes
Charadrius vociferous	killdeer	Likely to occur
Chordeiles minor	common nighthawk	Yes
Cinclus mexicanus	American dipper	Yes
Circus cyaneus	northern harrier	Likely to occur
Cistothorus palustris	marsh wren	Yes
Coccothraustes vespertinus	evening grosbeak	Yes
Colaptes auratus	northern flicker	Likely to occur
Columba livia	rock dove	Yes
Contopus sordidulus	western wood-pewee	Yes
Corvus brachyrhynchos	American crow	Likely to occur
Corvus corax	common raven	Likely to occur
Cyanocitta stelleri	Steller's jay	Yes
Dendroica coronata	yellow-rumped warbler	Yes
Dendroica petechia	yellow warbler	Yes
Dryocopus pileatus	pileated woodpecker	Yes
Dumetella carolinensis	gray catbird	Yes
Empidonax hammondii	Hammond's flycatcher	Yes
Empidonax traillii	willow flycatcher	Yes
Empidonaz oberholseri	dusky flycatcher	Yes

Scientific Name	Common Name	Occurrence within project area
Euphagus cyancophalus	brewer's blackbird	Yes
Falco sparvarius	American kestrel	Likely to occur
Fulica americana	American coot	Yes
Gallinago gallinago	common snipe	Yes
Geothlypis trichas	common yellowthroat	Yes
Glaucidium gnoma	northern pygmy owl	Likely to occur
Haliaeetus leucocephalus	bald eagle	Yes
Hirundo rudtica	barn swallow	Yes
Icterus bullockii	Bullock's oriole	Yes
Junco hyemalis	dark-eyed junco	Yes
Loxia curvirostra	red crossbill	Yes
Melospiza melodia	song sparrow	Yes
Mergus merganser	common merganser	Yes
Molothurs ater	brown-headed cowbird	Yes
Myadestes townsendi	Townsend's solitaire	Yes
Otus kennicottii	western screech owl	Yes
Oxyura jamaicensis	ruddy duck	Yes
Pandion haliaetus	osprey	Likely to occur
Passer domesticus	house sparrow	Yes
Passerculus sandwichensis	savannah sparrow	Yes
Perisoreus Canadensis	gray jay	Likely to occur
Petrochelidon pyrrhonota	cliff swallow	Yes
Phalacrocorax auritus	double-crested cormorant	Yes
Phasianus colchicus	ring-necked pheasant	Yes
Pheucticus melanocephalus	black-headed grosbeak	Likely to occur
Pica hudsonia	black-billed magpie	Likely to occur
Picoides dorsalis	three-toed woodpecker	1995 documentation
Picoides pubescens	downy woodpecker	Yes
Picoides villosus	hairy woodpecker	Yes
Pipilo maculatus	spotted towhee	Yes
Piranga ludoviciana	western tanager	Yes
Podiceps auritus	horned grebe	Yes
Podiceps grisegena	red-necked grebe	Yes
Podilymbus podiceps	pied-billed grebe	Yes
Poecile atricapillus	black-capped chickadee	Yes
Poecile gambeli	mountain chickadee	Yes
Porzana carolina	sora	Yes
Regulus satrapa	golden-crowned kinglet	Yes
Seiurus noveboracensis	northern waterthrush	Yes
Selasphorus rufus	rufous hummingbird	Yes

Scientific Name	Common Name	Occurrence within project area
Setophaga ruticilla	American redstart	Yes
Sialia currucoides	mountain bluebird	Yes
Sialia mexicana	western bluebird	Yes
Sitta canadensis	red-breasted nuthatch	Yes
Sphyrapicus nuchalis	red-naped sapsucker	Yes
Spizella passerina	chipping sparrow	Yes
Stelgidopteryx serripennis	northern rough-winged swallow	Yes
Stellula calliope	calliope hummingbird	Yes
Sturnella neglecta	western meadowlark	Yes
Sturnus vulgaris	European starling	Likely to occur
Tachycineta bicolor	tree swallow	Yes
Tachycineta thalassina	violet-green swallow	Yes
Troglodytes aedon	house wren	Yes
Troglodytes troglodytes	winter wren	Yes
Turdus migratorius	American robin	Likely to occur
Tyrannus tyrannus	eastern kingbird	Yes
Vermivora celata	orange-crowned warbler	Yes
Vermivora ruficapilla	Nashville warbler	Yes
Vireo cassinii	Cassin's vireo	Yes
Vireo gilvus	warbling vireo	Yes
Vireo olivaceus	red-eyed vireo	Yes
Xanthocephalus xanthocelphalus	yellow-headed blackbird	Yes
Zenaida macroura	mourning dove	Likely to occur
Ambystoma macrodactylum	long-toed salamander	Likely to occur
Bufo boreas	western toad	Likely to occur
Charina bottae	rubber boa	Likely to occur
Chrysemys picta	painted turtle	Likely to occur
Eumeces skiltonianus	western skink	Yes
Liocholorophis vernalis	smooth green snake	Likely to occur
Psuedacris regilla	Pacific chorus frog	Yes
Rana catesbeiana	bullfrog	Yes
Rana pipens	northern leopard frog	Historical documentation
Thamnophis elegans	western terrestrial garter snake	Yes
Thamnophis sirtalis	garter snake	Likely to occur
Catostomus columbianus	bridgelip sucker	Yes
Catostomus macrocheilus	largescale sucker	Yes
Ictalurus natalis	brown bullhead	Yes
Ictalurus punctatus	channel catfish	Yes
Lepomis gibbosus	pumpkinseed	Yes
Lepomis macrochirus	bluegill	Yes

Scientific Name	Common Name	Occurrence within project area
Micropterus salmoides	largemouth bass	Yes
Mylocheilus caurinus	peamouth	Yes
Oncorhynchus mykiss	rainbow trout	Yes
Perca flavescens	yellow perch	Yes
Pornoxis nigromaculatus	black crappie	Yes
Salmo trutta	brown trout	Yes
Salvelinus clarki	westslope cutthroat trout	Yes
Salvelinus fontinalis	brook trout	Yes

Appendix E. Correspondence with Tribes and Agencies

Memorandum regarding Tribal Consultation letter
ITD Letter to Kalispel Tribe of Indians included
ITD Letter to Coeur d'Alene Tribe included

DAVID EVANS
AND ASSOCIATES INC.

MEMORANDUM

DATE: August 19, 2009

TO: names

FROM: David Evans and Associates, Inc.

SUBJECT: **Tribal Correspondence Letters**

PROJECT: US 95 Garwood to Sagle

PROJECT NO: FHWA-ID-EIS-06-F, ITD Project No. NH-5110(141), Key No. 9779

COPIES:

This memorandum clarifies the attached tribal correspondence letters dated November 3, 2008.

The purpose of the tribal correspondence was to explain the environmental impact statement for the proposed US-95 Garwood to Sagle project and a request to the tribes to identity any concerns regarding potential cultural resources within the Area of Potential Effect (APE). These letters included a map displaying new areas that would be surveyed. The map legend at the base of these maps was inaccurate and the blue area should have indicated additional areas to be surveyed.

908 North Howard Street Suite 300 Spokane Washington 99201 Phone: 509.327.8697 Facsimile: 509.327.7345

IDAHO TRANSPORTATION DEPARTMENT
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

(208) 772-1200
itd.idaho.gov

The Honorable Glen Nenema
Kalispel Tribe of Indians
P.O. Box 39
Usk, WA 99180

November 3, 2008

Re: US-95 Garwood to Sagle Environmental Impact Statement

Dear Chairman Nenema:

The Federal Highway Administration (FHWA) and Idaho Transportation Department (ITD) are in the process of preparing an Environmental Impact Statement (EIS) for the proposed US-95 Garwood to Sagle project in Kootenai and Bonner Counties, Idaho. The project will make safety and capacity improvements for 31.5 miles of US-95 north of Coeur d'Alene between the communities Garwood (MP 438.24) and Sagle (MP 469.75). The Draft EIS was prepared and public comments received during January and February of 2007. Currently, FHWA and ITD are in the process of preparing the Final EIS that addresses the public comments.

During project design and the public comment period for the Draft EIS, FHWA and ITD had requested the Tribes to identify any concerns regarding potential cultural resources within the Area of Potential Effect (APE) of the proposed project. Since publication of the Draft EIS, FHWA and ITD have made modifications to the Preferred Alternative that would extend the original APE to include additional area along US-95 near the intersections of SH-53, Garwood Road, and Ohio Match Road which would require some additional cultural resource survey (see Vicinity Map).

FHWA and ITD are requesting information or concerns that you may have regarding the modified APE and information that you may have regarding cultural and historic resources in this area, including Traditional Cultural Properties, pursuant to section 106 of the National Historic Preservation Act 36 CFR 800.2(c)(3). We would also like to notify you that Northwest Archaeological Associates, Inc., who is FHWA and ITD's consultant, will be contacting you to invite your participation in the field survey.

With this letter, we would also like to extend to your Tribe an invitation to attend a public open house that is scheduled both for November 12th and 13th from **5pm to 8pm**, as follows: **Wednesday November 12, 2008** at **Sagle Elementary School**, 550 Sagle Road in Sagle, Idaho....and on **Thursday November 13, 2008** at the **Idaho Transportation Department District One Office**, 600 West Prairie Ave in Coeur d'Alene, ID. Both events will be identical and either one can be attended.

Recognizing the government-to-government relationship which the FHWA has with the Tribe, FHWA will continue to play a key role in this undertaking as the responsible

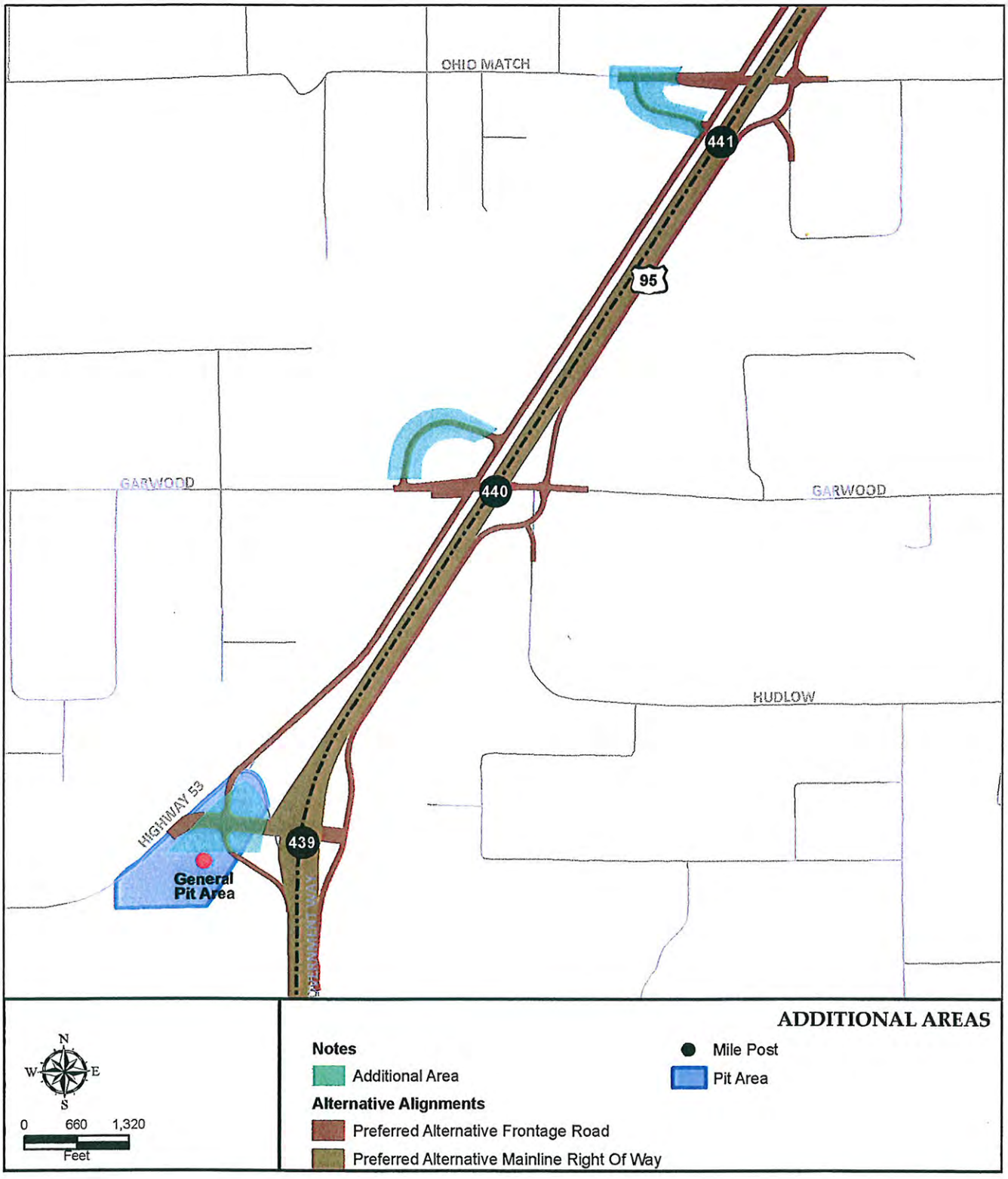
Federal Agency although ITD has been delegated the responsibility for directly managing the cultural resources studies and carrying out this responsibility. You may contact FHWA at anytime for assistance with the process and/or the undertaking if you'd like to, however. Paul Ziman, the responsible area engineer with the FHWA Idaho Division office in Boise, may be contacted at 208-334-9180 (ext.127).

We appreciate the Tribe's continuing consultation and participation in the large and important US-95 Garwood to Sagle project. If you have any questions or would like additional project information, please contact me at 208-772-1232.

Sincerely,

David Karsann
Senior Environmental Planner
ITD District One

cc: Kevin Lyons, Kalispel Tribe of Indians
Paul Ziman, Idaho Division of FHWA
Nicholle Braspennickx, U.S. Army Corps of Engineers
Lorelea Hudson, Northwest Archaeological Associates, Inc.


OHIO MATCH
441
95
GARWOOD
440
GARWOOD
HUDLOW
HIGHWAY 53
439
General
Pit Area
N
W
E
S
0
660
1,320
Feet
ADDITIONAL AREAS
Notes
Additional Area
Alternative Alignments
Preferred Alternative Frontage Road
Preferred Alternative Mainline Right Of Way
Mile Post
Pit Area

IDAHO TRANSPORTATION DEPARTMENT
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

(208) 772-1200
itd.idaho.gov

Chairman Chief Allan
Coeur d'Alene Tribe
P.O. Box 408
Plummer, ID 83851

November 5, 2008

Re: US-95 Garwood to Sagle Environmental Impact Statement

Dear Chairman Allan:

The Federal Highway Administration (FHWA) and Idaho Transportation Department (ITD) are in the process of preparing an Environmental Impact Statement (EIS) for the proposed US-95 Garwood to Sagle project in Kootenai and Bonner Counties, Idaho. The project will make safety and capacity improvements for 31.5 miles of US-95 north of Coeur d'Alene between the communities Garwood (MP 438.24) and Sagle (MP 469.75). The Draft EIS was prepared and public comments received during January and February of 2007. Currently, FHWA and ITD are in the process of preparing the Final EIS that addresses the public comments.

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Sincerely,

David Karsann
Senior Environmental Planner
ITD District One

cc: Kevin Lyons, Kalispel Tribe of Indians
Paul Ziman, Idaho Division of FHWA
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Preferred Alternative Frontage Road
Preferred Alternative Mainline Right Of Way
Mile Post
Pit Area

Appendix F. Wildlife Movement Report

No Change – Not Submitted

Appendix G. Noxious Weed Control Plan

No Change – Not Submitted

Appendix H. Noise Receptor Maps

No Change – Not Submitted

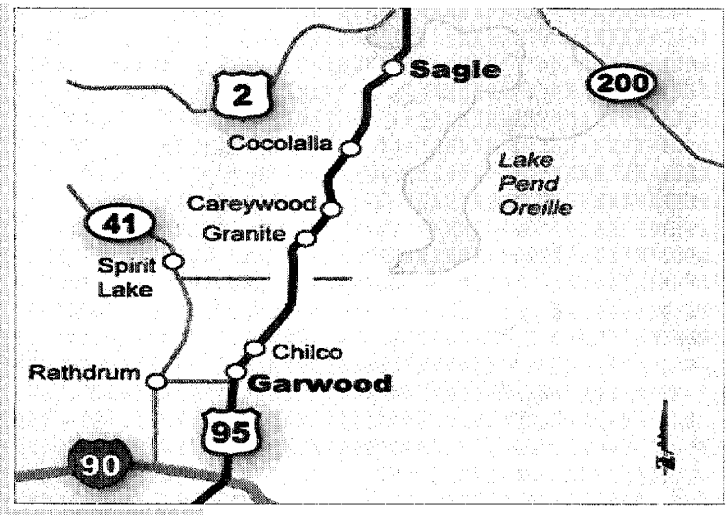
Appendix I. ITD Environmental Forms

No Change – Not Submitted

Appendix J. US-95 Garwood to Sagle Hearing Summary and Certification

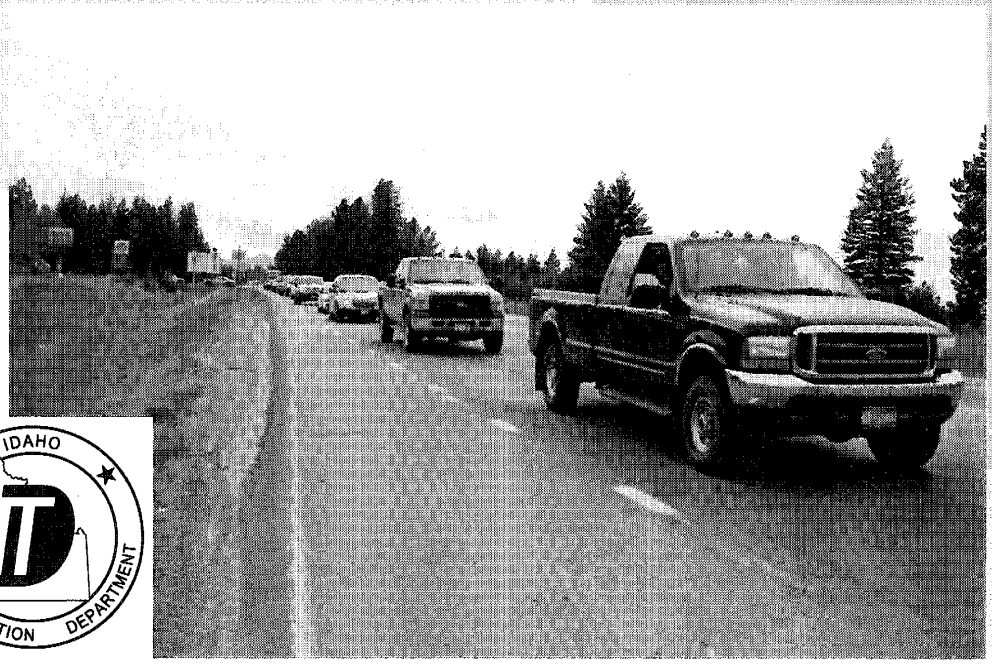
Included

US 95 GARWOOD TO SAGLE HEARING SUMMARY & CERTIFICATION



U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

January 23 & 24, 2007



IDAHO TRANSPORTATION DEPARTMENT

Hearing Summary and Certification

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473
January 23, 2007 - Athol Elementary School
January 24, 2007 - Sagle Elementary School

Contents

Introduction

Mailings

- Property owner notification letter
  - Mailing list (approx. 900 adjacent property owners)
- Brochure
  - Mailing list (approx. 8500 stakeholders)

Newspaper advertising

- Legal Notice
  - Couer d'Alene Press
- Display Ad
  - Spokesman Review certification

Radio script

Hearing Officer's certification

- Hearing sign-in sheets
- Oral testimony transcribed
- List of written testimony received
- Written testimony

Project team members



U.S. 95, Garwood to Sagle
Key Number: 09779
Project Number: A009(779)

Background
U.S. 95 is the key north-south link for northern Idaho commerce, transportation and tourism. Rapid growth in Bonner and Kootenai counties has caused traffic volumes to approach the capacity of the highway constructed in the mid-1900's. The corridor between Garwood and Sagle needs to be widened and realigned in order to safely accommodate projected traffic.

The process of designing the new highway began in 2002 when ITD initiated a comprehensive study of U.S. 95 between the towns of Garwood and Sagle. The study determined what type of long-term improvements would be needed to increase safety and capacity to meet future travel demands. This four-year process involved extensive work with the public, local officials and agencies and resulted in a Draft Environmental Impact Statement (EIS).

Project Facts
Using funding from the GARVEE bond-funding program, the Idaho Transportation Department (ITD) will reconstruct U.S. 95 between the towns of Garwood and Sagle in northern Idaho. The aging roadway will be redesigned as a four-lane divided highway to improve capacity and safety.

Description
The new four-lane highway will be designed with limited access, which will allow traffic to enter and exit the highway only at interchanges. Frontage roads will be provided on both sides of U.S. 95 to provide access to adjacent properties.

This project includes:

- Completion of environmental documentation for the project
- Preliminary design for the new four-lane divided highway
- The beginning of right-of-way purchases

IDAHO TRANSPORTATION DEPARTMENT
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

CONNECTING IDAHO

JAN 18 2007

To: Registered Landowner
Date: December 20, 2006
Re: Public Hearing - U.S. 95 Garwood to Sagle Project

The Federal Highway Administration (FHWA) and the Idaho Transportation Department (ITD) in partnership with Connecting Idaho Partners (CIP) are continuing the environmental studies for U.S. 95 between the communities of Garwood and Sagle. This Environmental Impact Statement study is being conducted under the National Environmental Policy Act (NEPA). Since initiation of the NEPA process, considerable work has been undertaken to better understand travel needs through year 2030 between Garwood and Sagle.

County records of property ownership identify you as the owner of record of one or more properties within the study area. It is important that all landowners be aware of possible plans for the highway and have an opportunity to provide comment.

A range of alternatives has been identified and analyzed in the Draft Environmental Impact Statement (DEIS). Information on the project, including a copy of the DEIS, can be accessed at www.itd.idaho.gov – click "Get Involved" - choose northern Idaho on the map, and then click on U.S. 95 Garwood to Sagle.

The public hearings will be held to offer information regarding the project and accept public testimony. The hearings will be an open house style; you may drop by anytime between 5:00 and 8:00 p.m. at the following locations:

Tuesday, January 23, 2007	Wednesday, January 24, 2007
Athol Elementary School	Sagle Elementary School
6333 East Menser	550 Sagle Road
Athol, Idaho	Sagle, Idaho

Public comments on the project will be accepted until February 15, 2007. If you would like information regarding the public hearing please call Gwen Smith, ITD Public Involvement Coordinator at (208) 334-4444.

If you would like more information regarding the project you may contact one of the following:

- Lou Krug, P.E., HDR Engineering (208) 387-7043
- Jim Roletto, P.E., ITD District 1 Project Design Engineer (208) 772-1223
- Barbara Babic, ITD District 1 Public Involvement Coordinator (208) 772-1288

We look forward to your participation in the public hearing process.

Sincerely,

Scott Stokes. P.E.
District 1 Engineer

Project Brochure Mailing

The project brochure was mailed first class to 8,500 stakeholders as follows:

- All homes and residences—per post office zip code list—within the project area.
- All property owners who live outside of the zip code area.
- Any person who contacted the project team over the past four years via the website, by phone or attended a meeting and asked to be informed of project activities.
- All elected officials (federal, state and local) and appropriate agencies.
- Staff and community members of any transportation related committees (many of whom live in Coeur d'Alene and were not included in the zip code drop) such as chambers of commerce, Realtors, developers, and the respective city and county committees.

U.S. 95 Garwood to Sagle Public Hearing

The hearing is open house style; you may drop by anytime between 5 and 8 p.m. to view displays, ask questions and testify verbally or in writing about the project.

Jan. 23, 2007
5 to 8 p.m.
Athol Elementary School
6333 E. Menser Ave., Athol

Jan. 24, 2007
5 to 8 p.m.
Sagle Elementary School
550 Sagle Rd., Sagle

Compliance with Title VI of the Civil Rights Act

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity.

The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. If you need assistance to participate in this public hearing, please contact: Gwen Smith, ITD Public Involvement Coordinator at (208) 334-4444.

Project Background

U.S. 95 is the key north-south link for northern Idaho commerce, transportation and tourism. Rapid growth in Bonner and Kootenai counties has caused traffic volumes to approach the capacity of the highway. The Idaho Transportation Department (ITD) is conducting preliminary environmental and engineering studies to evaluate long-term improvements needed to safely accommodate increased traffic on the segment of U.S. 95 between Garwood and Sagle.

Public Involvement Process

ITD knows that public involvement is key to building and maintaining a successful transportation system, which means listening to community members about their needs and concerns .



Community members discuss alternatives at an open house.

The U.S. 95 project team gained considerable insight regarding the concerns and desires of the community through numerous meetings conducted during the environmental study process. This included:

- Open houses attended by over 1,400 citizens.
- Community workshops, displays at fairs and other events.
- Numerous meetings with elected officials and transportation committees, community and neighborhood meetings, environmental representatives, advocates of the bicycle/pedestrian trail, the Community Working Group, and Agency Working Group.

Key issues identified by the community

- Safety
- Congestion
- Lack of turn lanes
- Access to roadways and driveways off of U.S. 95.

What will happen at the hearing?

Project team members will be available to answer questions and discuss the study process at the public hearing. Written testimony, statements, or exhibits pertaining to the U.S. 95 Garwood to Sagle project will become part of the official record if received by **Feb. 15, 2007.** Address items to:

Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129
comments@itd.idaho.gov
Fax: (208) 334-8563

U.S. 95 Garwood to Sagle Public Hearing



Garwood Rd. and U.S. 95 intersection shows the congestion and difficulty entering and exiting the highway.

Environmental Study Process

Federally funded projects require that a complete environmental analysis be performed according to the National Environmental Policy Act (NEPA). NEPA requires that a reasonable range of alternatives, including a no action alternative, be presented and evaluated in detail.

The four-year environmental study process for the U.S. 95 Garwood to Sagle project involved extensive work with the public, local officials and agencies.

The study corridor was divided into six geographical areas:
- **Chilco**
- **Athol**
- **Granite/Careywood**
- **Cocolalla**
- **Westmond**
- **Sagle**

Alternatives were identified for each area.

The study results are published in the Draft Environmental Impact Statement (DEIS) document. A DEIS provides the Federal Highway Administration (FHWA) and ITD with an in-depth analysis of the environmental effects of the project, including the identification, consideration, and analysis of alternatives, so that informed choices can be made between the alternatives.

What alternatives have been evaluated in the DEIS?

Four alternatives are evaluated in this DEIS:
- No action alternative.
- Three action alternatives, identified as Yellow, Blue and Brown. A color coded map is included in the DEIS, which is available online at www.itd.idaho.gov (go to "Get Involved", choose "North Idaho" and click on "U.S. 95 Garwood to Sagle") and at several locations in the area.

What is common among the alternatives?
- Each alternative includes:
  - ◊ four 12-foot wide travel lanes
  - ◊ paved shoulders
  - ◊ clear-zone/snow storage and stormwater treatment areas
  - ◊ utility corridors and bicycle/pedestrian paths
  - ◊ elimination of at-grade railroad crossings on local roads
- Interchanges would be constructed at strategic locations; access to the highway would be from interchange ramps only.
- All alternatives would involve construction of frontage roads and improvements to some local roads to maintain access to local and adjacent properties. Where access could not be maintained, properties would be acquired. The widths of the facility would vary between alternatives and locations.
- A 50-foot wide median would be constructed in most areas. Near wetlands, however, a narrower median may be used. In the Cocolalla, Westmond, and Sagle, areas the Brown and Yellow alternatives would have a 22 foot median and concrete barrier.

What are the differences between the alternatives?
- The **Yellow** Alternative for each of the six geographic areas would consist of constructing the highway along the existing highway.
- The **Blue** Alternative would construct the highway along the existing highway with short segments on a new alignment.
- The **Brown** Alternative is similar to the Blue or Yellow but further refined from each of those alternatives.



Congestion in Athol

What is the Preferred Alternative?

Each of the project alternatives is evaluated in the DEIS to the same level of detail to allow an objective comparison. The final selection of an alternative will be based on the evaluation contained in the DEIS, comments received from the public and agencies during the public review period, and comments from the public hearings.

As a result of early coordination, alternative screening, and environmental studies conducted for the project, ITD has identified the Preferred Alternative. The Preferred Alternative is the **Brown Alternative** in each of the geographic areas. Benefits of the Brown Alternative are noted here:

- It combines portions of the Yellow and Blue alternatives to develop one alternative with desirable attributes from both alternatives.
- It was selected based on the assessment of effects to both the human and natural environment.
- The alternative balances business and residential access with the effects on natural resources (i.e., wetlands, floodplains, cultural resources, etc.)
- The elimination of more at-grade railroad crossings on local roads to improve safety.
- There would be fewer effects on wetlands and floodplains in the Cocolalla Area.
- Especially important was having an interchange located at South Cocolalla Loop Road, two interchanges in Sagle, and an interchange at Blacktail Road.
- It is consistent with land use plans for the area.



Existing highway at Granite Hill

Schedule

After all testimony and comments have been considered by ITD and FHWA, the final Environmental Impact Statement will be prepared. This document will identify the alternative to be designed and constructed.

FHWA will then issue a formal Record of Decision announcing the final decision.

Connecting Idaho

The U.S. 95 Garwood to Sagle project is part of Connecting Idaho program, a new funding program that allows Idaho to plan, design and build more highway projects in less time than through traditional transportation funding methods.

In May 2006, the Idaho Legislature authorized the sale of nearly $200 million in Grant Anticipation Revenue Vehicle (GARVEE) bonds to finance the first phase of Connecting Idaho. GARVEE financing allows Idaho to sell bonds and use the proceeds for highway projects. The bonds will be repaid with future federal highway dollars.

To view the Draft Environmental Impact Statement

- Visit the project Web site at www.itd.idaho.gov - go to Get Involved, choose North Idaho and click on U.S. 95 Garwood to Sagle.
- To request the DEIS on CD or hard copy, or for information on the public hearing, please call Gwen Smith, ITD Public Involvement Coordinator at (208) 334-4444.
- Copies of the DEIS are available for public inspection at the following locations:
  - ◊ Athol City Hall
  - ◊ Athol Library
  - ◊ Coeur d'Alene Library
  - ◊ Sandpoint Branch of the Bonner County Library
  - ◊ Downtown Branch of the Spokane Public Library
  - ◊ Spokane County Library
  - ◊ ITD District 1 offices in Coeur d'Alene
  - ◊ ITD Sandpoint Transportation Information Office
  - ◊ ITD Headquarters
  - ◊ FHWA offices in Boise

US-95 GARWOOD TO SAGLE Transportation Beyond Today

IDAHO TRANSPORTATION DEPARTMENT

CONNECTING IDAHO

U.S. 95 Garwood to Sagle

The Vision

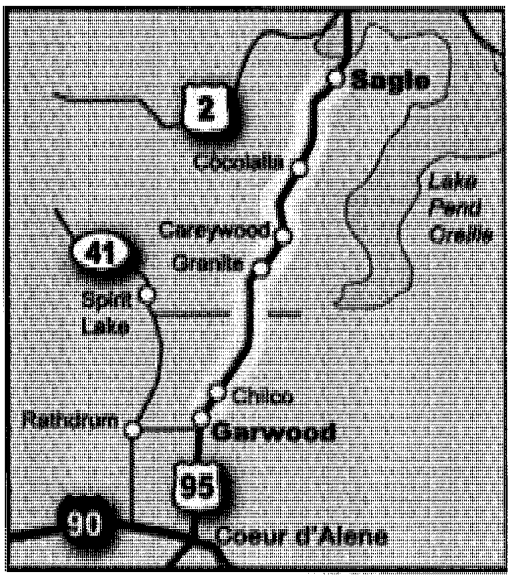
U.S. 95 is the key north-south link for northern Idaho commerce, transportation and tourism. This highway was originally constructed in the mid-1900s. Traffic volumes since then have increased beyond the original design for the roadway, resulting in congestion and an increased accident rate.

The Idaho Transportation Department (ITD) is conducting preliminary environmental and engineering studies to evaluate long-term improvements needed to safely accommodate future traffic demands on the 31.5 mile segment of U.S. 95 between Garwood and Sagle.

U.S. 95 Garwood to Sagle Public Hearing

Your Comments Are Invited

Study area highlighted in yellow



The purpose of the hearing is to give interested individuals, agencies, groups and the community an opportunity to provide testimony on the proposed location, design and environmental effects of the proposed improvements to U.S. 95 between Garwood and Sagle. The hearing will be an open house style; you may drop by anytime between 5 and 8 p.m. to view displays, ask questions and testify orally or in writing about the project.

Tues., Jan. 23, 2007
5 to 8 p.m.
Athol Elementary School
6333 E. Menser Ave., Athol

or

Wed., Jan. 24, 2007
5 to 8 p.m.
Sagle Elementary School
550 Sagle Rd., Sagle

For more information about the project

- Visit the Web site at www.itd.idaho.gov-go to Get Involved, choose North Idaho and click on U.S. 95 Garwood to Sagle.
- Call the Idaho Transportation Department at (208) 772-1200.

Owner	Address Line 1	City	State	Zip
35A-614 LLC	2691 W CESSNA AVE	HAYDEN	ID	83835
ADAMS DICK E	PO BOX 181	ATHOL	ID	83801
ADAMS WALLACE A ETUX	600 W HUBBARD AVE #39	COEUR D ALENE	ID	83814
ADKINSON LARENE B ETAL	8409 EL PASO DR	AMARILLO	TX	79118
AERODOME WATER ASSOC INC	RT 5 BOX 4202 BOURBON DR	COEUR d'ALENE	ID	83814
AGA STEVEN L ETUX	4990 E HAYDEN LAKE RD	HAYDEN	ID	83835
AGA STEVEN L ETUX	4990 E HAYDEN LAKE RD	HAYDEN	ID	83835
AKERS CASY N	23906 N PONDEROSA ST	ATHOL	ID	83801
ALLARD, CECELIA TRUSTEE	PO BOX 1325	SAGLE	ID	83860
ALLEN JEFFREY S	3506 W FOX CANYON DR	POST FALLS	ID	83854
ALLEN MARK W ETAL	2116 E SILVER SPUR RD	ATHOL	ID	83801
ALLEN MARK W ETUX	2116 E SILVER SPUR RD	ATHOL	ID	83801
ALPINE PROPERTY DEVELOPMENT	P O BOX 684	SANDPOINT	ID	83864
ALPINE PROPERTY DEVELOPMENT	P O BOX 684	SANDPOINT	ID	83864
ALVORD JANICE	PO BOX 855	MURIETTA	CA	92564
AMADOR CORA L	23520 N PONDEROSA ST	ATHOL	ID	83801
ANDERS, DOREEN	233 JAMES RD	SAGLE	ID	83860
ANDERS, DOREEN	233 JAMES RD	SAGLE	ID	83860
ANGEL, RONALD C & KARLEEN D	PO BOX 71	COCOLALLA	ID	83813
ANKRUM DAVE ETUX	PO BOX 23	ATHOL	ID	83801
APPLEMAN, CARLOTTA F	401 SOUTH RIDE	TALLAHASSEE	FL	32303
ARBEENY JOHN	9819 LAKE STEILACOOM DR SW	LAKEWOOD	WA	98498
ARBOR CONSTRUCTION	P O BOX 692	SANDPOINT	ID	83864
ARLING LARRY T	23572 N PONDEROSA ST	ATHOL	ID	83801
ARNDT, RUSSELL H & CHRISTINE M	170 WALKER WAY	SAGLE	ID	83860
ARTHUR RALPH P ETUX	1420 SEVENTH ST	PARKERSBURG	WV	26101
ARTHUR ROBERT C ETUX	PO BOX 9000	COEUR D'ALENE	ID	83816
ATHOL BAPTIST CHURCH	PO BOX 484	ATHOL	ID	83801
ATHOL CITY OF	PO BOX 229	ATHOL	ID	83801
ATHOL CITY OF	PO BOX 229	ATHOL	ID	83801
ATHOL FIRE PROTECTION DISTRICT	PO BOX 345	ATHOL	ID	83801
AUGUSTINE, PIUS G & DOROTHY A	72 CARTER RD	SAGLE	ID	83860
AUTHIER, ADAM & VICKIE	132 WALKER WAY	SAGLE	ID	83860
AXTELL JAMES F ETUX	PO BOX 903	HAYDEN	ID	83835
AYLWARD, JAMES J III & DONNA M	106 BAYVIEW RD	ATHOL	ID	83801
B C CUSTOM HOMES & BUILDINGS	283 CROOKED EAR LANE	SANDPOINT	ID	83864
BAILEY GEORGE A ETUX	21902 N ESTATES DR	ATHOL	ID	83801

BAILEY, NATHANIEL C	P O BOX 676	BOISE	ID	83701
BALBI PETER J ETUX	PO BOX 406	ATHOL	ID	83801
BALBI PETER J ETUX	PO BOX 406	ATHOL	ID	83801
BALCH, DANIEL W & DORENE D	76 CARTER DRIVE	SAGLE	ID	83860
BALCH, DANIEL W & DORENE D	76 CARTER DRIVE	SAGLE	ID	83860
BANKERT, DAVID E	298 OLD HOUSE RD	ATHOL	ID	83809
BAR CIRCLE S RANCH INC	PO BOX 1870	HAYDEN	ID	83835
BAR CIRCLE S RANCH INC	PO BOX 1870	HAYDEN	ID	83835
BARBER PAUL M	29725 N 7TH ST	ATHOL	ID	83801
BARTON LINDA MARIE	32478 N LLUMIA LN	ATHOL	ID	83801
BARTON, JAMES M & LISA J	171 OVERLAKE VIEW DRIVE	COCOLALLA	ID	83813
BASILE LEWIS J	1416 W CORAL DR	COEUR D ALENE	ID	83815
BAUER, BRIAN & EILEEN	2553 GUN CLUB RD	SAGLE	ID	83860
BAUER, BRIAN & EILEEN	2553 GUN CLUB RD	SAGLE	ID	83860
BAUER, BRIAN & EILEEN	2553 GUN CLUB RD	SAGLE	ID	83860
BEERS, MAE	191 BEERS HUMBIRD DR	SAGLE	ID	83860
BEHIMER, RONALD & DOLLIE	259 SUNRISE CIR	SAGLE	ID	83860
BEIER, COLLEEN F	13020 E 23RD AVE	SPOKANE	WA	99216
BELL CHARLES D ETUX	PO BOX 101	ATHOL	ID	83801
BELL CHARLES H	PO BOX 423	ATHOL	ID	83801
BENDA, ARNOLD W	P O BOX 164	PONDERAY	ID	83852
BENNETT, HOWARD L & JOYCE	E 1927 39TH AVE	SPOKANE	WA	99203
BERGET, WAYNE E	464700 HWY 95	SAGLE	ID	83860
BERGET, WAYNE E	464700 HWY 95	SAGLE	ID	83860
BERRY KARLETTA	10691 E REMINGTON RD	ATHOL	ID	83801
BERTSCH MELVIN B	PO BOX 9	ATHOL	ID	83801
BERTSCH MELVIN B	PO BOX 9	ATHOLL	ID	83801-0009
BERTSCH MELVIN B	PO BOX 9	ATHOL	ID	83801
BERTSCH MELVIN B ETUX	PO BOX 9	ATHOL	ID	83801-0009
BERTSCH RANDY ETUX TRUSTEES	160 E TERRACE DRIVE	BEN LOMOND	CA	95005
BILLINGS JAMES M ETUX	2366 E HOMESTEAD LOOP	HAYDEN	ID	83835
BISHOP JEFF J ETUX	23925 CORBIN HILL RD	ATHOL	ID	83801
BISHOP JEFF J ETUX	PO BOX 600	ATHOL	ID	83801
BISSON, JOSEPH & JAN	242 SHERWOODS RD	SAGLE	ID	83860
BLACK DIAMOND GROUP LLC	PO BOX 332	BAYVIEW	ID	83803
BLECKWENN, BRAD L & NOVA L	285 BLECKWENN BLVD	COCOLALLA	ID	83813
BLECKWENN, BRAD L & NOVA L	285 BLECKWENN BLVD	COCOLALLA	ID	83813
BLECKWENN, BRAD L & NOVA L	285 BLECKWENN BLVD	COCOLALLA	ID	83813

BLECKWENN, BRAD L & NOVA L	285 BLECKWENN BLVD	COCOLALLA	ID	83813
BOEHM JERRY	PO BOX 1784	HAYDEN LAKE	ID	83835
BOIES CHERYL K	16 W FALCON	SPOKANE	WA	99218
BOLKCOM, TELVA D	PO BOX 131	ATHOL	ID	83801
BOND, WARDA R	P O BOX 909	SAGLE	ID	83860
BOOTS CHRISTOPHER M ETUX	7839 N 15TH ST	DALTON GARDENS	ID	83815
BOPP, DOUG & ANGELA	2980 ONTARIO	SANDPOINT	ID	83864
BOURBON VALLEY CO INC	PO BOX 296	HAYDEN LAKE	ID	83835
BOURBON VALLEY CO INC	PO BOX 296	HAYDEN LAKE	ID	83835
BOWLBY RICHARD B ETUX TRUSTEE	PO BOX 543	ATHOL	ID	83801
BOYLES, LOUIS G & SUZANNE J	P O BOX 631350	NACOGDOCHES	TX	75963
BOYLES, LOUIS G & SUZANNE J	P O BOX 631350	NACODOCHES	TX	75963
BRADEN MICHAEL C ETUX	24957 N CORBIN HILL RD	ATHOL	ID	83801
BRANGHAM, STERLING & KATHLEEN	6200 EBTIDE	COEUR D'ALENE	ID	83814
BRANGHAM, STERLING W	6200 EBTIDE	COEUR D'ALENE	ID	83814
BREISACHER JEFFREY	1511 E FRUITDALE AVE	COEUR D ALENE	ID	83815
BREW, LONNIE G & HELEN A	185 JONES RD	SAGLE	ID	83860
BRISON DUANE A ETUX	2036 E HOMESTEAD LOOP	HAYDEN	ID	83835
BRISTLIN KIMBERLY	32251 N LLUMIA LN	ATHOL	ID	83801
BROCKWAY CHARLES ETUX TRUSTEE	876 IAIQUA LANE	SANTA BARBARA	CA	93110
BRODEUR, DAVID C	704 W CHANDLER	HIGHLAND	CA	92346
BROWN LIVING TRUST	993 N VICTORIAN DR	COEUR D ALENE	ID	83814
BROWN, CHARLES R JR & MICHELLE	P O BOX 1064	SAGLE	ID	83860
BROWN, DARWIN W & CAROLYN	747 S SAGLE RD	SAGLE	ID	83860
BROWN, DOUGLAS D & JENNIFER	184 ALGOMA PL	SAGLE	ID	83860
BUCK RUN HOMEOWNERS				
BUCK RUN HOMEOWNERS				
BUCK, KENNETH EWING	P O BOX 1434	SANDPOINT	ID	83864
BUCK, KENNETH EWING	P O BOX 1434	SANDPOINT	ID	83864
BUCK, KENNETH EWING	P O BOX 1434	SANDPOINT	ID	83864
BUCKI, WENDY	248 TRAILS END RD	ATHOL	ID	83801
BUNTY, CHRISTION & HEATHER L	243 OVERLAKE VIEW RD	COCOLALLA	ID	83813
BURSCH, GLEN S	4588 HORNET DRIVE	PRESCOTT	AZ	86301
BUSH, JOSEPH R & CAROL D	545 E DUFORT RD	SAGLE	ID	83860
BUSSING JAMES L ETUX	29700 N 6TH STREET	ATHOL	ID	83801
BYERS, STACEY V	P O BOX 359	PONDERAY	ID	83852
CAMP RICHARD L ETUX	PO BOX 464	ATHOL	ID	83801
CAMPBELL, LESLIE R & MARILYN C	22875 HIGHWAY 20 E	BEND	OR	97701

CAMPBELL, LLOYD M & JOYCE A	P O BOX 184	SAGLE	ID	83860
CANDELARIA, BENJAMIN B	44 HIDDEN CRK RD	SAGLE	ID	83860
CANGIANO PASQUALE L	19166 GARCELONO CT	APPLE VALLEY	CA	92308
CARDER DEBORAH L GERRY ETAL	1969 W GARWOOD RD	RATHDRUM	ID	83858
CARDWELL ERNEST J ETUX	22202 N HIGHWAY 95	ATHOL	ID	83801
CARLSON, DIANE E	PO BOX 946	SAGLE	ID	83860
CARNEY CURTIS B ETUX	4734 E CHILCO RD	ATHOL	ID	83801
CARNEY CURTIS B ETUX	4734 E CHILCO RD	ATHOL	ID	83801
CARNEY CURTIS B ETUX	4734 E CHILCO RD	ATHOL	ID	83801
CATES, JEFFREY	203 BUCK RUN	SAGLE	ID	83860
CAUDLE, KEVIN S & MISTY D	194 BUCK RUN	SAGLE	ID	83860
CDA DEVELOPMENT CO	PO BOX 30009	SPOKANE	WA	99223
CEDARS DEVELOPMENT CO INC	C/O LEN O HANNAMAN	SANDPOINT	ID	83864
CEDARS DEVELOPMENT CO INC	C/O LEN O HANNAMAN	SANDPOINT	ID	83864
CERNY, ROBERT F & BEVERLY R	466220 HWY 95	SAGLE	ID	83860
CHAMBERS, RICHARD A & SUSAN D	12956 BALDY MTN RD	SANDPOINT	ID	83864
CHAPIN, GLENN A & ELLEN L	P O BOX 578	SAGLE	ID	83860
CHILCO LAKE LUMBER CO LLC	RILEY CR PARK DR	LACLEDE	ID	83841
CHILCO LAKE LUMBER CO LLC	PO BOX 220	LACLEDE	ID	83841
CHILDRESS, DONALD W & ROXANN S	610 BODENSTEIN RD	SANDPOINT	ID	83864
CHISSIE MARK ETUX	2092 E AVON CIR	HAYDEN	ID	83835
CHISSIE MARK ETUX	11409 N GOVERNMENT WAY	HAYDEN	ID	83835
CHRISTEN L ERIC ETUX	2231 DODD RD	HAYDEN	ID	83835
CHRISTENSEN FRANK W	53025 N OLD HWY 95	RATHDRUM	ID	83858
CLARK JOHN F	PO BOX 961	RATHDRUM	ID	83858
CLARK OIL CO	PO BOX 788	COEUR D'ALENE	ID	83816
CLARK OIL CO	PO BOX 788	COEUR D'ALENE	ID	83816
CLARK WARREN ETUX	5245 W FAIRWAY LN	RATHDRUM	ID	83858
CLAUSEN ARNOLD H ETAL	S 29010 DOWNING RD	SPANGLE	WA	99031
CLAUSEN ARNOLD H ETAL	S 29010 DOWNING RD	SPANGLE	WA	99031
CLAY, JAMES & SUSAN	P O BOX 1771	SANDPOINT	ID	83864
CLEMENT TRAVIS D	2016 GAULT CT	NORTH LAS VEGAS	NV	89032
COBERLY, MARGARET S	PO BOX 2600	SANDPOINT	ID	83864
COCOLALLA LAKE BIBLE CONF				
COLBY, MELVIN F	313 SUNRISE CR	SAGLE	ID	83860
COLE CARRIE A	29651 N SYLVAN RD	ATHOL	ID	83801
COLE JOHN S ETUX TRUSTEES	2825 BERNARDO AVE	ESCONDIDO	CA	92029
COLE RICHARD S JR ETAL	29651 N SYLVAN RD	ATHOL	ID	83801

COLE RICHARD S JR ETUX	29651 N SYLVAN RD	ATHOL	ID	83801
COLEE RANDY	8104 W COLORADO ST # 1	RATHDRUM	ID	83858
COLEE RANDY	8104 W COLORADO ST # 1	RATHDRUM	ID	83858
COOK ROBERT B	19360 N FAITH CT	RATHDRUM	ID	83858
COOKE JON A ETAL	200 S SPRUCE CT	POST FALLS	ID	83854
COOKE, RUSSELL J & AUDREY A	146 BRISBOY RD	SAGLE	ID	83860
COOPER, LARRY S	PO BOX 832	SAGLE	ID	83860
COPAS, DENVER & SUSAN	P O BOX 556	SAGLE	ID	83860
CORD MICHAEL	PO BOX 977	HAYDEN	ID	83835
CORD MICHAEL	PO BOX 977	HAYDEN	ID	83835
CORD MICHAEL	PO BOX 977	HAYDEN	ID	83835
CORDLE, LUCAS C & ANDREA	118 WALKER WAY	SAGLE	ID	83860
CORSI CHARLES E ETUX	575 W RANCH CT	RATHDRUM	ID	83858
COUNTRYMAN, MARILYN	143 HOMESTEAD RD	ATHOL	ID	83801
COUSINS, DIANNE J	433 DAVIS RD	SAGLE	ID	83860
COVICH YOLANDA ETAL	1825 HIGHLAND DRIVE	PROSSER	WA	99350
COX, RONALD L & ELIZABETH AR	99 SHERWOODS ROAD	SAGLE	ID	83860
CPM DEVELOPMENT	PO BOX 3366	SPOKANE	WA	99220
CRAIN, DAVID T & PAMELA M	6455 N FIFTH ST	FRESNO	CA	93710
CREAGLE GARY W ETAL	11173 W CRYSTAL BAY RD	POST FALLS	ID	83854
CREAGLE GARY W ETUX TRUSTEES	11173 W CRYSTAL BAY RD	POST FALLS	ID	83854
CREAGLE GARY W ETUX TRUSTEES	11173 W CRYSTAL BAY RD	POST FALLS	ID	83854
CROSSETT, TODD J & DEBORAH R	P O BOX 422	COCOLALLA	ID	83813
CROSSETT, TODD J & DEBORAH R	P O BOX 422	COCOLALLA	ID	83813
CROSSETT, TODD J & DEBORAH R	P O BOX 422	COCOLALLA	ID	83813
CULVER LOLA P (EST)	2133 E SILVER SPUR RD	ATHOL	ID	83801
DALE GERALD W ETUX	1449 E LITTLE ROCK RD	RATHDRUM	ID	83858
DALTON, DANIEL R & JESSICA L	318 BIRCH BANKS RD	SAGLE	ID	83860
DAMSTROM, ROBERT D & ROXANNE R	129 NORMAN WAY	SAGLE	ID	83860
DANA, JOHN	2623 GUN CLUB RD	SAGLE	ID	83860
DANA, JOHN	2623 GUN CLUB RD	SAGLE	ID	83860
DANA, JOHN A & KIMBERLY A	2623 GUN CLUB RD	SAGLE	ID	83860
DANA, JOHN A & KIMBERLY A	2623 GUN CLUB RD	SAGLE	ID	83860
DANA, JOHN A & KIMBERLY A	2623 GUN CLUB RD	SAGLE	ID	83860
DANIELS, HEATHER J	43 HAWTHORNE DR	SAGLE	ID	83860
DANIELS, HEATHER J	43 HAWTHORNE DR	SAGLE	ID	83860
DARWOOD D D ETAL	17800 N HIGHWAY 95	HAYDEN	ID	83835
DARWOOD D D ETAL	17800 N HIGHWAY 95	HAYDEN	ID	83835

DAUM JOHN ETUX	50575 N OLD HIGHWAY 95	RATHDRUM	ID	83858
DAVIS LARRY M ETUX	578 W RANCH CT	RATHDRUM	ID	83858
DAVIS, AARON B & ROBERTA	257 DAVIS RD	SAGLE	ID	83860
DAVIS, CARL J & GAYLE	N 3621 NORMANDIE	SPOKANE	WA	99205
DAVIS, CARL J & GAYLE	N 3621 NORMANDIE	SPOKANE	WA	99205
DAVIS, CARL J & GAYLE	N 3621 NORMANDIE	SPOKANE	WA	99205
DAVIS, CARL J & GAYLE	N 3621 NORMANDIE	SPOKANE	WA	99205
DAVIS, CHAD	P O BOX 1122	SAGLE	ID	83860
DAVIS, CLARENCE I & LOIS I	P O BOX 305	SAGLE	ID	83860
DAVIS, CLARENCE I & LOIS I	P O BOX 305	SAGLE	ID	83860
DAVIS, GLENN G & JANEEN M	84 KELLEY CREEK RD	COCOLALLA	ID	83813
DAVIS, KENNETH J	P O BOX 212	COCOLALLA	ID	83813
DAVIS, LARRY C	P O BOX 162	SAGLE	ID	83860
DAVIS, WAYNE & CYNTHIA	315 DAVIS RD	SAGLE	ID	83860
DAVISON TRUST CO	250 NORTHWEST BLVD STE 204	COEUR D ALENE	ID	83814
DAVISON TRUST COMPANY	250 NORHTWEST BLVD STE 204	COEUR D ALENE	ID	83814
DAVISON TRUST COMPANY	250 NORTHWEST BLVD STE 204	COEUR D ALENE	ID	83814
DAWE, GENE	131 SUNRISE CIR	SAGLE	ID	83860
DEABENDERFER TIMOTHY B ETUX	35184 N HIGHWAY 95	ATHOL	ID	83801
DEAN TERRY L	32418 N LLUMIA LN	ATHOL	ID	83801
DECKER, JAMES S ESTATE	117 DAVIS RD	SAGLE	ID	83860
DELAY FARMS INC	454890 HIGHWAY 95 N	ATHOL	ID	83801
DELAY FARMS INC	454890 HIGHWAY 95 N	ATHOL	ID	83801
DELAY FARMS INC	454890 HIGHWAY 95 N	ATHOL	ID	83801
DELAY FARMS INC	454890 HIGHWAY 95 N	ATHOL	ID	83801
DELAY FARMS INC	454890 HIGHWAY 95 N	ATHOL	ID	83801
DELAY FARMS INC	454890 HIGHWAY 95 N	ATHOL	ID	83801
DENNETT, ALBERT J	P O BOX 300	HOPE	ID	83836
DENNIS, JAY G	502 OVERLAKE VIEW RD	COCOLALLA	ID	83813
DENNIS, JAY G	502 OVERLAKE VIEW RD	COCOLALLA	ID	83813
DENNIS, JAY G	502 OVERLAKE VIEW RD	COCOLALLA	ID	83813
DENTON, JAYSON W & MARIA D	P O BOX 356	CAREYWOOD	ID	83809
DEPENDABLE CONTRACTING INC	PO BOX 2321	PRIEST RIVER	ID	83856
DESCOMBES KIP R ETUX	1926 E RODKEY DR	POST FALLS	ID	83854
DIAMOND E MANAGEMENT	P O BOX 3079	HAYDEN	ID	83835
DIFRANCO, C ROBERT & ROBERTA J	185 SUNRISE CIRCLE	SAGLE	ID	83860
DILLON, JOYCE A	207 BIRCH BANKS RD	SAGLE	ID	83860
DLOUHY DENNIS J ETUX	PO BOX 854	ATHOL	ID	83801

DOHRMAN, MALVIN D TRUSTEE	P O BOX 1233	HANALEI, KAUAI	HI	96714
DONE LARRY D	54399 N OLD HIGHWAY 95	ATHOL	ID	83801
DONE LARRY D	54399 N OLD HIGHWAY 95	ATHOL	ID	83801
D'ORAZI, THEODORA F CUSTODIAN	260 HIDDEN CREEK	SAGLE	ID	83860
DOUGLASS, HARLAN D & MAXINE H	815 EAST ROSEWOOD	SPOKANE	WA	99208
DOUGLASS, HARLAN D & MAXINE H	815 EAST ROSEWOOD	SPOKANE	WA	99208
DOWNS MIKE	PO BOX 872547	WASILLA	AK	99687
DRAHEIM, ED G & PATRICIA	P O BOX 54	COCOLALLA	ID	83813
DREDGE SUSAN	7475 E YELLOWSTONE TRAIL	COEUR D ALENE	ID	83814
DRINGLE CRYSTAL	4309 E TIMBERLAND RD	ATHOL	ID	83801
DUCOTE MARIAN L ETAL	3667 W EVERGREEN DR	COEUR D ALENE	ID	83815
DUGAN, WILLIAM W & DOREEN C	349 SHERWOODS RD	SAGLE	ID	83860
DUTKOVICH, VALENTINE	316 BRISBOY RD	SAGLE	ID	83860
DYE, DENNIS L & KARLA K	405 BRISBOY RD	SAGLE	ID	83860
DYER CHRISTINA ETAL	PO BOX 926	ATHOL	ID	83801
E S I INC	1229 W ODEN BAY RD	SANDPOINT	ID	83864
EADES, JOHN F TRUSTEE	300 BAYVIEW RD	CAREYWOOD	ID	83809
EASTEP, GARY E TRUSTEE	123 JONES RD	SAGLE	ID	83860
EATON, LAWRENCE A TRUST	PO BOX 1813	SANDPOINT	ID	83864
EDELBLUTE WALTER J ETUX	23875 N LAKEVIEW BLVD	RATHDRUM	ID	83858
EDWARDS, KENNETH E TRUSTEE	136 W WALNUT AVE	MONROVIA	CA	91016
EDWARDS, KENNETH E TRUSTEE	136 W WALNUT AVE	MONROVIA	CA	91016
EDWARDS, KENNETH E TRUSTEE	136 W WALNUT AVE	MONROVIA	CA	91016
EICH, DEAN & DOROTHY	2980 S SAGLE RD	SAGLE	ID	83860
EICH, DONALD H	11 SOUTHSIDE SCHOOL RD	COCOLALLA	ID	83813
EICH, DONALD H	11 SOUTHSIDE SCHOOL RD	COCOLALLA	ID	83813
EIDSNES, LANA	P O BOX 40005	SPOKANE	WA	99220
EIRING, MICHAEL E & MANUELA A	P O BOX 241	COCOLALLA	ID	83813
ELA KENNETH	PO BOX 986	HAYDEN LAKE	ID	83835
ELA KENNETH P ETUX	PO BOX 986	HAYDEN	ID	83835
ELLIS JOHN ETUX	PO BOX 425	ATHOL	ID	83801
ELLIS JOHN ETUX	PO BOX 425	ATHOL	ID	83801
ELVESTER, JESS	11 SHERWOOD RD	SAGLE	ID	83860
EMCH GEORGIA K ETVIR	50669 N OLD HIGHWAY 95	RATHDRUM	ID	83858
ENCODER PRODUCTS CO INC	PO BOX 249	SAGLE	ID	83860
ENGLE, PAUL M JR & CHRISTINE D	29 MOUNTAIN ASH DR	SAGLE	ID	83860
ENGLE, PAUL M JR & CHRISTINE D	29 MOUNTAIN ASH DR	SAGLE	ID	83860
EPPERS RANDY J ETUX	6644 E TRINITY LN	ATHOL	ID	83801-9188

ETHERTON WILLIAM E ETUX	26 HOUCK RD	PINEHURST	ID	83850
ETHERTON WILLIAM E ETUX	26 HOUCK ROAD	PINEHURST	ID	83850
EWERT, TRAVIS E & BOBBI R	86492 TERRITORIAL RD	VENETA	OR	97487
FARLEY, DONALD F & PATRICIA L	P O BOX 545	SAGLE	ID	83860
FAST FAMILY TRUST	4376 COCOLALLA LOOP RD	COCOLALLA	ID	83813
FAST GARY J ETUX	30625 HWY 95	ATHOL	ID	83801
FAST, GARY J & PATRICIA L	16275 E 1ST ST	BAYVIEW	ID	83803
FAST, GARY J SR & PATRICIA L	16275 E 1ST ST	BAYVIEW	ID	83803
FEDASH RICHARD SR	PO BOX 565	COEUR D'ALENE	ID	83816
FEDASH RICHARD SR	PO BOX 565	COEUR D'ALENE	ID	83816
FELDHAUSEN, ANTHONY P & MOLLIE	273 BIRCH BANKS RD	SAGLE	ID	83860
FERRARA JEFFREY M	PO BOX 752	ATHOL	ID	83801
FEULING, DENISE P	PO BOX 2159	SANDPOINT	ID	83864
FIELDS MARSHA L ETUX	PO BOX 352	ELECTRIC CITY	WA	99123
FIELDS, ANDREW J & SANDRA C	PO BOX 160	BLANCHARD	ID	83804
FIELDS, ANDREW J & SANDRA C	P O BOX 160	BLANCHARD	ID	83804
FIELDS, ANDREW J & SANDRA C	PO BOX 160	BLANCHARD	ID	83804
FIELDS, ANDREW J & SANDRA C	P O BOX 160	BLANCHARD	ID	83804
FIELDS, ANDREW J & SANDRA C	P O BOX 160	BLANCHARD	ID	83804
FIELDS, ANDREW J & SANDRA C	P O BOX 160	BLANCHARD	ID	83804
FINDLAY LUMBER INC	461422 HWY 95	COCOLALLA	ID	83813
FINDLAY, FRANK J & MARJORIE	461422 HWY 95	COCOLALLA	ID	83813
FINDLEY DAVID L ETUX	10664 N GOVERNMENT WAY	HAYDEN	ID	83835
FISHER BRYAN K ETUX	7975 S MONOCO CT	CENTENNIAL	CO	80112
FISHER RUSSELL	PO BOX 342	ATHOL	ID	83801
FISHHOOK DEVELOPMENT INC	2558 E THORNE RD	COEUR D ALENE	ID	83815
FISHHOOK DEVELOPMENT INC	2558 E THORNE RD	COEUR D ALENE	ID	83815
FITZGERALD, GENE & NANCY	40 WESTMOND ROAD	SAGLE	ID	83860
FITZGERALD, GENE & NANCY	40 WESTMOND RD	SAGLE	ID	83860
FITZGERALD, GENE & NANCY	40 WESTMOND RD	SAGLE	ID	83860
FITZGERALD, GENE & NANCY	40 WESTMOND RD	SAGLE	ID	83860
FITZGERALD, GENE & NANCY	40 WESTMOND ROAD	SAGLE	ID	83860
FITZGERALD, GENE E	40 WESTMOND RD	SAGLE	ID	83860
FITZGERALD, GENE E & NANCY E	40 WESTMOND RD	SAGLE	ID	83860
FITZGERALD, GENE E & NANCY E	40 WESTMOND RD	SAGLE	ID	83860
FLESHER, JOE & AVIS	P O BOX 1424	SANDPOINT	ID	83864
FOLTZ TY R ETUX	PO BOX 902	ATHOL	ID	83801
FORD, JAMI G & KRISTINA A	149 WALKER WAY	SAGLE	ID	83860

FORD, VICTOR	P O BOX 359	CAREYWOOD	ID	83809
FORD, VICTOR	P O BOX 359	CAREYWOOD	ID	83809
FORSTER, PATRICIA TRUSTEE	2107 PINTAIL DR	LONGMONT	CO	80504
FOUR J'S LIMITED PARTNERSHIP	PO BOX 91	SPOKANE	WA	99201
FRANGIONE RICK	PO BOX 332	ATHOL	ID	83801
FRANGIONE RICKY	585 N MEGAN ST	POST FALLS	ID	83854
FRASER CHRISTINE	PO BOX 664	POST FALLS	ID	83854
FRESCO, MICHAEL & ELAINE	P O BOX 1235	LAKE ARROWHEAD	CA	92352
FRETS, ROBERT E	P O BOX 14	COCOLALLA	ID	83813
FUNARI, BOB G & MOLLIE I	PO BOX 2220	SANDPOINT	ID	83864
GAGE, BILLY W & PAMILA D	P O BOX 525	COCOLALLA	ID	83813
GAGE, EDWARD J & BETTY	1211 TALACHE RD	SAGLE	ID	83860
GALAVIZ, ZACHARY B & LYNN	P O BOX 81	COCOLALLA	ID	83813
GANTENBEIN, KENNETH J	111 GUN CLUB RD #6	SAGLE	ID	83860
GARDNER, TOM L & RAELLA D	6602 SW LANDOVER DR	WILSONVILLE	OR	97070
GARRITY, RONALD G & KATHLEEN L	231 SPORTSMANS ACCESS	COCOLALLA	ID	83813
GARWOOD WATER COOPERATIVE INC	PO BOX 1137	HAYDEN LAKE	ID	83835
GAY EVA	PO BOX 502	ATHOL	ID	83801
GEHRING, DEAN & MARIA B	12173 LAMPTON VIEW DR	RIVERTON	UT	84065
GERVAIS ALAN	2703 S 10TH WAY	RIDGEFIELD	WA	98642
GIBSON TERRY L	23798 N PONDEROSA ST	ATHOL	ID	83801
GILBERT, KENDALL K & SHIRLEY	P O BOX 495	COCOLALLA	ID	83813
GILL THOMAS N ETUX	15518 N GOVERNMENT WAY	HAYDEN	ID	83835
GILL, GARY	P O BOX 75	COCOLALLA	ID	83813
GILL, GARY	P O BOX 75	COCOLALLA	ID	83813
GILLILAND BARBARA A ETVIR	80 SHEFFIELD CT	PHOENIXVILLE	PA	19460
GILSON, DAVID C & CAROL J	101 OLD HWY 95	SAGLE	ID	83860
GLAHE, LARRY A & JACKIE L	P O BOX 882	SANDPOINT	ID	83864
GLEASON, GORDON F & SANDRA J	PO BOX 1581	SANDPOINT	ID	83864
GMEINER RICHARD B ETUX	3032 E OHIO MATCH RD	HAYDEN	ID	83835
GODING, RALPH J & BEVERLY E	P O BOX 397	SAGLE	ID	83860
GOLD MOUNTAIN PROPERTIES LLC	3381 COSMOS AVE	SACRAMENTO	CA	95864
GOODMAN CAMERON L	24629 N CORBIN HILL RD	ATHOL	ID	83801
GORDON, DENNIS & PATRICIA	206 NIGHT HAWK LN	HAMILTON	MT	59840
GRAASKAMP DIRK ALDEN ETUX	PO BOX 604	ATHOL	ID	83801
GRANT BETTY J	10188 E REMINGTON RD	ATHOL	ID	83801
GRAVELLE, FRED L & ROJEAN	239 SPORTSMAN'S ACCESS RD	COCOLALLA	ID	83813
GRAY, ELIZABETH (LILO)	PO BOX 459	COCOLALLA	ID	83813

GREEN JIM E ETUX TRUSTEES	PO BOX 236	HAYDEN	ID	83835
GREENOUGH RUSS	5828 SILVER PINE CT	COEUR D ALENE	ID	83815
GREENWOOD, PAUL	22311 ROMAR ST	CHATSWORTH	CA	91311
GREENWOOD, PAUL	22311 ROMAR ST	CHATSWORTH	CA	91311
GREENWOOD, PAUL	22311 ROMAR ST	CHATSWORTH	CA	91311
GREENWOOD, PAUL	22311 ROMAR ST	CHATSWORTH	CA	91311
GREENWOOD, PAUL	22311 ROMAR ST	CHATSWORTH	CA	91311
GRIFFIN, BRENDA G	P O BOX 288	SAGLE	ID	83860
GROANVELT, HARRY L & SHARON	P O BOX H	SANDPOINT	ID	83864
GROOM, BRIAN R	115 NORMAN WAY	SAGLE	ID	83860
GUIDA, NICHOLAS R	PO BOX 254	SANDPOINT	ID	83864
GULMICK, VALERIE D	P O BOX 173	COCOLALLA	ID	83813
GUNTER, JAMES O	95 MOUNTAIN ASH DR	SAGLE	ID	83860
GUNTER, MICHAEL W & KAREN R	405 SAGLE RD	SAGLE	ID	83860
GUNTER, PATRICK A & MONICA	234 MONARCH RD	SAGLE	ID	83860
HAIGHT, HARRY	13200 EAST JOSEPH	SPOKANE	WA	99216
HAIGHT, HARRY	13200 EAST JOSEPH	SPOKANE	WA	99216
HALL ARTHUR ETAL	3435 SELWAY DR	LEWISTON	ID	83501
HALL, JASON	615 B SOUTH PALM	HEMET	CA	92543
HALLADEY CARRIE J	PO BOX 3483	HAYDEN	ID	83835
HAMAN, DAVID L TRUSTEE	P O BOX 3311	HAYDEN LAKE	ID	83835
HAMILTON BRIAN ETUX	PO BOX 1621	HAYDEN	ID	83835
HANNA KIM	27421 N FLATROCK RD	ATHOL	ID	83801
HANNAMAN, LEN O	PO BOX 0	SANDPOINT	ID	83864
HANSEN, DEBORAH A	1875 LAKESHORE DRIVE	SAGLE	ID	83860
HANSON, HARLIE & LANA K	P O BOX 943	SANDPOINT	ID	83864
HANSON, HARLIE & LANA K	P O BOX 943	SANDPOINT	ID	83864
HANSON, LANA KAY	P O BOX 943	SANDPOINT	ID	83864
HANSON, LANA KAY	P O BOX 943	SANDPOINT	ID	83864
HARGER CONSTRUCTION INC	105 E MILES AVE	HAYDEN	ID	83835
HARRIS NORMAN R	123 EGGLESTON ST	ROSEVILLE	CA	95678
HARWOOD JON H ETUX	15540 N GOVERNMENT WAY	HAYDEN	ID	83835
HASBROUCK ELIZABETH J	PO BOX 365	ATHOL	ID	83801
HEATH, LOUIS B & EDNA L	P O BOX 461	SAGLE	ID	83860
HEATH, LOUIS B & EDNA L	P O BOX 461	SAGLE	ID	83860
HEBERT, HERMAN P & DOROTHY A	56 HIDDEN CREEK RD	SAGLE	ID	83860
HEBERT, HERMAN P & DOROTHY A	56 HIDDEN CREEK RD	SAGLE	ID	83860
HEDBERG JAMES B	3115 N THOMAS LN	COEUR D ALENE	ID	83815

HEFLEY, SEAN 50%	212 N FIRST SUITE 206	SANDPOINT	ID	83864
HEITSTUMAN, TONY	451559 HWY 95 N	ATHOL	ID	83801
HELMS, DON S & OLYA G	468215 HWY 95	SAGLE	ID	83860
HELWICK, DAVID & YVONNE	P O BOX 488	COCOLALLA	ID	83813
HENNEBERG D ANTHONY ETAL	1392 S REYNOLDS RD	COEUR D ALENE	ID	83814
HERSH RICHARD M	24559 N OLD HWY 95	ATHOL	ID	83801
HESTER, JACK H	P O BOX 557	SAGLE	ID	83860
HESTER, JACK H	P O BOX 557	SAGLE	ID	83860
HESTER, JACK H	P O BOX 557	SAGLE	ID	83860
HESTER, JOHN H & VALERIE J	289 OLD HIGHWAY 95	SAGLE	ID	83860
HESTER, JOSEPH H & KATHLEEN M	11611 W PRAIRIE AVE	POST FALLS	ID	83854
HESTER, JOSEPH H & KATHLEEN M	11611 W PRAIRIE AVE	POST FALLS	ID	83854
HESTER, JOSEPH H & KATHLEEN M	11611 W PRAIRIE AVE	POST FALLS	ID	83854
HESTER, JOSEPH H & KATHLEEN M	11611 W PRAIRIE AVE	POST FALLS	ID	83854
HESTER, JOSEPH H & KATHLENE M	11611 W PRAIRIE AVE	POST FALLS	ID	83854
HESTER, JOSEPH H & KATHLENE M	W 11611 PRAIRIE AVE	POST FALLS	ID	83854
HICKS, JASON & JILL K	PO BOX 292	SAGLE	ID	83860
HIGGS MICHAEL J ETUX	32723 N HIDDEN HAVEN RD	ATHOL	ID	83801
HILL GARRY ETUX	51153 N OLD HIGHWAY 95	RATHDRUM	ID	83858
HINDBERG ELDEN ETUX	BOX 276	ATHOL	ID	83801
HINDBERG, ALLEN I & LEOLA I	P O BOX 365	CAREYWOOD	ID	83809
HINDMARSH VIRGINIA	23832 N PONDEROSA ST	ATHOL	ID	83801
HIRST STEVEN W ETUX	7070 NIGHTHAWK DR	POST FALLS	ID	83854
HOBBS TI	23856 N PONDEROSA ST	ATHOL	ID	83801
HOFER, ADAM & JOELLE	94 NORMAN WAY	SAGLE	ID	83860
HOFFMAN, RONALD H & SHARON	P O BOX 1	CAREYWOOD	ID	83809
HOKEL, JOSEPH M & DEBRA L	220 AKIN BACK RANCH RD	ATHOL	ID	83801
HOLLOWAY DENNIS W ETUX	2520 N HENRY ST	POST FALLS	ID	83854
HOLLOWAY DENNIS W ETUX	2520 N HENRY ST	POST FALLS	ID	83854
HOLMES DANIEL P ETUX	29825 N 6TH ST	ATHOL	ID	83801
HOLMES TRAVIS W	23780 N PONDEROSA ST	ATHOL	ID	83801
HOMIK, KENNETH D	185 SCHELL RD	SAGLE	ID	83860
HOMMERDING MICHAEL ETUX	19407 N FAITH CT	RATHDRUM	ID	83858
HOMMERDING MIKE	19407 N FAITH CT	RATHDRUM	ID	83858
HOOPES-LANGENFELD, HOLLY	2109 WOODED ACRES	SAGLE	ID	83860
HOPEFUL VALLEY WATER CO	RT 1 BOX 111B	ATHOL	ID	83801
HOPKINS RICHARD E JR ETAL	693 E MAXWELL DR	HAYDEN	ID	83835
HOPKINS, GARY L & CINDY L	P O BOX 346	CAREYWOOD	ID	83809

HORIZON RESOURCES	PO BOX 756	POST FALLS	ID	83877-0756
HORIZON RESOURCES BUSINESS TRST	PO BOX 414	ATHOL	ID	83801
HORNUNG, LOWELL P & SALLY A	6180 BUENA VISTA AVE	OAKLAND	CA	94618
HOUCHI FAMILY ESTATE TRUST	2054 E GRAND TOUR DR	HAYDEN	ID	83835
HOUSLADEN, F WILLIAM JR	P O BOX 2011	SANDPOINT	ID	83864
HOWARD, ANTHONY & MARLA	PO BOX 582	COCOLALLA	ID	83813
HOWK, CARY D	167 WALKER WAY	SAGLE	ID	83860
HUBBARD, CHARLES W	67 MOUNTAIN ASH DR	SAGLE	ID	83860
HUCKINS CHRIS ETUX	29625 N 7TH ST	ATHOL	ID	83801
HUDDLESTON, DENNIS E JR	7250 SARSAPARILLA DR	CORONA	CA	92881
HUFF, PRISCILLA D	P O BOX 8777	MOSCOW	ID	83843
HUFFMAN SUZANNE ETAL	PO BOX 992	ATHOL	ID	83801
HUGHES RONALD E ETUX	12402 N DIVISION #310	SPOKANE	WA	99218
HUMPHREY, GARY C & LORI J	2925 WILL ROGERS PL	ANCHORAGE	AK	99517
HUNT JERRY JR	PO BOX 414	ATHOL	ID	83801
IDAHO DEPT OF FISH & GAME				
IDAHO DEPT OF FISH & GAME				
IDAHO RSA NO 1 LTD PTNRSHP	180 WASHINGTON VALLEY RD	BEDMINSTER	NJ	07921
INLAND ASPHALT CO	E 5111 BROADWAY	SPOKANE	WA	99212
INMAN, GERALD P & RUTH A	2309 S KELLER	KENNEWICK	WA	99337
INMAN, RUSSELL F JR & JOYCE E	506 SE POWELL	CORVALLIS	OR	97333
IRVIN NANCY L	PO BOX 5026	COEUR d'ALENE	ID	83814-1956
IRWIN DAVID B ETUX	29660 N 6TH	ATHOL	ID	83801
JACKSON, WILLARD C & LAURA	65 WESTMOND RD	SAGLE	ID	83860
JACKSON, WILLARD C & LAURA	65 WESTMOND RD	SAGLE	ID	83860
JAMES, GARY D	461497 HWY 95	COCOLALLA	ID	83813
JAMES, GARY D	461497 HWY 95	COCOLALLA	ID	83813
JAMES, WILLIAM A	P O BOX 891	SAGLE	ID	83860
JAMESON MORTGAGE CO	250 NORTHWEST BLVD STE 204	COEUR D ALENE	ID	83814
JAMESON MORTGAGE COMPANY	250 NORTHWEST BLVD STE #204	COEUR d'ALENE	ID	83814
JANK TIMOTHY ETAL	PO BOX 1333	HAYDEN	ID	83835
JANK TIMOTHY ETAL	PO BOX 1333	HAYDEN	ID	83835
JANTZEN DIANA JEWEL TRUSTEE	1708 W DIAMOND BAR RD	RATHDRUM	ID	83858
JAQUETH HOLLY YVONNE	2566 LITTLE BLACKTAIL	CAREYWOOD	ID	83809
JARNES BRETT A ETUX	24693 N CORBIN HILL RD	ATHOL	ID	83801
JARROLD, JAMES M	P O BOX 1220	SANDPOINT	ID	83864
JARROLD, JAMES M	P O BOX 1220	SANDPOINT	ID	83864
JARROLD, JAMES M & L KAY	P O BOX 1220	SANDPOINT	ID	83864

JAVIER CANDACE M	23694 N PONDEROSA ST	ATHOL	ID	83801
JELINEK ERIKA J	8172 N MARABOU DR	HAYDEN	ID	83835
JENKINS MAX E ETUX	21576 N WISHFUL TRL	ATHOL	ID	83801
JIMMERSON SCOTT J ETUX	9236 GREAT HALL DR	HAYDEN	ID	83835
JJJJ LIMITED PARTNERSHIP	PO BOX 91	SPOKANE	WA	99210
JOHNSON BRANDON D ETUX	23322 N HIGHWAY 95	ATHOL	ID	83801
JOHNSON GREGORY J ETUX	25037 N CEDAR MOUNTAIN RD	ATHOL	ID	83801
JOHNSON, CLARENCE W TRUSTEE	BOX 277	COCOLALLA	ID	83813
JOHNSON, CLARENCE W & BETTY	P O BOX 277	COCOLALLA	ID	83813
JOHNSON, DONNA J TRUSTEE	3523 EAST 18TH AVE	SPOKANE	WA	99223
JOHNSON, MARK ESTATE	145 BOULDER PLACE	COCOLALLA	ID	83813
JOHNSON, ROBERT W & SANDRA L	PO BOX 3238	BONNERS FERRY	ID	83805
JONES BRADLEY N ETUX	32688 N ROBERTS RD	ATHOL	ID	83801
JONES LARRY T ETUX	1017 LA CROSSE	COEUR d'ALENE	ID	83814
JONES LARRY T ETUX	1017 LACROSSE	COEUR d'ALENE	ID	83814
JONES, EMMETT W III & MARY A	234 JONES RD	SAGLE	ID	83860
JONES, EMMETT W III & MARY A	234 JONES RD	SAGLE	ID	83860
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864

JONES, EMMETT W JR & JOYCE	PO BOX 97	SANDPOINT	ID	83864
JORDAN, TED R & BEVERLY M	8189 BLACKTAIL RD	CAREYWOOD	ID	83809
JORDINE, JEFFREY R	P O BOX 969	SAGLE	ID	83860
JURCEVICH RONALD L ETUX	53195 N OLD HIGHWAY 95	RATHDRUM	ID	83858
KALB, DAVID W K & ROSE I	35 E DUFORT	SAGLE	ID	83860
KALB, DAVID W K & ROSE I	35 E DUFORT	SAGLE	ID	83860
KALK, GORDON F	443 HERRMANN LK RD	SAGLE	ID	83860
KAPPEN, CARL L & DIANA K	P O BOX 728	SAGLE	ID	83860
KARUPIAH CHAN	19705 SE 15TH PL	SAMMAMISH	WA	98075
KASNICK FREDERICK ETUX	425 WILLOUGHBY AVE	JUNEAU	AK	99801
KAUTZMAN, ROGER W	P O BOX 2	CAREYWOOD	ID	83809
KEELY CARL E	15591 N GOVERNMENT WAY	HAYDEN	ID	83835
KEETON, PAUL J & ELIZABETH A	184 WALKER WAY	SAGLE	ID	83860
KELLER, CLIFFORD L & CATHERINE	406 SAND RD	PULLMAN	WA	99163
KELLER, KAYLEE	271 BLUE HERON LAKE LN	SAGLE	ID	83860
KELLER, KAYLEE	271 BLUE HERON LAKE LN	SAGLE	ID	83860
KELLEY RALPH L ETUX	1928 E SILVER SPUR RD	ATHOL	ID	83801
KELLOGG, NOVA JO	6947 BLACKTAIL RD	CAREYWOOD	ID	83809
KENDROT, BASIL J & ANN M	54 HIGHTAIL WAY	SAGLE	ID	83860
KENNEDY, RUTH D	P O BOX 450	ATHOL	ID	83801
KERSEY, TOMMIE LEE	PO BOX 1248	WHITLEY CITY	KY	42653
KEY, TED W & WILLA F	81 KEY RANCH RD	SAGLE	ID	83860
KEY, TED W & WILLA F	81 KEY RANCH RD	SAGLE	ID	83860
KEY, TED W & WILLA F	81 KEY RANCH RD	SAGLE	ID	83860
KEY, THEODORE W & WILLA F	81 KEY RANCH RD	SAGLE	ID	83860
KIRKPATRICK ROBERT T	PO BOX 1951	POST FALLS	ID	83877
KJOS RICHARD P ETUX	PO BOX 824	HAYDEN	ID	83835
KLAUS, DONNA M	211 DAVIS RD	SAGLE	ID	83860
KLINE, ALAN L & PAMELA L	4351 COCOLALLA LOOP RD	COCOLALLA	ID	83813
KNAPP DANNY A ETUX	PO BOX 3171	HAYDEN LAKE	ID	83835
KNAPP JEFFREY D ETUX	24803 N CORBIN HILL RD	ATHOL	ID	83801
KNAUSS, GEORGE W & MARTHA	460369 HWY 95 S	COCOLALLA	ID	83813
KNAUSS, GEORGE W & MARTHA	460369 HWY 95 S	COCOLALLA	ID	83813
KNAUSS, GEORGE W & MARTHA	460369 HWY 95 S	COCOLALLA	ID	83813
KOLVIG, SANDRA J	PO BOX 1993	HAYDEN LAKE	ID	83835
KONECHNY MICHELE R	24599 N CORBIN HILL RD	ATHOL	ID	83801
KOOPAL, CLARENCE & ROBERTA	470700 HWY 95	SAGLE	ID	83860
KOOTENAI COUNTY	451 GOVERNMENT WAY	COEUR D'ALENE	ID	83816

KOOTENAI COUNTY	PO BOX 9000	COEUR D'ALENE	ID	83816
KOOTENAI ELECTRIC COOP INC	2451 W DAKOTA AVE	HAYDEN	ID	83835
KOOTENAI ELECTRIC COOPERATIVE	PO BOX 278	HAYDEN	ID	83835
KOOTENAI INVESTMENT CO INC	PO BOX G	COEUR D'ALENE	ID	83816
KOOTENAI INVESTMENT CO INC	PO BOX G	COEUR D'ALENE	ID	83816
KOOTENAI LAND CO LLC	PO BOX 469	WALLACE	ID	83873
KOOTENAI PROPERTIES INC	PO BOX 1152	LANCASTER	CA	93584-1152
KRAJCIK, JOSEPH A JR	942 N 59TH ST	WEST RICHLAND	WA	99353
KREIDEN, WSEWOLOD TRUSTEE	152 CARLOTTA CIRCLE	MILL VALLEY	CA	94941
KREPS, RUDOLPH & JANIS ANN	3178 PACKSADDLE DR	COEUR D'ALENE	ID	83815
KREPS, RUDOLPH & JANIS ANN	3178 PACKSADDLE DR	COEUR D'ALENE	ID	83815
KRUMENACKER, TROY G & SHERI R	20 CHEVY ST	SAGLE	ID	83860
KRUSE RONALD O	PO BOX 1018	ATHOL	ID	83801
KUCHERRY, ROBBIE D & PAMELA S	PO BOX 0014	LACLEDE	ID	83841
LAFRENZ, S STEVE & DEBORAH A	P O BOX 1356	SANDPOINT	ID	83864
LAKE PEND OREILLE SCHOOL #84				
LAKE PEND OREILLE SCHOOL #84				
LAKELAND SCHOOL DIST CLASS 'A'	272 P.O. BOX 96	RATHDRUM	ID	83858
LAKES HIGHWAY DISTRICT	PO BOX 460	HAYDEN	ID	83835
LAN NOR DEL LLC	P O BOX 943	SANDPOINT	ID	83864
LASSEN, PHIL W & SANDRA	P O BOX 548	COCOLALLA	ID	83813
LASSEN, PHIL W & SANDRA	P O BOX 548	COCOLALLA	ID	83813
LASSEN, PHILLIP W & SANDRA J	P O BOX 548	COCOLALLA	ID	83813
LATTIN CHARLES T ETUX	3833 LENNOX LOOP	COEUR D ALENE	ID	83815
LEAVITT, THOMAS J	284 BUCK RUN	SAGLE	ID	83860
LENZ JEANNETTE ETVIR	4135 E TIMBERLAND RD	ATHOL	ID	83801
LEONARD NEIL ETUX	19831 N WILLIAMS RD	HAYDEN	ID	83835
LEWIS, KEVIN M & ALANE	124 BLACKTAIL RD	COCOLALLA	ID	83813
LINSCOTT, FRANK E	667 PIT RD	SAGLE	ID	83860
LINSCOTT, FRANK E & CAROL	667 PIT RD	SAGLE	ID	83860
LINSCOTT, FRANK E & CAROL	667 PIT RD	SAGLE	ID	83860
LIVELY HAROLD E ETUX	PO BOX 87	ATHOL	ID	83801
LOMBARDI CARL V	10230 NOTLE AVE	LAS VEGAS	NV	98135
LONG JERRY A TRUSTEE	29520 N HIGHWAY 95	ATHOL	ID	83801
LONG JERRY A TRUSTEE	N 29520 HWY 95	ATHOL	ID	83801
LOTTON, KEITH & TRICIA	454850 HWY 95, GRANITE	ATHOL	ID	83801
LUCIER, VIRGIL R & WENDY	PO BOX 385	CAREYWOOD	ID	83809
LUKE KAREN S	PO BOX 678	ATHOL	ID	83801

LUTZ, DOUGLAS W & JANICE H	P O BOX 579	SANDPOINT	ID	83864
LYON, LESLIE E & BETTY L	7805 DUFORT RD	SAGLE	ID	83860
MAC CAULEY, JOHN D & JANE P	135 JONES RD	SAGLE	ID	83860
MAHONEY WILLIAM G	PO BOX 72	HAYDEN	ID	83835
MAITLAND, STEPHEN M	207 SHERWOODS RD	SAGLE	ID	83860
MARCOTT, DEBBIE L	43 BRISBOY RD	SAGLE	ID	83860
MARKS, GLEN B & LINDA M	249 GUN CLUB RD	SAGLE	ID	83860
MARTINO, ROBERT & KELLY	410 CASA LINDA DR	WOODLAND	CA	95695
MAXWELL, ROBERT S & HONG LUU	2321 STONEGATE COURT	SANTA ROSA	CA	95409
MAY, MATTHEW J & DAWNA J	232 SHERWOODS RD	SAGLE	ID	83860
MAYER, O ROY TRUSTEE 1/3	12222 OAKVIEW WAY	SAN DIEGO	CA	92128
MC CALLA, CHARLES S	235 SUNRISE CIR	SAGLE	ID	83860
MC CARTNEY, CHRISTOPHER A	46 SUNRISE CIRCLE	SAGLE	ID	83860
MC CONNELL, WILBUR R & EMMA	PO BOX 1193	SANDPOINT	ID	83864
MC CONNELL-SOONG, CHAS KAPONO	PO BOX 513	SAGLE	ID	83860
MC DANIEL, EARL W D & ALEXA L	PO BOX 127	ATHOL	ID	83801
MC DOWELL, RAYMOND H & DIANE	P O BOX 415	COCOLALLA	ID	83813
MC GINTY, KURT D & PAULA L	P O BOX 97	COCOLALLA	ID	83813
MC GINTY, KURT D & PAULA L	P O BOX 97	COCOLALLA	ID	83813
MC INTIRE, DENNIS G	468354 HIGHWAY 95 SOUTH	SAGLE	ID	83860
MC INTIRE, DENNIS G	468354 HIGHWAY 95 SOUTH	SAGLE	ID	83860
MC INTOSH, STEVEN D & ALICE	1168 STARLING AVE	HAYDEN	ID	83835
MC KITRICK, MICHAEL J	203 ALGOMA SPUR RD	SAGLE	ID	83860
MC KITRICK, MICHAEL J	203 ALGOMA SPUR RD	SAGLE	ID	83860
MC LEMORE, COLIN D	P O BOX 1140	SAGLE	ID	83860
MC MORE ENTERPRISES LLC	P O BOX 1126	SAGLE	ID	83860
MC NEARNEY, LORNA	PO BOX 1367	SAGLE	ID	83860
MC NELIS, DAVID TRUSTEE	P O BOX 489	SAGLE	ID	83860
MCCALLUM MERELYN A	1415 84TH ST SE UNIT 50	EVERETT	WA	98208-2116
MCCARTY BRETT ETUX	10045 N MEMORY LN	RATHDRUM	ID	83858
MCDANIEL JAMES D ETUX	PO BOX 769	ATHOL	ID	83801
MCDONALD EUGENE	22340 N ESTATES DR	ATHOL	ID	83801
MCGILL VONIE ETUX	4142 E TIMBERLAND RD	ATHOL	ID	83801
MCINTIRE RONALD ETUX	17568 N HIGHWAY 95	HAYDEN	ID	83835
MEAD, RUSSELL W & BERTHA	2927 W SIXTH	SPOKANE	WA	99204
MECKLE MARCIANO L	23670 N PONDEROSA ST	ATHOL	ID	83801
MELLICK, ROBERT C & FRANCES I	1329 CENTRAL BLVD	CENTRALIA	WA	98531
MELLICK, ROBERT C & FRANCES I	1329 CENTRAL BLVD	CENTRALIA	WA	98531

MENSHEK, THERESA M	16615 JADE COURT	MIDDLETOWN	CA	95461
MESENBRINK CHRISTOPHER R ETUX	PO BOX 1072	HAYDEN LAKE	ID	83835
METZGER DAMEON ETUX	23626 N PONDEROSA ST	ATHOL	ID	83801
MILLER LARRY O ETUX	PO BOX 681	ATHOL	ID	83801
MILLER TRUST	701 FRONT AVE #602	COEUR D'ALENE	ID	83814
MILLER TRUST	701 FRONT AVE #602	COEUR D'ALENE	ID	83814
MILLER, KIMBERLY A & JACK D	22 E DUFORT RD	SAGLE	ID	83860
MILLER, MARVIN G & PATRICIA	701 E FRONT AVE #602	COEUR D'ALENE	ID	83814
MILLER, MARVIN G & PATRICIA	701 E FRONT AVE #602	COEUR D'ALENE	ID	83814
MINCH, MARC	PO BOX 247	POST FALLS	ID	83877
MOFFET JONATHAN R	PO BOX 2735	HAYDEN	ID	83835
MOODY RICHARD W ETUX	PO BOX 386	ATHOL	ID	83801
MOORE BOBBY D ETUX TRUSTEES	2041 GARFIELD ST	NORTH BEND	OR	97459-1714
MOORE STACEY M ETUX	24651 N CORBIN HILL RD	ATHOL	ID	83801
MOORE, CHAD R	P O BOX 421	COCOLALLA	ID	83813
MOORE, DONALD L & ESTER M	242 PINECREST RD	SANDPOINT	ID	83864
MOORE, JOHN R & DOREEN P	93 NORMAN WAY	SAGLE	ID	83860
MOORE, KEVIN LEIGH	456715 HIGHWAY 95	CAREYWOOD	ID	83809
MORNINGSTAR, ROSE	P O BOX 36	CAREYWOOD	ID	83809
MORNINGSTAR, ROSE	P O BOX 36	CAREYWOOD	ID	83809
MORRIS, DALE E	462907 HWY 95	COCOLALLA	ID	83813
MORTELLARO JANET K	3825 RAMSEY RD	COEUR D ALENE	ID	83815
MOWRY RICHARD C	6125 E VERA AVE	ATHOL	ID	83801
MUNHALL, DOUGLAS S	5814 S REBECCA ST	SPOKANE	WA	99223
MUNHALL, DOUGLAS S	5814 S REBECCA ST	SPOKANE	WA	99223
MURRAY, JOHN J & LISPETH P	139 SUNRISE CIR	SAGLE	ID	83860
MURRELL, BUD & SHIRLEY	1103 E. 3RD. AVE. H-1	POST FALLS	ID	83854
MYERS, ALLEN & KAREN	PO BOX 586	SAGLE	ID	83860
NATURAL GUARDIAN	C/O VANDERSLOOT	IDAHO FALLS	ID	83402
NATURAL GUARDIAN	C/O TESAMEN ENTERPRISES INC	IDAHO FALLS	ID	83402
NATURAL GUARDIAN	C/O TESAMEN ENTERPRISES INC	IDAHO FALLS	ID	83405
NATURAL GUARDIAN LP	2880 N 55TH W	IDAHO FALLS	ID	83402
NATURAL GUARDIAN LP	2880 N 55TH W	IDAHO FALLS	ID	83402
NEER, RICHARD N & EDNA L	P O BOX 346	SAGLE	ID	83860
NEIL, BRIAN K & DONNA S	PO BOX 547	COCOLALLA	ID	83813
NELSON BECKY D ETAL	3120 COOLIDGE DR	BELLINGHAM	WA	98225
NELSON RAYMOND T ETUX	PO BOX 452	HAYDEN	ID	83835
NELSON, LANCE B & TERESA	6045 PACK RIVER RD	SANDPOINT	ID	83864

NETTLETON WAYNE E ETUX	PO BOX 2	ATHOL	ID	83801
NETTLETON WAYNE F ETUX	PO BOX 2	ATHOL	ID	83801
NEU, CHRISTOPHER W & KATE L	P O BOX 844	SANDPOINT	ID	83864
NEW SONG BIBLE CHURCH	PO BOX 447	SAGLE	ID	83860
NEWELL, RUSSELL R SR	PO BOX 637	COCOLALLA	ID	83813
NICHOLS MARK D ETUX	24157 N OLD HIGHWAY 95	ATHOL	ID	83801
NICHOLS MARK D ETUX	PO BOX 802	ATHOL	ID	83801
NIEMELA LARS N ETAL	9066 W RIDGELINE LN	COEUR D ALENE	ID	83814
NIEMELA LARS N ETAL	9066 W RIDGELINE LN	COEUR D ALENE	ID	83814
NIEMELA LARS N ETAL	9066 W RIDGELINED LN	COEUR D ALENE	ID	83814
NIXON CARL E ETUX	6200 E BERTSCH AVE	ATHOL	ID	83801
NIXON W W ETAL	PO BOX 1560	COEUR D'ALENE	ID	83816-1560
NORDEEN FAMILY INVESTMENTS LLC	338 S FOURTH	SANDPOINT	ID	83864
NORDEEN FAMILY INVESTMENTS LLC	338 S FOURTH AVE	SANDPOINT	ID	83864
NORDEEN, TERRY W & MARCY D	345 SUNRISE CIRCLE	SAGLE	ID	83860
NORTH ALPINE DEVELOPMENT LLC	3175 W SELTICE WAY	POST FALLS	ID	83854
NORTH ALPINE DEVELOPMENT LLC	3175 W SELTICE WAY	POST FALLS	ID	83854
NORTH IDAHO ROSE LLC (OWN)	PO BOX 2046	HAYDEN	ID	83835
NORTH IDAHO RV & TRUCK INC	468215 HWY 95	SAGLE	ID	83860
NORTH KOOTENAI WATER DISTRICT	PO BOX 2290	HAYDEN	ID	83835
NORTHERN LAKES FIRE PROTECTION DISTR	125 W HAYDEN AVE	HAYDEN	ID	83835-9628
NORTHERN LIGHTS, INC	P O BOX 269	SAGLE	ID	83860
NORTHERN LIGHTS, INC	P O BOX 269	SAGLE	ID	83860
NORTHWEST RESTORATION LLC	P O BOX 1595	HAYDEN	ID	83835
NORTON AERO LTD	27843 N HWY 95	ATHOL	ID	83801
NORVELL JAMES L ETUX	19645 N COTTAGEWOOD LN	RATHDRUM	ID	83858
NORVELL JAMES L ETUX	19645 N COTTAGEWOOD LN	RATHDRUM	ID	83858
O'BRIEN, JOHN J	P O BOX 201	COCOLALLA	ID	83813
O'BRIEN, ROWAN & EFFIE ESTATES	P O BOX 1002	SAGLE	ID	83860
OLSON, CURTIS D & MIKKI J	207 WALKER WAY	SAGLE	ID	83860
ORBAUGH, JAMES F	290 SHERWOODS DR	SAGLE	ID	83860
ORSTED, ERIC	P O BOX 353	COCOLALLA	ID	83813
ORSTED, ERIC	1243 MICHIGAN ST	SANDPOINT	ID	83864
OSKOUEI HOSEIN M	4800 W VILLAGE BLVD	RATHDRUM	ID	83858
OVE, DOREEN LIFE ESTATE	318 PINE ST	SANDPOINT	ID	83864
OWENS DAVID W	17258 N WRANGLER RD	RATHDRUM	ID	83858
OWENS, IRA J & SUSAN	101 DAVIS RD	SAGLE	ID	83860
P N F OIL CO	P O BOX 199	SAGLE	ID	83860

PACIFIC NORTHWEST FUEL INC	PO BOX 199	SAGLE	ID	83860
PACIFIC NORTHWEST FUEL INC	P O BOX 199	SAGLE	ID	83860
PALANIUK, MARK & TAMMY	4546 BLACKTAIL RD	CAREYWOOD	ID	83809
PALMA TIMOTHY E ETUX	19404 N FAITH CT	RATHDRUM	ID	83858
PALMER, JIM E ESTATE	253 MEADOW LANE	SAGLE	ID	83860
PANHANDLE SPRAYING SERVICE INC	PO BOX 689	HAYDEN	ID	83835
PARK MICHAEL LEE	24915 N CORBIN HILL RD	ATHOL	ID	83801
PARK, JENNIFER B	P O BOX 954	SAGLE	ID	83860
PARKER, JOHN B & SHIRLEY A	509 S SECOND	SANDPOINT	ID	83864
PATRIOT INVESTMENTS LLC	C/O FOREST CAPITAL	COEUR D'ALENE	ID	83815
PATRIOT INVESTMENTS LLC	C/O FOREST CAPITAL	COEUR D'ALENE	ID	83815
PATRIOT INVESTMENTS LLC	C/O FOREST CAPITAL	COEUR D'ALENE	ID	83815
PEAK VINCE	PO BOX 614	ATHOL	ID	83801
PECK, RAYMOND S	136 BEERS/HUMBIRD RD	SAGLE	ID	83860
PEELE, GENE	299 OLD HOUSE RD	ATHOL	ID	83801
PENNEL, SEVOY & BETTY L	P O BOX 59	SANDPOINT	ID	83864
PERATOS, HERBIE	20 CHEVY ST	SAGLE	ID	83860
PERKINS, DUWARD M JR	455035 HWY 95 S	ATHOL	ID	83801
PHELPS, STEVEN J & SUE M	P O BOX 721	PONDERAY	ID	83852
PICKETT, PAUL M & DIANE	457162 HIGHWAY 95	COCOLALLA	ID	83813
PICKETT, PAUL M & DIANE	457162 HIGHWAY 95	COCOLALLA	ID	83813
PIERCE ANDREW ETUX	10911 N MAGIC CT	HAYDEN	ID	83835
PILLAR ROCK AND BOULDER LLC	508 E SHORE PINES CT	POST FALLS	ID	83854
PIXLER, BRIAN V	426 OVERLAKE VIEW RD	COCOLALLA	ID	83813
PIXLER, KATHY-JO	44 RUCKER HILL ROAD	SANDPOINT	ID	83864
PLM LAND COMPANY LLC	910 W KATHLEEN AVE	COEUR D ALENE	ID	83815
POE ASPHALT PAVING INC ETAL	BOX 449	LEWISTON	ID	83501
POE ASPHALT PAVING INC ETAL	BOX 449	LEWISTON	ID	83501
POE ASPHALT PAVING INC ETAL	BOX 449	LEWISTON	ID	83501
POE ASPHALT PAVING INC ETAL	BOX 449	LEWISTON	ID	83501
POELSTRA, JOHN	P O BOX 248	COCOLALLA	ID	83813
POELSTRA, RENALD & HELEN	223 ALGOMA RD	SAGLE	ID	83860
POKORNY JAMES R ETUX	PO BOX 2046	HAYDEN LAKE	ID	83835
POPE STANLEY G	PO BOX 1987	HAYDEN LAKE	ID	83835
POPE STANLEY GENE	PO BOX 1987	HAYDEN LAKE	ID	83835
POPE STANLEY J	19404 N HWY 95	HAYDEN	ID	83835
POPE STANLEY JAY	19404 N HIGHWAY 95	HAYDEN	ID	83835
POWELL, BONNIE M	261 SWAN SHORES	SAGLE	ID	83860

POWERS, JOHN T & LYN M	P O BOX 2193	SANDPOINT	ID	83864
POWERS, R C & KIMBERLY K	2195 WESTMOND RD	SAGLE	ID	83860
POWERS, RANDY & KIM	2195 WESTMOND RD	SAGLE	ID	83860
POWERS, RANDY C & KIMBERLY K	2195 WESTMOND RD	SAGLE	ID	83860
POWERS, RANDY C & KIMBERLY K	2195 WESTMOND RD	SAGLE	ID	83860
PRATT SHARRYN	PO BOX 13	ATHOL	ID	83801
PRATT, RONALD L	BOX 16 BEERS HUMBIRD RD	SAGLE	ID	83860
PSP ENTERPRISES INC	PO BOX 2074	HAYDEN	ID	83835
PULLEN, JACK N & CHARLOTTE	P O BOX 279	LEAKEY	TX	78873
PULLEN, JACK N & CHARLOTTE	P O BOX 279	LEAKEY	TX	78873
PULLEY LEONARD ETUX	24617 N CORBIN HILL RD	ATHOL	ID	83801
PUSEY, SOLOMON J & DARLEEN S	304 BIRCH BANKS RD	SAGLE	ID	83860
QUIGLEY, LUTHER E & ELLEN L	P O BOX 95	COCOLALLA	ID	83813
QUIGLEY, LUTHER E JR & ELLEN L	PO BOX 95	COCOLALLA	ID	83813
QUINN TAMMY S	21988 N ESTATES DR	ATHOL	ID	83801
RAGLAND, JAMES R & BEVERLY N	140 BOTTLE BAY RD	SAGLE	ID	83860
RALSTON RICHARD D ETUX	5692 FERTILE VALLEY RD	NEWPORT	WA	99156
RAMIREZ FREDRICO ETUX	22060 N ESTATES DR	ATHOL	ID	83801
RATHDRUM RURAL FIRE DISTRICT	PO BOX 135	RATHDRUM	ID	83858
RAYBURN, PHILIP L & LENA JO	P O BOX 52	CAREYWOOD	ID	83809
READER, DOYLE L & MARY M	356 MOUNTAIN VIEW DR	SANDPOINT	ID	83864
REDLANDS FINANCIAL GROUP	20101 SW BIRCH STE 156D	NEWPORT BEACH	CA	92660
REMBOWSKI, GORDON & LYNETTE	P O BOX 0113	LACLEDE	ID	83841
RESSO, STEPHEN R & KAREN H	1126 GYPSY BAY RD	SAGLE	ID	83860
RICHARDSON RENTAL PROPERTY LLC	P O BOX 958	SAGLE	ID	83860
RICKEL JERRY	215705 E PIDCOCK RD	KENNEWICK	WA	99337
RICKEL KEN ETUX	PO BOX 1261	HAYDEN	ID	83835
RICKEL ROBERT ETUX	PO BOX 319	BAYVIEW	ID	83803
RIEBEN CHARLES ETUX	2032 S MEADOWBROOK ACRES	COEUR D ALENE	ID	83814
RIEBEN, CHARLES S & NANCY	2032 S MEADOWBROOK ACRES RD	COEUR D'ALENE	ID	83814
RILEY, TERRANCE P	303 OLD HOUSE RD	ATHOL	ID	83801
RIMROCK GOLF COURSE INC	21794 N WISHFUL TRL	ATHOL	ID	83801
RIVERA HENRY F ETUX	PO BOX 3424	HAYDEN	ID	83835
RIVERSIDE DEVELOPMENT CO	PO BOX 30009	SPOKANE	WA	99223
ROBINSON JOSHUA D	3951 N 22ND ST	COEUR D ALENE	ID	83815
ROSS, JOHN H & VIRGINIA K	395 BUCK RUN	SAGLE	ID	83860
ROTOLI, TERRY A & PAMELA G	354 OVERLAKE VIEW	COCOLALLA	ID	83813
ROUNDY, FREDERICK L & MARGARET	P O BOX 796	ATHOL	ID	83801

RUSS ROGER L	12114 N EMERALD DR	HAYDEN	ID	83835
RUSSELL WILLIAM T	6493 E TRINITY LN	ATHOL	ID	83801
RWD LLC	4392 S SCHILLING LOOP	POST FALLS	ID	83854
SACKMANN DANNY A ETUX	15240 N GOVERNMENT WAY	HAYDEN	ID	83835
SACKMANN ROBIN ETVIR	15240 N GOVERNMENT WAY	HAYDEN	ID	83835
SAGLE CIRCLE INC	474 HART LANE	SAGLE	ID	83860
SAGLE CIRCLE INC	474 HART LANE	SAGLE	ID	83860
SAGLE CIRCLE INC	474 HART LANE	SAGLE	ID	83860
SAGLE CIRCLE INC	474 HART LANE	SAGLE	ID	83860
SAGLE CIRCLE INC	474 HART LANE	SAGLE	ID	83860
SAGLE CIRCLE INC	474 HART LANE	SAGLE	ID	83860
SAGLE FIRE DISTRICT				
SAGLE FIRE DISTRICT				
SAGLE FIRE DISTRICT				
SAGLE FIRE DISTRICT				
SAGLE SENIOR CITIZENS INC	70 WALKER WAY	SAGLE	ID	83860
SAIED, RAHAT TRUSTEE	5101 TURNSBERRY CT	ELK GROVE	CA	95758
SAMSON, CHARLES E & MARY D	900 108TH AVE NE APT 304	BELLEVUE	WA	98004
SAMSON, CHARLES E & MARY D	900 108TH AVE NE APT 304	BELLEVUE	WA	98004
SANDERLIN JOHN C	32287 N ROBERTS RD	ATHOL	ID	83801
SAPON PETE III ETUX	9052 NEWCASTLE AVE	NORTHRIDGE	CA	91325
SARGENT LYDIA R	PO BOX 303	ATHOL	ID	83801
SAWYERS, PAT & PAMELA	P O BOX 334	ATHOL	ID	83801
SAYLOR HARLEY B	54940 INVERNESS WAY	LA QUINTA	CA	92253
SCHAFER BRIAN L	PO BOX 1030	COEUR D'ALENE	ID	83816
SCHAFFER, D M	117 S 104TH STREET	SEATTLE	WA	98168
SCHERR, LESTER E & CONNIE M	333 BIRCH HAVEN	SAGLE	ID	83860
SCHERR, LESTER E & CONNIE M	333 BIRCH HAVEN	SAGLE	ID	83860
SCHERR, LESTER E & CONNIE M	333 BIRCH HAVEN	SAGLE	ID	83860
SCHERR, LESTER E & CONNIE M	333 BIRCH HAVEN	SAGLE	ID	83860
SCHLAG, STEPHEN W	115 PILIWALE RD	KULA	HI	96790
SCHLENDER EUGENE L	11021 NE 197TH	BOTHELL	WA	98011
SCHMITT, DANIEL D & CYNTHIANN	3006 S VIRGINIA RD	SPOKANE	WA	99216
SCHMITT, DANIEL D & CYNTHIANN	3006 S VIRGINIA RD	SPOKANE	WA	99216
SCHRADER BRADLEY A	24989 N CORBIN HILL RD	ATHOL	ID	83801
SCHULZ, GORDON	1381 MICHIGAN AVE	BEAUMONT	CA	92223
SCHWERIN, WILLIAM J	154 WALKER WAY	SAGLE	ID	83860
SCOTT, KEVIN D TRUSTEE	PO BOX 502	SAGLE	ID	83860

SHAN, LITE & CONNIE JOU	417 CHURCH ST	SANDPOINT	ID	83864
SHAW, ROBERT S & SHELLEY J	458376 HWY 95-S	COCOLALLA	ID	83813
SHAWN MONTEE INC	3175 W SELTICE WAY	POST FALLS	ID	83854
SHERWOOD, RICHARD W	143 SHERWOOD RD	SAGLE	ID	83860
SHERWOOD, RICHARD W	143 SHERWOOD RD	SAGLE	ID	83860
SILVERWOOD INC	27842 N HIGHWAY 95	ATHOL	ID	83801
SILVERWOOD INC	27842 N HIGHWAY 95	ATHOL	ID	83801
SIMMONS, ARLEIGH S TRUSTEE	P O BOX 727	ENCAMPMENT	WY	82325
SIMMONS, ARLEIGHT S TRUSTEE	P O BOX 727	ENCAMPMENT	WY	82325
SIROSHTON JAMES	24823 N CORBIN HILL RD	ATHOL	ID	83801-9727
SKOGLUND, PAUL & SUSAN	P O BOX 968	WOODENVILLE	WA	98072
SLEETER, MARJORIE J	17219 161ST AVE SE	RENTON	WA	98058
SMITH AARON W ETUX	PO BOX 3475	HAYDEN	ID	83835
SMITH JOEL W	2151 CARTWRIGHT ROAD	RENO	NV	89521
SMITH RANDALL L ETAL	22396 N HIGHWAY 95	ATHOL	ID	83801
SMITH RANDALL L ETUX	22396 N HIGHWAY 95	ATHOL	ID	83801
SMITH THOMAS J ETUX	658 W RANCH CT	RATHDRUM	ID	83858
SMITH, CLYDE E	P O BOX 817	SAGLE	ID	83860
SMITH, CLYDE E & ILEENE J	43 ALGOMA PLACE	SAGLE	ID	83860
SMITH, JAMES W JR & SANDRA L	105 MOUNTAIN ASH DRIVE	SAGLE	ID	83860
SOLOMON MICHAEL C ETUX	PO BOX 94	ATHOL	ID	83801
SPACAPAN, ETHEL L	P O BOX 491	COCOLALLA	ID	83813
SPACAPAN, ETHEL L	P O BOX 491	COCOLALLA	ID	83813
SPACKMAN KATHRYN M	1123 E GARWOOD RD	HAYDEN	ID	83835
SPACKMAN KATHRYN M	1123 E GARWOOD RD	HAYDEN	ID	83835
SPADE, GARY	PO BOX 136	COCOLALLA	ID	83813
SPADE, GARY L	P O BOX 136	COCOLALLA	ID	83813
SPADE, GARY L	PO BOX 136	COCOLALLA	ID	83813
SPADE, M KARL & DONNA K	P O BOX 503	SAGLE	ID	83860
SPEARS, RONALD B & CAREY A	247 HEATH LAKE RD	SAGLE	ID	83860
SPENCER LARRY F ETUX	634 SKY HAWK	SPIRIT LAKE	ID	83869
SPIELMAN, KELLY T & DENYA A	210 SUNRISE CR	SAGLE	ID	83860
SPIELMAN, LANCE L	750 UPLAND DR	SANDPOINT	ID	83864
ST CYR, KIT	BOX 712	SANDPOINT	ID	83864
STAM-SIMONDS FAMILY LLC	10636 N GOVERNMENT WAY	HAYDEN	ID	83835
STAM-SIMONDS FAMILY LLC	10636 N GOVERNMENT WAY	HAYDEN	ID	83835
STARK RODNEY E ETUX	3085 W DIAMIND BAR RD	RATHDRUM	ID	83858
STATE OF IDAHO				

STATE OF IDAHO	P O BOX 7129	BOISE	ID	83707
STATE OF IDAHO				
STATE OF IDAHO	PO BOX 83720	BOISE	ID	83720-0050
STATE OF IDAHO	3311 W STATE ST	BOISE	ID	83703
STATE OF IDAHO	600 W PRAIRIE AVE	COEUR d'ALENE	ID	83814
STATE OF IDAHO	3311 W STATE ST	BOISE	ID	83703
STATE OF IDAHO	PO BOX 83720	BOISE	ID	83720-0050
STATE OF IDAHO	PO BOX 83720	BOISE	ID	83720-0050
STEAMBARGE, JAMES O	3614 MONTROSE BLVD #901	HOUSTON	TX	77006
STEINWAY, GARY R & CAROL G	P O BOX 38	SANDPOINT	ID	83864
STEINWAY, GARY R & CAROL G	P O BOX 38	SANDPOINT	ID	83864
STEINWAY, GARY R & CAROL G	P O BOX 38	SANDPOINT	ID	83864
STEINWAY, GARY R & CAROL G	P O BOX 38	SANDPOINT	ID	83864
STEVENSON, LESLEY	PO BOX 66	CAREYWOOD	ID	83809
STIBUREK LESLIE M ETUX	PO BOX 275	EAGLE	ID	83616
STIMSON LUMBER CO	PO BOX 7400	COEUR D ALENE	ID	83815
STIMSON LUMBER CO	PO BOX 7400	COEUR D ALENE	ID	83815
STONE CONNIE J	6115 E HWY 54	ATHOL	ID	83801
STORY, GERTRUDE M TRUSTEE	491 OVERLAKE VIEW RD	COCOLALLA	ID	83813
STRAND, OSCAR & LOIS	250 SUNRISE CIR	SAGLE	ID	83860
STREIBICK MARITAL TRUST	3927 COUNTY CLUB DR	LEWISTON	ID	83501
SUCH, ANTHONY G	221 DINKUM FAIRE	COCOLALLA	ID	83813
SUCH, GREGORY A & JUDY LYNN	PO BOX 219	COCOLALLA	ID	83813
SULLIVAN, DONALD	PO BOX 546	COCOLALLA	ID	83813
SULLIVAN, DONALD A	P O BOX 546	COCOLALLA	ID	83813
SUPPE, DERIK & CHARLA	227 BUCK RUN	SAGLE	ID	83860
SUTTMEIER, THOMAS & MARQUERITE	PO BOX 550	COCOLALLA	ID	83813
SYTH, DUANE B & NORMA J	569 RAPID LIGHTNING RD	SANDPOINT	ID	83864
TAMARACK VILLAGE FIRST	P O BOX 211	SAGLE	ID	83860
TAMARACK WATER ASSOC, INC	*	*		
TATE, DAVID K & CANDACE P	136 SUNRISE CIRCLE	SAGLE	ID	83860
TAURUS LUMBER LLC	PO BOX 1705	HAYDEN	ID	83835
TAYLOR ANITA M ETVIR	PO BOX 827	ATHOL	ID	83801
TAYLOR FAMILY INVESTMENTS LLC	742 E HIGHLAND BLVD	SPOKANE	WA	99203
TAYLOR FAMILY INVESTMENTS LLC	742 E HIGHLAND BLVD	SPOKANE	WA	99203
TAYLOR FAMILY INVESTMENTS LLC	742 E HIGHLAND BLVD	SPOKANE	WA	99203
TAYLOR FLOYD B	4498 E OHIO MATCH RD	HAYDEN LAKE	ID	83835
TAYLOR ROY B ETAL	4588 E OHIO MATCH RD	HAYDEN LAKE	ID	83835-8313

TAYLOR, LEE G & ADELAIDE F	P O BOX 26	CAREYWOOD	ID	83809
TAYLOR, NANCY J	PO BOX 246	COCOLALLA	ID	83813
TAYLOR, NANCY J	PO BOX 246	COCOLALLA	ID	83813
TEHANO CYNDIE	PO BOX 466	ATHOL	ID	83801-0466
TENNEY, JESS K & CHERYL K	P O BOX 390	SAGLE	ID	83860
TENNEY, JESSE K & CHERYL K	PO BOX 390	SAGLE	ID	83860
TEUPEL TERRI	23556 N PONDEROSA ST	ATHOL	ID	83801
THOMPSON ROBERT J	PO BOX 802	HAYDEN LAKE	ID	83835
THOMPSON, ANN W	307 SUNRISE CIRCLE	SAGLE	ID	83860
THOMPSON, CHARLES W & NIKKI M	P O BOX 152	PONDERAY	ID	83852
THOMSON MARGARET E	32596 N LLUMIA LN	ATHOL	ID	83801
THORNE JAMES A	PO BOX 666	ATHOL	ID	83801
THUNDER RANCH LAND & CATTLE CO	7095 BOTTLE BAY RD	SAGLE	ID	83860
TICKEMYER ROY S JR ETUX	26996 N HARRIER LN	ATHOL	ID	83801
TIPKE LARRY C ETUX	21229 N OLD HIGHWAY 95	ATHOL	ID	83801
TIPKE LARRY C ETUX	21229 N OLD HIGHWAY 95	ATHOL	ID	83801
TOLIVER RYAN	29670 N 6TH ST	ATHOL	ID	83801
TOPE, TIMOTHY A & BEVERLY J	132 SUNSET RD	ATHOL	ID	83801
TOPE, TIMOTHY A & BEVERLY J	132 SUNSET RD	ATHOL	ID	83801
TOPE, TIMOTHY A & BEVERLY JEAN	132 SUNSET RD	ATHOL	ID	83801
TRAVERS, ANGUS J & KRYSTAL	P O BOX 1097	SAGLE	ID	83860
TREFZ TERRY W ETUX	11805 E BUNCO RD	ATHOL	ID	83801
TRONE, JACK K & NORMA	P O BOX 109	SAGLE	ID	83860
TROSIN, HERBERT A & KATHLEEN G	P O BOX 327	HOPE	ID	83836
TROSIN, HERBERT A & KATHLEEN G	P O BOX 327	HOPE	ID	83836
TROSIN, HERBERT A & KATHLEEN G	P O BOX 327	HOPE	ID	83836
TROUGHTON, JAMES E & MARTHA	P O BOX 12368	LAHAINA	HI	96761
TRUMBLE, BOB R & MARY L	582 E SPRING STREET	NAPA	CA	94559
TUCKER, MELISSA M	PO BOX 673	SAGLE	ID	83860
TUCKER, MELISSA M	PO BOX 673	SAGLE	ID	83860
TUCKER, MELISSA M	PO BOX 673	SAGLE	ID	83860
TURMAN JIMMY C ETUX	PO BOX 655	ATHOL	ID	83801
TUTINO, JEFFREY P	7508 BONNIEWOOD LANE	DUBLIN	CA	94568
UEBERROTH PETER V ETUX TRSTEES	PO BOX 100	LAGUNA BEACH	CA	92652
UEBERROTH PETER V ETUX TRSTEES	PO BOX 100	LAGUNA BEACH	CA	92652
UNRUH MARTIN J	54299 N OLD HIGHWAY 95	ATHOL	ID	83801
UPPER COLUMBIA CORPORATION OF	PO BOX 160	ATHOL	ID	83801
VANDERSLOOT, FRANK L	2880 N 55 W	IDAHO FALLS	ID	83402

VANDERSLOOT, FRANK L	2880 N 55 W	IDAHO FALLS	ID	83402
VENTRESS M L ETUX	PO BOX 1347	HAYDEN	ID	83835
VENUE PROPERTY LLC	2231 E DODD RD	HAYDEN	ID	83835
VENUE PROPERTY LLC	2231 E DODD RD	HAYDEN	ID	83835
VESECKY, MICHAEL & MITZI	235 SHERWOODS RD	SAGLE	ID	83860
VICTORINO, MICHAEL A	P O BOX 822	SAGLE	ID	83860
VIEBROCK GARY ETUX	13350 N IDAHO RD	RATHDRUM	ID	83858
VIG CASSANDRA	PO BOX 906	RATHDRUM	ID	83858
W R TIMBER MANAGEMENT INC	4392 S SCHILLING LOOP RD	POST FALLS	ID	83854
WAGNER, DAVID L & SANDRA K	452375 HIGHWAY 95	ATHOL	ID	83801
WALKER MAX E ETUX	53151 N OLD HIGHWAY 95	RATHDRUM	ID	83858
WALKER TARA	10562 MCBROOM ST	SHADOW HILLS	CA	91040
WALKER, HOMER L	4501 SE 139TH ST	OKLAHOMA CITY	OK	73165
WALLACE, BILLIE J	P O BOX 860	QUARTZSITE	AZ	85346
WALLACE, DANNY L & REBECCA A R	200 39 G RD	SAGLE	ID	83860
WALLACE, DANNY L & REBECCA A R	200 39 G RD	SAGLE	ID	83860
WALLACE, DANNY L & REBECCA R	200 39 G RD	SAGLE	ID	83860
WALLER MICHAEL C ETUX	18438 N HIGHWAY 95	HAYDEN	ID	83835
WALSMITH FREDERICK W ETUX	32750 N HIDDEN HAVEN RD	ATHOL	ID	83801
WALTER, JAMES D TRUST	P O BOX 1748	SANDPOINT	ID	83864
WARD KENT T	21600 N WISHFUL TRL	ATHOL	ID	83801
WARD ROBERT S	PO BOX 558	ATHOL	ID	83801
WARREN, DON & LINDA	276 KELLY CREEK	COCOLALLA	ID	83813
WATSON MICK	3165 E OHIO MATCH RD	HAYDEN	ID	83835
WATSON MICK	3165 E OHIO MATCH RD	HAYDEN	ID	83835
WATSON MICK	3165 E OHIO MATCH RD	HAYDEN	ID	83835
WATT, BILL & FERN ENT LLC	P O BOX 249	SAGLE	ID	83860
WEATHERLY, GLEN E & BARBARA	N 11615 BEDIVERE DR	SPOKANE	WA	99218
WEATHERLY, GLEN E & BARBARA	N 11615 BEDIVERE DR	SPOKANE	WA	99218
WEATHERLY, GLEN E & BARBARA	N 11615 BEDIVERE DR	SPOKANE	WA	99218
WEATHERLY, GLEN E & BARBARA	N 11615 BEDIVERE DR	SPOKANE	WA	99218
WEBER, ELIZABETH A	166 COCOVISTA DR	COCOLALLA	ID	83813
WEBER, ELIZABETH A	166 COCOVISTA DR	COCOLALLA	ID	83813
WEDEL, STEVE & JANINE	11716 OLD TOWN RD	BAKERSFIELD	CA	93312
WEITZEL RICHARD J ETUX	PO BOX 617	ATHOL	ID	83801
WELSH, LEO J & DENICE ANNE	P O BOX 2041	APTOS	CA	95001
WELSH, LEO J & DENICE ANNE	P O BOX 2041	APTOS	CA	95001
WENTZ, DUANE M & KARIN A	P O BOX 43	COCOLALLA	ID	83813

WENTZ, DUANE M & KARIN A	P O BOX 43	COCOLALLA	ID	83813
WENTZ, JERELYN J & RICHARD V	371 SHERWOODS RD	SAGLE	ID	83860
WESTMOND CEMETERY ASSOCIATION				
WESTMOND CEMETERY ASSOCIATION				
WHEELER, VINCENT TODD & RUBY C	329 SUNRISE CR	SAGLE	ID	83860
WHETZEL RANDIE	18101 VON KARMAN STE 400	IRVINE	CA	92612
WHITE, GARY H & NATHLIE	80 RODEO RD	ATHOL	ID	83801
WIEBER, ELOISE	200 SAGLE RD	SAGLE	ID	83860
WIEDEBUSH, JASON & KRISTIN	119 SCHELL RD	SAGLE	ID	83860
WILCOX DONALD W ETUX	1684 E HUDLOW	HAYDEN	ID	83835
WILEY NOLAN A ETUX	684 MAXWELL DR	HAYDEN	ID	83835
WILEY NOLAN A ETUX	684 E MAXWELL DR	HAYDEN	ID	83835
WILLECK, DENNIS G & LINDA F	9814 GRAVINA CIRCLE	EAGLE RIVER	AK	99577
WILLIAMS EDWARD T ETUX	211 RADER RD	ELLENSBURG	WA	98926
WILLIAMS, RALPH B TRUSTEE	P O BOX 66	SANDPOINT	ID	83864
WILLIAMS, RICHARD O	403 OVERLAKE VIEW RD	COCOLALLA	ID	83813
WILLIAMS, RICHARD W & LAURIE A	339 BUCK RUN	SAGLE	ID	83860
WILLIAMS, THOMAS & DANA	P O BOX 459	SANDPOINT	ID	83864
WILLIAMS, THOMAS E & DANA D	P O BOX 459	SANDPOINT	ID	83864
WILLIAMS, WILLIAM & LINDA K	P O BOX 449	SAGLE	ID	83860
WILLIAMS, WILLIAM A & LINDA K	P O BOX 346	SAGLE	ID	83860
WILLIAMS-STARK ELANNA JULIETTA	PO BOX 2345	HAYDEN	ID	83835
WILSON, ALVA & KELLY	P O BOX 160	PONDERAY	ID	83852
WITHERS JESS RYAN	PO BOX 75	ATHOL	ID	83801
WOLFE JEANNETTE L ETAL	PO BOX 341	ATHOL	ID	83801-0341
WOLFGANG MARK E ETUX	4300 TIMBERLAND RD	ATHOL	ID	83801
WOOD, BILL W TRUSTEE	1320 E SAINT MARIES AVE	COEUR D'ALENE	ID	83814
WOOD, BILL W TRUSTEE	1320 E SAINT MARIES AVE	COEUR D'ALENE	ID	83814
WOOD, BILL W TRUSTEE	1320 E SAINT MARIES AVE	COEUR D'ALENE	ID	83814
WOOD'S CRUSHING & HAULING INC	933 WOODSIDE RD	SANDPOINT	ID	83864
WOODS JOINT REV LIVING TRUST	PO BOX 1156	SILVERTON	OR	97381
WOODWORTH ROBERT S ETUX	6557 E GREYRIDGE RD	ATHOL	ID	83801
WRIGHT TERRY S ETUX	2001 E SILVER SPUR RD	ATHOL	ID	83801
WYCKOFF, JAMES B & CAROL S	4727 GOLF VIEW CT	SANTA ROSA	CA	95405
WYCKOFF, JAMES B & CAROL S	4727 GOLF VIEW CT	SANTA ROSA	CA	95405
YOUNG THOMAS V ETUX TRUSTEES	2857 232 ST	TORRANCE	CA	90505
YOUNG VERVA C	24867 N CORBIN HILL RD	ATHOL	ID	83801
YOURZEK, MICHAEL SR	P O BOX 353	SAGLE	ID	83860

YOURZEK, MICHAEL SR	P O BOX 353	SAGLE	ID	83860
ZIEGLER LAWRENCE F	PO BOX 102	ATHOL	ID	83801
ZIMMER HARVEY L II ETUX	PO BOX 693	ATHOL	ID	83801
ZIMMERMAN PERRY L ETUX	2054 E HOMESTEAD LOOP	HAYDEN	ID	83835
ZIMMERMAN, FRANK	PO BOX 1595	HAYDEN	ID	83835
ZINGER, ELMER J	PMB 250	SANDPOINT	ID	83864
ZUANICH, PATRICIA ANN PRATT	6213 95TH N E	EVERETT	WA	98205

AFFIDAVIT OF PUBLICATION

STATE OF IDAHO, } SS.
County of Kootenai,

Gretchen Herdrich being first duly sworn upon oath deposes and says:

1. I am now and at all times hereinafter mentioned was a citizen of the United States, resident of the State of Idaho, over the age of twenty-one years and not a party of the above entitled action.

2. I am now and at all times hereinafter mentioned was the printer (principal clerk) of the "Coeur d'Alene Press," a newspaper printed and published daily except Sunday in Coeur d'Alene, Kootenai County, Idaho, and having a general circulation in said county.

3. The Legal Notice

of which the annexed is a printed copy, was published in the regular Wednesday issue of said newspaper for One consecutive week commencing on the 17 day of Jan 2007, and ending on the 17 day of Jan 2007, and such publication was made as often during said period as said daily newspaper was regularly issued.

4. That said newspaper has been continuously and uninterruptedly published in said Kootenai County, during a period of more than seventy-eight consecutive weeks immediately prior to the first publication of said notice GHerdrich

On this 8 day of March in the year of 2007, before me, a Notary Public, personally appeared Gretchen Herdrich, known or identified to me to be the person whose name subscribed to the within instrument, and being by me first duly sworn, declared that the statements therein are true, and acknowledged to me that he executed the same.

Regina Mason

Notary Public for the State of Idaho, residing at Coeur d'Alene, Idaho.

REGINA MASON NOTARY PUBLIC STATE OF IDAHO

MY COMMISSION EXPIRES 6/18/09

NOTICE OF PUBLIC HEARING

U.S. 95 Garwood to Sagle

LEGAL NOTICE IS HEREBY GIVEN that the Federal Highway Administration and the Idaho Department of Transportation will conduct a public hearing to receive public testimony on the Draft Environmental Impact Statement (DEIS) and other project information for the U.S. 95 Garwood to Sagle project.

The hearing will be held at the locations noted below. The public is invited to stop by anytime between 5 p.m. and 8 p.m. at either location.

Tuesday, Jan. 23, 2007, at the Athol Elementary School, 6333 E. Menser Ave., Athol

Wednesday, Jan. 24, 2007, at the Sagle Elementary School, 550 Sagle Rd., Sagle

The DEIS is available for public inspection at the following locations: Athol City Hall; Athol Library; Coeur d'Alene Library; Bonner County Library - Sandpoint Branch; Spokane Public Library - Downtown Branch; Spokane County Library Administrative Office; Idaho Transportation Department (ITD) District 1 offices in Coeur d'Alene; ITD Sandpoint Transportation Information Office; and ITD Headquarters and the Federal Highway Administration offices in Boise. The DEIS is also available on the ITD website at www.itd.idaho.gov/Projects/D1/US95GarwoodToSagleProject/

U.S. 95 is the key north-south link for northern Idaho commerce, transportation and tourism. The DEIS addresses a 31.5-mile segment of the highway between Garwood and Sagle (mileposts 438.24 and 469.75) and identifies long-term improvements needed to increase capacity and improve safety to accommodate future travel demands.

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency. For accommodations call (208) 334-4444; TTD (208) 334-4458.

Legal 434
Janaury 17, 2007

NOTICE OF PUBLIC HEARING
U.S. 95 Garwood to Sagle

LEGAL NOTICE IS HEREBY GIVEN that the Federal Highway Administration and the Idaho Department of Transportation will conduct a public hearing to receive public testimony on the Draft Environmental Impact Statement (DEIS) and other project information for the U.S. 95 Garwood to Sagle project.

The hearing will be held at the locations noted below. The public is invited to stop by anytime between 5 p.m. and 8 p.m. at either location.

Tuesday, Jan. 23, 2007, at the Athol Elementary School, 6333 E. Menser Ave., Athol
Wednesday, Jan. 24, 2007, at the Sagle Elementary School, 550 Sagle Rd., Sagle

The DEIS is available for public inspection at the following locations: Athol City Hall; Athol Library; Coeur d'Alene Library; Bonner County Library - Sandpoint Branch; Spokane Public Library - Downtown Branch; Spokane County Library Administrative Office; Idaho Transportation Department (ITD) District 1 offices in Coeur d'Alene; ITD Sandpoint Transportation Information Office; and ITD Headquarters and the Federal Highway Administration offices in Boise. The DEIS is also available on the ITD website at www.itd.idaho.gov/Projects/D1/US95GarwoodToSagleProject/

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Notice of Public Hearing
U.S. 95 Garwood to Sagle

NOTICE: The Draft Environmental Impact Statement (DEIS) and other project information for the U.S. 95 Garwood to Sagle project is available for public inspection at the following locations: Athol City Hall; Athol Library; Coeur d'Alene Library; Bonner County Library - Sandpoint Branch; Spokane Public Library - Downtown Branch; Spokane County Library Administrative Office; Idaho Transportation Department (ITD) District 1 offices in Coeur d'Alene; ITD Sandpoint Transportation Information Office; and ITD Headquarters and the Federal Highway Administration offices in Boise.

The DEIS document is also available on CD-ROM. To request a copy contact the Public Involvement Coordinator at the address below.

Written testimony, statements, or exhibits pertaining to the U.S. 95 Garwood to Sagle project will become part of the official record if received by **Feb. 15, 2007.** Address items to:

Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129
comments@itd.idaho.gov or fax them to: (208) 334-8563

NOTICE: The public hearing will be held at the locations noted below. The public is invited to stop by anytime between 5 p.m. and 8 p.m. at either location.

Tuesday, Jan. 23, 2007, at the Athol Elementary School, 6333 E. Menser Ave., Athol
Wednesday, Jan. 24, 2007, at the Sagle Elementary School, 550 Sagle Rd., Sagle

The purpose of the hearing is to give interested individuals, agencies, groups, and others an opportunity to provide testimony on the proposed location, design and environmental impacts of the project. The public can view displays, ask questions and testify orally or in writing about the project.

U.S. 95 is the key north-south link for northern Idaho commerce, transportation and tourism. The DEIS addresses a 31.5-mile segment of the highway between Garwood and Sagle (mileposts 438.24 and 469.75) and identifies long-term improvements needed to increase capacity and improve safety to accommodate future travel demands.

The project is part of Connecting Idaho, a new funding program that allows Idaho to plan, design and complete more highway projects in less time than through traditional transportation funding methods.

For project information, contact Jim Roletto, ITD Project Development Engineer at (208) 772-1200.

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency. For accommodations call (208) 334-4444; TTD (208) 334-4458.

*FEDERAL TAX ID NO. 910420030

AFFIDAVIT OF PUBLICATION

STATE OF IDAHO
County of Kootenai, ss.

Name: Idaho Department of Transportation **Acct:** 41468

P.O.: **No. Lines:** 54 column inches

Total Cost: $ 1,791.60

I, am over the age of 18 years of age and am the Principal Clerk and designated agent of the publisher of the ***SPOKESMAN-REVIEW***, a newspaper established and regularly published, once each day in the English Language, in and of general circulation in the City of Coeur d' Alene, County of Kootenai, State of Idaho; that said newspaper is a newspaper of general interest published in the State of Idaho and has been published in Kootenai County, State of Idaho during a period of twelve (12) consecutive months prior to the first publication of the notice described herein; that the notice attached hereto and which is a part of the proof of publication was published in said newspaper, time(s), the publication having been made once each time on the following dates: 1-3-07, 1-10-07, 1-22-07

That said notice was published in the regular and entire issue of every number of the paper during the period of time of publication, and that the notice was published in the newspaper proper and not in a supplement.

Dawn N. Christ

Subscribed and sworn to before me at the City of Coeur d'Alene, this 30 day of Jan 2007

Jeanne Helstrom exp. 4/2/11

Notary Public in and for the State of Idaho, residing at Coeur d'Alene, Idaho.

JEANNE HELSTROM NOTARY PUBLIC STATE OF IDAHO

****PRODUCTION ORDER****

HOLD FOR APPROVAL_____

Blue Sky Broadcasting **A/E: MIKE DAVIS**

Client: IDAHO TRANS. DEPT **Cart# 5170**

KPND	KSPT	KIBR	KBFI	KICR	KTPO

:15 :30 :60

VO:

START: 1/17 **STOP: 1/23**
Special Instructions:

THE IDAHO TRANSPORTATION DEPARTMENT WILL HOLD PUBLIC HEARINGS TO OFFER INFORMATION AND ACCEPT PUBLIC TESTIMONY REGARDING THE US 95 GARWOOD TO SAGLE HIGHWAY IMPROVEMENT PROJECT....INFORMATION ON THE PROJECT CAN BE ACCESSED ON LINE AT I-T-D DOT IDAHO DOT GOV OR BY CALLING GWEN SMITH, I-T-D PUBLIC INVOLVEMENT COORDINATOR AT 208-334-44-44... STOP IN ANYTIME BETWEEN 5 PM AND 8 PM ON TUESDAY THE 23RD IN ATHOL AT THE ELEMENTARY SCHOOL ON EAST MENSER OR ON WEDNESDAY THE 24TH AT THE SAGLE ELEMENTARY SCHOOL ON SAGLE ROAD...

PUBLIC HEARING CERTIFICATION
U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473
January 23, 2007 - Athol Elementary School
January 24, 2007 - Sagle Elementary School

I hereby certify that the Idaho Transportation Department did hold a public hearing regarding the foregoing project on January 23, 2007, at the Athol Elementary School in Athol, Idaho, and on January 24, 2007, at the Sagle Elementary School in Sagle, Idaho.

I further certify that due notice of the public hearing was given by legal display ad published in the Spokesman Review on January, 3, 10 and 22, 2007; the Coeur d'Alene Press on January 3, 10, and 22 and by legal notice on January 17, 2007; the Bonner County Bee on January 3, 10, and 23, 2007; the Rathdrum Star on January 17, 2007, the Nickel's Worth on January 19, 2007.

Further notification was given by radio advertisement on radio station KPND January 17 - 23, 2007. Property owners were notified of the hearing by letter dated December 20, 2006.

Following are statistical figures about those who attended the public hearing:

Athol Elementary School, January 23, 2007

Men	132	
Women	89	
Minorities	15	(Hispanic – 3; Asian – 1; Alaskan/Native American – 9; other – 2)
Disabled	4	
Total Attendance	**251***	

Sagle Elementary School, January 24, 2007

Men	100	
Women	74	
Disabled	5	
Minorities	6	(Hispanic – 1; Alaskan/Native American – 3; other – 2)
Total Attendance	**196***	

**Not all who attended provided demographic information.*

Attached is a transcription of the oral testimony received at the hearing and copies of written testimony received at the hearing or on/before February 15, 2007.

Judie Cahoon 2-28-07

Judie Cahoon, Hearing Officer — Date

(Judie Cahoon was assisted at the hearing by Hearing Officer Nancy Becker)

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473
Jan. 23, 2007 Athol Elementary School
Jan. 24. 2007 – Sagle Elementary School

The Idaho Transportation Department monitors attendance to ensure equal opportunity. We appreciate your providing this information. This information will only be used to monitor attendance at public meetings and for affirmative action purposes, as specified by law (CFR 42.21.9).

Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
MICHAEL CORD		P.O. BX 977 HAYDEN, ID	755-3075	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ron Hoffman		PO Box 1 Garwood Ida. 83809	683-2454	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
[illegible]		PO BOX 1084 HAYDEN ID 83835		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Karletta Berry		10691 E. Remington Rd Athol Idaho 83801	208 683-6022	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Annajean Randolph		25528 N. Infinity Rd Athol	208 683-9308	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Mr + Mrs James Aylward		106 Bayview Rd Athol ID 83801	6839329	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☒ Hispanic ☒ White ☐ Other
Neil + Julie Leonard		19831 N. Williams Rd Hayden ID 83835	762-6350	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
John + Deanna Daum	J+D Automotive	5075 N old Highway 95 Rathdrum ID	772-4126	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Carol & Dave Eachon		5640 E. Native Ln Athol ID 83801	6838057	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Vvone Bra[illegible]		2036 E Homestead Loop Hayden ID 83835	762 0640	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Sign-in sheets are part of the public record for this project. M = 8 F = 6 W = 7 H = 1

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473
Jan. 23, 2007 Athol Elementary School
Jan. 24. 2007 – Sagle Elementary School

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Arlene Howell		795 Blacktail Careywood	683-2905	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Alton Howell		ID 83809		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Mike Cori Hommerding		19407 N. Faith Rath. 83858		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Nolan & Gloria Wiley		684 E. MAXWELL DR HAYDEN, ID 83835	762-0430	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Joyce Roger Haines		10688 E Parks Rd Athol ID 83801	6833376	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Keith Lufton		454850 Hwy 95 Athol ID	683-2287	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
George A. Holcomb		P.O. Box 496 Rathdrum 83858-0496	687-1055	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
DAN HOLMES		29777 N Hwy 95 Athol	683-6209	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Bob Boeh		PO Box 220 Cuclede	2559216	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Josh Robinson		54081 N. Old Hwy 95 Athol, ID 83801	651-8345	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
J. Mark Whitt		28426 N. Panhandle Rd. Athol, ID 83801	683-1677	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ernie Hawks		333 Countrewood Ln Athol ID		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jan Mott		3657 Cocolalla ID 83813		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
June Thompson		P.O. Box 802 Hayden, Id 83835	772-4477	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Virgil Huffman		PO Box 992 Athol, ID 83801	683-2402	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Suzanne Huffman		PO Box 992 Athol, ID 83801	683-2402	☐ Male ☒ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kimberly Barnes		24873 N Corbin Hill Rd Athol ID 83801	262-4534	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☒ Other
Mark Compton	Governor Otter	1000 W. Hubbard, Suite 242 Coda ID 83814	292-2521	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jerry Inman		2309 S. Keller Kennewick, WA. 99337	307 586-9359	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Marlys Blagden		P.O. Box 257 Bayview, ID 83803	683-3295	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
RAY KABLANOW		22186 N. CLAIM CT. ATHOL, ID	772-5771	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
ROBERT L. HAGENBAUGH		8199 APACHE TRAIL ATHOL, ID. 83801	683-3726	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kathy Corder		Athol	818-8802	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ron Corder		ATHOL	818-8803	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Joan Tope	self	Careywood	683-2753	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Roy Hagler	Garwood Wrecking	18759 N. Hiway 95 Hayden Lk. Id.	772-3993 661-5124	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Walt Ehlebet		2875 Lakeview Rathdrum Id	6871141	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Robert & Shelley Shaw	self	458376 Hwy 95 Cocolalla	6837061	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
ANDREW ITERCE	SELF	10911 MAGIC ct. HAYDEN ID, 83835		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
SCOTT TICKEMYER	COUNTRY BOY CAFE	6160 Hwy 54 ATHOL, ID 83801	683-2363	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
DAVID OWENS	self	17258 N. Wrangler Rd. Rathdrum, ID 83858	(208) 640-3513	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
PHYLLIS MOTT	self	3657 COCOLALLA Loop Cocolalla, ID 83813	208 265-9441	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dick Hernandez	—	5525 W. C & A Dr. Spirit Lake, ID 83869	208-623 2823	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☒ Hispanic ☐ White ☐ Other
TRICIA LOTTON	Self	454850 Hwy 95 Athol ID 83801	208-683-2287	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Sharon Fisher	self	30150 N Davis Lane Athol ID 83801	683-2818	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Janet Edelblute	self	23875 Lakeview Rathdrum, ID	687-1141	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
David Halman	11	PO Box 3311 Hayden Id 83835	667-8271	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dave & Barbara Ankrum	SELVES	PO BOX 23 Athol Id.	683-4037	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Don & Joanne Nash	SELF	4412 E. Lupin Lane Athol, Id. 83801	683-6130	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☒ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bjarne Larsen	Self	11537 Trafalgar St Hayden Id 83835	772 3290	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Raleigh "Don" Orth		28710 North Silver Meadows Loop Athol ID 83835	208-683-1656	☐ ~~Male~~ ☐ ~~Female~~ ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ ~~White~~ ☐ Other
Robert Merrifield		P.O. Box 293 Athol ID 83805	208-683-4103	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Barbara White		11510 E Nunn Athol Id 83805	208 683-2353	☐ Male ☒ ~~Female~~ ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ ~~White~~ ☐ Other
Tony Heitstuman		456559 HWY 95 Athol ID	208-661-0193	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Sue Chambliss		32018 N. Roberts Athol	208 683-2042	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ ~~White~~ ☐ Other
Nova Jo Kellogg		6947 Blacktail Rd Careywood, Ida	683-2277	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Michael L. Park		24915 N. Corbin Hill Rd Athol, Id	683-0694	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Steve Sanders		3170 Remington Rd Athol ID	683-2891	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ ~~White~~ ☐ Other
Roy & Leola Hall		20579 N. Lester Ct. Athol, Id. 83801	772-4950	☐ ~~Male~~ ☐ ~~Female~~ ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Clyde Peyton		30906 N Caravelle Athol Id 83801	6838214	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
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Jan. 23, 2007 Athol Elementary School
Jan. 24. 2007 – Sagle Elementary School

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Tammy Wolfgang		4374 Timberland Rd Athol, ID 83801	691-8654	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jeff J Bishop		24923 N Corbin Hill Rd Athol, ID 83801	755-3364	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Scott Jones	P.O. Box 1481 Hayden ID 83835	551 War Eagle Ave Athol ID 83801	755-9770	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Hobart Jenkins	P O Box 253 Bayview			☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Deborah Carder		1969 W. Garwood Rd Rathdrum ID 83858	687-3083	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
ANN JURCEVICH		53195 N. OLD HWY 95 RATHDRUM 83858	7628811	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ron Bockstruck	Bayview COC	P.O. Box 199 Bayview, ID 83803	683-8060	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Rachel Done		54399 N. Old Hwy 95	772-4699	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Sandy Forstrom	BTP (KC)	4302 E. Lupin Athol ID 83801	683-2693	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lambert Denise Riley		17537 E Perimeter rd Athol ID 83801	6830963	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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MARK WOLFGANG		ATHOL ID 83801 41374 TIMBERLAND	208-691-8918	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Elaine Cosgrove		PO 318 Bayview 83803	2951 208-683	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
[illegible]		9289 E HOWARD RD	208-683-4917	☐ Male ☐ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Kelly Hanson		650 Porch Trl Hayden 83835	2089[illegible]/198	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Alan Smith		PO Box 355 Careywood ID 83809	683-3181	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Glenn Chapman Lucy Chapman		PO Box 578 Sagle ID 83860		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
THOMAS TUPPER Thomas Tupper		480 Moran Meadows Careywood, Id 83809	683-0885	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Rod Burleson		PO Box 2877		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Brett McCarty		10045 N. Maroon Ln Rathdrum	687-1072	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Marlene J Fletcher		30035 N. Davis Ln Athol	683-3371	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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MIKE PHILLIPS		ATHOL, ID	659-1909	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Vern Long		29520 N Hwy 95 Athol Id.	683-1710	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Sean Hoisington		~~P.O.~~ CA'A ID 83815	762-0184	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Philip Tuma		443 Gun Club Rd Sag G, ID 83860	255 1321	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Howard G. Charlotte Hooper		784 Twin Rivers Rd	683-3346	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Gene Soper		25517 N-HATCh Rd Athol ID 83801	683-2588	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Sharon Hoffman		PO Box 1 Careywood 83809	683-2459	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Dick ADAMS		P.O. 181 Athol	660-8971	☐ Male ☐ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
B. Il White		E 11510 NUNN RD Athol	683-2353	☒ Male ☐ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LeRoy Chambliss		32018 N Roberts Rd P.O. Box 915	683-2042	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Tim Adams		Box 1114 Hayden ID 83835		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Pam Judy		45671 Hwy 95 Careywood	683-2579	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Chris Hansen	PVT -	P.O. Box 595 Bayview	683-2995	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LAYA BLECKWENN		425 BLECKWENN BLVD COCOLALLA 83813	683-5097	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
NOVA BLECKWENN		285 BLECKWENN BLVD Cocolalla 83813	683-3274	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JAY & GLORIA TURKOVSKY		15315 E. BUNCO RD. ATHOL ID 83801	683-5000	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DON KACH		523 Kelso Ward Rd Athol ID 83801	683-3621	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
GARY SIEGFORD		11917 W. HIDDEN VALLEY RD RATHDRUM ID 83858	687-7002	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Diana Jentzen		1708 W. Diamond Bar Rd. Rathdrum, ID 83858	762-9755	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Richard Mocco		PO Box 386 Athol Id 83801	208 689 6014	☒ Male ☐ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
M.L. HARRIS		1354 Little Rock Rd RATHDRUM ID 83835	208 667 3231	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MELODY STORK		114 BAYVIEW RD ATHOL ID 83801	208-597 0832	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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JIM DEVINE		10060 GOERIG WY HAYDEN ID 83835	762-5014	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ken Helm		Lewiston, Id	799-509	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
[illegible]		Cd'A. ID	863-8903	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Tim Etherton		26 Houck Rd Pinehurst Id 83850	208 682-3798	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lance Starr		26948 N. Good Nope Rd Athol Id 83801	683-7983	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Mike Stuart		166 WOODRH Rose Ln Athol Id 83801	6839204	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Steven + Leslie Stockdale		31640 N. Wester Ranch Road Athol 83801	683-2327	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Langroff		P.O. Box of 355 Athol, ID	683-2623	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Valerie Bennett		1340 Kelso Lake Rd Athol ID 83801		☐ Male ☒ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
JOE WHEST	ROAD SUPERVISOR	LAKES HWY DIST	772-7527	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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TODD BARTOLOMEI	McMILLEN	CdA, ID	208 765-4214	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Richard Cole	self	29650 N Hwy 95	683-3582	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jim POKORNY	No. ID Post & Pole	51575 OLD HWY 95 ATH ID 83835	772-3942	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
ZACH FUNKHOUSER		LEWISTON, ID	799-4250	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jayson & Maria Deaton	Selves	455679 Hwy 95 Careywood, ID 83809	683-0749	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DEE JAMESON	JAMESON MORTGAGE COMPANY	1677 E Miles Ave Suite 102 Hayden Lake ID 83835	772 0604	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JON COOKE	SELF	200 S. SPRUCE CT POST FALLS ID 83854	772 8789	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MELVIN BERTSCH JEANNETTE BERTSCH	SELF	P.O. Box 9 ATHOL, ID. 83801	208 683-2543	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JUDY [redacted] Alcuby	self	PO BX 854 ATHOL, Id	683-2970	☐ Male ☒ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Nancy Charles Rutan	Self	2032 S. Meadowbrook CDA 83814	665-9497	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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James & Karen Jensen		PO Box 943 Athol ID 83801	208-683-3557	☐ Male ☐ Female ☑ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Mike & Claudia Coogan		31957 N. Wester Ranch Rd Athol ID 83801	208 683-0701	☑ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Elke Hayes		11543 E. Nunn Rd Athol, ID 83801	683-2808	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Stacy Rohr		9760 Howard Rd Athol ID 83801	640-6143	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kevin Bedell		Box 364 Athol ID 83801	683 3424	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Curt & Lana Carney		E. 4734 Chilco Rd Athol ID 83801	772-4415	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
MARK SODERLING	LAKES H.D.	P.O. BOX 460 HAYDEN LAKE ID 83835	772-7527	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dayanne Ruengen		29995 N 6th Athol Idaho 83801	683-8504	☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Dora Arnold	Alpine Country Store MANAGER	17568 N. Hiway 95 Hayden Lake, Id. 83835	772-4305	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Robert Arnold		3930 E. Ridgecrest Rd Hayden Lake, Id. 83835	772-5036	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Ken & Connie King		25761 N. Old Highway 95 Athol	683-2836	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
E.T. Flores		16897 N WRANGLER RD Rathdrum	687 2173	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
		Dave Waarvik 3585 E Ohio Match Rd. Hayden, ID 83835-7822	762-5859	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Kayla Kruse		11110 E 34th Ave Spokane WA 99206	509-892-1616	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
George Inness		Athol, Id. P.O. Box 431		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Russell Nallet		1806 Granite Loop Rd	660-5850	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Denny Higdon		~~459~~ Silverwood Theme Park	683 3400	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Frank & Tammy Dixon		21988 N. Estates Dr	762-5168	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
		[illegible] RD		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jason Salois		30128 N. Wheatridge Rd Athol, ID 83801	683-0336	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Steve Barnhart	Land Owner	485 Kripple Kreek Athol ID. 83801	208 683 6103	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ginny Heberroth	Land Owner	Box 100 Laguna Beach ca.		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JON GRINDE	Land Owner Edgewood	6254 E. PARKS RD	683-3330	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
	Self	Box 756, Post Falls	7733965	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
	Land Owner	22346 N. Hwy 95 Athol ID.	772-7321	☒ Male ☐ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
	Self	PO Box 13 Ha	683 203	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
	Land owner	Po Box 984	6839148	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
HAROLD MARPLES	OWNER	3762 e HILCO, RD.	762-2326	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MAVIS WARWICK	self	3585 E Ohio Match Rd	208-762-5859	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Corinne L. Felts FRED L. ROUNDY	SELF PARENT	1821 GRANITE LOOP ROAD	208-659-9106	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Bruce Brewer	Self &	Rathdrum ID 83858 14845 W. Pauline Tr.	777-2171	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Richard & Donna Newberry	Selves	11416 E Shadow Ln Athol	683-3589	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
GARY NIEBORSKY	KOOTENAI ELECTRIC	HAYDEN ID	292-3206	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MICHAEL & BECKY BRADEN		24957 N. CORBIN HILL RD ATHOL, ID 83801	651-3339	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☒ Hispanic ☐ White ☐ Other
Ed Kuetemeyer	Self	18819 N. Well Rd Rathdrum 83858	687-5502	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jonie & Virginia McGee		4142 E Timberlane Rd Athol Id 83801	683-2072	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
MARK Van Becket	SELF	30568 N. Stampede Rd. ATHOL ID 83801	683 2704	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Sharon Marples	self	3762 Chilco Rd Athol ID 83835	762 2336	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Wayne + Kathy Wiek	Self	P.O. Box 814 Athol IDAho 83801	651-5791	☒ Male ☐ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DONNA JOHNSON	SELF	P.O Box 99 COCOLALLA ID 83813	263-9033	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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CHIP + DIANE CORSI	Selves	5775 W Ranch Ct Rathdrum, ID 83858	687-3619	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Jerry Hunt	self	P.O. Box 414 Athol Id. 83801	683-5521	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
C Landwell Boise		Chilco	208. 772 4485	☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
James S. Riley	Information Forest Assoc.	3731 N. Ramsey Rd. Ste 110 Coeur d'Alene, ID 83815	208-667-4641	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Jim Fleischaker	Self	P.O. Box 8 Athol ID	208-683-0975	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Pam Thorne	Self	19404 N. Hwy 95	208 772-7601	☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Stan Pope	" "	" "	" "	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
DENNIS O'BARR		1806 E. SEASONS RD	208 683 0983	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Doug Landreth	self	PO Box 219 Bayview 83803	6832963	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Wellington Peggy Gay	Self	PO Box 690 Athol ID 83801	683-2685	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Paul & Marie Bender		29725 N 7th St Athol ID 83801	208 683-9496	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Dale L. Morris		3800 E. Chilco Rd. Athol, Id.	772-5648	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jon Miller		P.O. Box 14 Hayden	6598510	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Margaret Thomson		32596 N Llamia Lane	683-3819	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Larry W Peck		29450 Hwy 95	683-7808	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Wilbert Brown		Hayden 2582 E Homestead Loop		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Eric Christen		2231 Dodd Hayden I	7623742	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Rod Linja		131 SW 5th Ave Meridian ID 83642	(208) 870-4504	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Judith Starr		25748 N. Good Hope Athol, ID. 83801	683-2923	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Mick Blakely		16284 Rimrock Rd Hayden, Id. 83835	208 772-5426	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Serena Carlson	IFA	3731 Ramsey #110 CdA, ID 83814	667-4641	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ray/Barbara Kemper		786 W Ranch Rd.	687280	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bob Bechtel		7590 E Frost Ujen Rd Athol		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
AL KYLE		25249 N. HATCH RD ATHOL ID 83801	683-2663	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Flora Morris		3800 E Ch. Lake R. Athol Id.	7725648	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Lisa Green-Peterson		P.O. Box 3276 Hayden, ID 83835	687-5695	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MARY+ERIC TAYLOR		Box 26 CAREYWOOD, ID 83809	683-2344	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Sherri Bonne		Kootenai Properties Inc		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Tim Warner		27730 Parkridge Rt Athol 83801	660-0939	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kim Bristlin		32251 N. Hunnia Lane Athol ID 83801	683-2020	☐ Male ☒ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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GARY PARKINSON		19874 No. WILLIAMS Rd.	772-2462	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Helen Hilby		Spirit Lk PO Box 1071 Id 83849	691-0113	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Al & Joeann Morgan	Athol SDA Church	P.O. Box 160 Athol, ID 83801	683-3300	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Robert Thompson		P.O. Box 802 Hayden Lake	772-4477	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Carl + Wendy Costello		**Carl A. Costello** **Wendy L. Costello** P.O. Box 332 Bayview, Id. 83803	683-9200	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Dale Intolubbe	Self	17926 N. Wrangle Rd. Rath.	687-0498	☒ Male ☐ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ed CARD	SELF		265-5311	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
JOHN SANDERLIN	Self	32287 N. Roberts Rd Athol ID 83801	683-4310	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ron + Cody Clark		7077 Greyridge Rd Athol Id 83801	683-6040	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Bob Rikel		30055 Davis Ln Athol Id 83801	6832049	☒ Male ☐ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Lori Green		PO Box 236 Hayden ID 83835	687-3212	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Adelaide Taylor		P.O. Box 26 Careywood	683-0505	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Lee Taylor		〃	〃	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Elizabeth Kohl		P. O. Box 840 Athol, ID 83801		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Carol Warner		PO Box 858 Athol 83801	660-0986	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lori Stensland		105 Kings Spur Athol Idaho 83801	683-0493	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Elaine Davis		HDR		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Chris Boyd		McMillen Eng		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Mark Walker		53151 N old Hwy 95 Rathdrum Id	772-2268	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ? ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Timothy Stephens		280 Moran Meadow Careywood	683-0553	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Chris Story	Adjacent homeowner	491 Overlake View	208-263-0569	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jack & Betty Gage	Property owner	1211 Talache Rd.	208 263-6270	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Mrs. Bob Switzer		200 Snyder Rd.	—	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kevin C Moore	owner	456715 Hwy 95	819 5737775	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Sherilyn Myers	owner	933 Gun Club Rd	208 263-4843	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ryan McGinty	Property owner	460 Libby Ln. Cocolalla, ID	208 255-1546	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lynn Florea	Property Owner	216 Pipsissewa Pl.	208 263-8293	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Bruce R Thompson	Bible Camp Cocolalla	209 Loop Rd	208 263-3912	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Don & Karen Barr	owner	502 Vertical Dr. Cocolalla 83813	2552684	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jeff Duthie	Property owner	337 W. Garfield Bay Rd.	265-0975	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Todd Crossett	Commissioner/ Property owner	PO Box 422 Cocolalla, ID 83813	(208) 265-7812	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Steve Weathers	City of Spo.	Spo WA. 99223	509-534-5483	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Beth Weber	property owner	166 Cocovista Dr Cocolalla	2082631151	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Mark McCormick	"	"	208-2557261	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Don & Pat Farley	property owner	PO Box 545 SAGLE	263-4048	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Don Eick	Property owner	11 SOUTHSIDE RD COCOLALLA, IDAHO	263-4221	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Russell & Bertha Mead	Property owner	276 Sportsman Access Rd.	263-4475	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Edward J Zuger	Property Owner	217 Cedar #259 Sandpoint Id. 83864	265-1635	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Herman & Dorothy Hebert	property owner	56 Lindemuth Rd Sagle, Id. 83860	263-7251	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jimmy & Elizabeth Ellison	property owner	261 Jerrys Way Sagle ID 83860	265-5612	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

Sign-in sheets are part of the public record for this project.

M = 11
F = 4

W = 8

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473
Jan. 23, 2007 Athol Elementary School
Jan. 24. 2007 – Sagle Elementary School

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Denny and Kathy Hall	property owner	Cocolalla, ID 83813 188 Vertical Dr	208-263-4884	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Mary Murdock Joe Murdock	" "	269 Twin Rivers Rd Athol	683-1818	☒ Male ☒ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Scott Wood		Sandpoint		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Rod Caswell		Sandpoint	2907226	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
CASEY KRIVOR	VALENCIA	SANDPOINT	290-6576	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Heather Danick	property owner Business Manager	Sagle Id 83860	610-2078	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bobbi Quenzer	Business Manager	Ponderay	597-6637	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LYNN M. PRATT	PROPERTY OWNER	HCR, 62, BOX 76 MOYIE SPRINGS, ID.	(208) 267-8812	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Richard P. Beers	PROPERTY OWNER	189 BEERS ROAD SAGLE IDAHO	263-9337	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
DAVID MCNEILS	"	P.O. Box 489 SAGLE, ID 83860		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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M=7 F=4 D=1 W=8

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
ESTHER GILCHRIST	ADJACENT PROPERTY	451 O JELAKE (HWY 95) COCOLALLA, ID 83813	263-0579	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jeanne Duffner	Myself	462 Old Homestead Rd. Careywood, ID 83809	683-3305	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MARK DUFFNER	"	" ——— "	" ——— "	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
TERRY DEAL	SELF	111 HAWKINS SAGLE		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Doris Mate	Owner Property	P.O. Box 533 Sagle, ID 83860	263-5294	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tom Hackamack	Myself	PO Box 1333 Sagle Id 83860	263 0552	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
ROB GOODWIN	SAGLE FIRE DISTRICT	2689 GUN CLUB RD. SAGLE ID 83860	263-9541	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
GARY GILL	SELF	460205 Hwy 95 PO Box 75 Coco Lalla	263 6831	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
BILL WATT	OWNER ENGINEER	SAGLE ID.	2638474	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ron Butts	Property Owner	Athol Id	683-2679	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Donna Trone	Jack Trone Self	P.O. Box 109 Sagle, ID	263-7026	☐ Male ☒ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Gary James		461497 Hwy 95 Cocolalla/ID	2555276	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
STEVE WEEDEL	PROPERTY OWNER SELF	11716 OLD TOWN BAKERSFIELD, CA. 93312 → 294 KELLERS COVE, SAGLE	661-589-2284	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Brian Potter	Property owner self	93 Krystle Loop Sagle ID	255-7278	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Victor Ford	Prop. owner	P.O. Box 359 Careywood ID 83809	683-1976	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☒ Hispanic ☐ White ☐ Other
Twilla Thompson	Prop owner	PO Box 359 Careywood ID 83809	683-1976	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Denise Glines	Prop Owner	Box 160 Cocolalla	683-2119	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ron Glines	"	"	683-2119	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ellen Maddux		471600 Hwy 95	265-8527	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Earl + Daphne Stiehl	Prop owner	154 Westmond Rd Sagle	263-3293	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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M = 5
F = 5

Amer Ind = 1
M = 11

Disap = 1

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

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GARY R. STEFFEN		SAGLE 83860 109 SHERWOOD SRD	263-2238	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
John J O'Brien		55 Cocolalla Loop Rd		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Wilbart Luana Hiebert		580 Vandersloot Ln Cocolalla	683 4410	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LEE GREEN		215 Whitetail Meadows Sand Point ID 83864	265-8937	☒ Male ☐ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
LINDA MITCHELL		780 S. CANAL CDA ID 83814	765-2177	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Allen Myers	owner	57 Schell Rd. Sagle Id. 83860	263-0677	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Shane Quigley		330 South Hwy 95 Cocolalla, Id	263-7280	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ellen L Quigley	owner	330 So. Hwy 95 Cocolalla Id. 83813	263-7280	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Nancy Taylor	Owner	461469 Hwy. 95 Cocolalla	263-1100	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Mrs Leo Taylor Jr	Mrs owner	7805 Wolf Point Sagle	263-2090	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
EDWIN TRAYLOR	SELF	39 JERRYS WAY	7612603	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Glen E. Eck	SELF	The View Cafe	263-7476	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Roxanne Damstrom	Self	129 Norman Way	255 2915	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Richard Neer Edna Neer	self	202 Springfield Way	255-8582	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lorna McNearney	Self	P.O. Box 1367 468226 Hwy 95	263-5900	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Randy Stoll	self/family	5504(A+B) Lakeshore Dr. Sagle ID 83860	263-5257	☒ Male ☐ Female ☐ Disabled Mother	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Louis Dahlberg	Self	12500 ORCHARD RD COCOLALLA ID 83813	255 2567	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
FERN WATT	SELF	POB 249 SAGLE 83860	263-847Y	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Howard Fleer		94 Lilac Ln SAGLE, ID	265-7252	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Duane Carlson	Self	209 Heath Lake Rd PO Box 946 Sagle	263-9700	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Jodi Berge	Exit Realty	107 N. 1st Sdpt.	290.1175	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Thomas & Marie Goozen		148 Overland Rd	263-4953	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Cheryl Kenny		PO Box 390 467466 Hwy 95S	263-4002	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jim Kenny		//	263 4002	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Theda L. Erickson		211 – Heath Lake Rd	265-2355	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Duncan H. Bean	SELF	4705 N. Best Rd, Spokane Valley, WA	(509) 891-2730	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Deborah Crossett	self	PO Box 422 Cocolalla 83813	265-7812	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Lance Lane	Self	875 Huckleberry Mtn Rd Cocolalla ID 83813	263-0488	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Gary Ventress		P.O. Box 771 Spirit Lake ID 83869	208 623 3/4P	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☒ Other
Susan Whitehead	self	1 Sandy Drive 83813 Cocolalla ID		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Susan Drumheller	Idaho Conservation League	P.O. Box 2308 Sandpoint ID 83864	265-9565	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Shambra Palmer	Prop. owner	85 Walker Way Sagle	265-1537	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kathy Trosin + Butch	Prop owner	PO Box 327 Hope, ID	264-9190	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ben & Elizabeth Reese	Property owner	565 Westmond Rd Sagle Id	263-7806	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
CHUCK & DIANE SAMSON	PROPERTY OWNERS	PO Box 1066 SAGLE, ID 83860	(208)-790-0191	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bill Ament	"	PO Box 124 Sagle Id 83860	263-7245	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Monica + Pat Gunter	Property Owners	334 Monarch Rd Sagle	263-7383 946-3257	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
TOM TRULOCK	PROP OWNER	131 UPPER CLEARY SAGLE	265-2752	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Annie Poelstra				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Mr & Mrs Billy Loveless	Property owner	974 Westmond Rd.	208 263-5008	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Mark & Tammy Palaniuk		4546 Blacktail Rd Garwood ID 83809	683-3236	☐ ~~Male~~ ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Carl Moy		Sagle		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jan Sue	PTOP	Coeur d'Alene ID	255-6780	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Karen Bradetich		Sagle	263-3363	☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Rick Bradetich		Sagle	263-3363	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Rita Ybo		Sagle		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Dennis Hay		Sagle	263-9568	☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Arlene Sturgeon		Sagle		☐ Male ☑ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
Bill Sturgeon		Sagle		☑ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☑ White ☐ Other
John Taelstra		Coeur d'Alene	263-4181	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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Manuela Eiring	Landowner	P.O. Box 241 Cocolalla ID 83813	208 2557142	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Dennis McIntire	Landowner	468354 Hiway 95 S	208-660-4193	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
FRANCIS & BARBARA REDING	LAND OWNER	3630 BLACKTAIL RD COCOLALLA ID 83813	263 8180	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bill Bailey	LANDOWNER	1368 Lignite Rd Sagle 83860	263 9610	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jim Cooper	Landowner	~~P.O.~~ P.O. Box 272 Cocolalla ID 83813	255 1062	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Brian Pixler	Landowner	426 over lake view Cocolalla ID 83813	290-6145 265-6107	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
SHEENA SMITH + JEREMY	Landowner	402 Keepa Way Sagle 83860	946-4600	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☒ Other
Herman B. Collins	"	P.O Box 215 Cocolalla	263-7287	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ronald Chaney	landowner	431 Lakeview Blvd Sdpt	263 2940	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bonnie Anderson	Cocolalla Lake Assoc. Landowner	261 So Sequoia Post Falls/83854	773 5783	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473
Jan. 23, 2007 Athol Elementary School
Jan. 24. 2007 – Sagle Elementary School

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Doug Bopp	SELF	48 LAKEWOOD SAGLE 83860	263-2524	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lane Bruce Greenan		21 Blue Grouse Sagle	265 256	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lynn Franck	self	515 W. Garfield Bay Rd Sagle, 83860	263-8513	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
MATT LINSCOTT	Self	429 W. Fry Cr. Rd Sagle	290-5381	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Dorothy Eich	Self	Sagle	263-4564		
JOSEPH W. LEWIS	SELF	512 ROOP RD COCOLALLA 83813	208 265-4263	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JEFF BALES	SELF	185 CAROL'S LANE SAGLE, ID 83860	265-0434	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Lexie Defremery		7837 Lakeshore Dr. Sagle ID 83860	265-9421	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
John Moore	Prop owner	93 Norman Way	265 2025	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Maegan McLaughlin	Manager Bottle Bay Resort + Marina	115 Resort Rd	263-5916	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jay Dennis	Self	502 Overlake Uw RD Cocolalla, Id.	263-1122	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473
Jan. 23, 2007 Athol Elementary School
Jan. 24. 2007 – Sagle Elementary School

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Jeff & Michele Keck		99 Blue Grouse Rd. Sagle, ID 83860	255-4197	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Ken Homik		185 Schell Rd Sagle 83860	610 5958	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Grace M. Aman	RO	226 Cocolalla, Id 83813	208 265-5533	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Dick Creed		5874 Lakeshore Dr. Sagle ID 83860	265 4739	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
BOB CARLSON	N. Id. Bldrs	80 westview PL SAGLE.	263-1149	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
John & Joan Babinski		221 FS Rd 315 Careywood ID 83809	683-3520	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Diane Bales		185 Carol's Lane Sagle, ID 83860	265-0434	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Doreen Moore	Prop' Owner	SAGLE 93 NORMAN WAY	255-2085	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Rose & David Kalb	"	35 E Dufort Rd Sagle 83860	255-4046	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Les McIntyre		468354 Hwy 95 SAGLE	265-2464	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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Sign-in sheets are part of the public record for this project.

M=6
F=6

W=7

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473
Jan. 23, 2007 Athol Elementary School
Jan. 24. 2007 – Sagle Elementary School

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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Bud Fourtner		Sagle	?	☒ Male ☐ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Barb Weatherly	Cocolalla Lk. Assoc.	Spokane	(509) 466-7299	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Myra Converse		Sagle		☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Frank Leonetti	property owner	2SG TIMBERLINE N	2033790	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Diane Dennis		Cocolalla	263-1122	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Charles Hall		468800 Hwy 95S - Space 51	265 8254	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Tony DeWitt	PROP. OWNER	80 RODEO Rd. ATHOL	683-4303	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Sherry & John VanEssen	Prop-owners	1498 Beers Humbird RD SAGLE, ID	263-4635	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Sonja Browning	Prop. Owner	299 Jerry's Way Sagle	265-9338	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Chuck McCalla	Prop. owner	235 Sunrise Circle, Sagle		☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Rose Chaney	Property Owner	Sandpoint	208-263-2940	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Glen Weatherly	Property Owner	Spokane	509 466-7294	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
FRED Vincent	Self Lake Cocolalla Ass	PO Box 184 Cocolalla, ID 83813	208 255 2570	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
RICHARD O. WILLIAMS	Prop. Owner	403 Overlook Ave Cocolalla	265-9798	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
STEVE STRIETER	SELF	259 Rearick Rd Sagle	265-0729	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Mark Linscott	prop. owner myself	PO Box 943 Sandpoint, ID.	263-9664	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Paul Pickett	land owner self+wife	457162 Hwy 95 Cocolalla	683-9377	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jennifer Costich-Thompson	landowner	PO Box 508 Sagle ID	255-2056	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Mary L. Toland	landowner, cty resident	6667 Meadowview Rd. Sagle 83860	265-2674	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Bruce E. Vogdunga	NONE	Sagle	265-5091	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
Norm Anderson		261 So Sequoia Ct Post Falls, ID 83854	773-5783	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Chuck Gladish		47 TOMAHAWK TR COCOLALLA, ID	263-6515	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
SONIA GLADISH		"	"	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Terry McLeod		604 Gun Club Sagle	265-3596	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Linda & Mike Heaton	property owner	596 Overlake View Rd Cocolalla	255-2700	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Kathie Wurth		80 Rodeo Rd	683-4303	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Marvelee Higgins	Property owner	~~134 McConnell Rd~~ 1148 Heath Lake Rd Sagle ID	263-6516	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Cecil McConnell	Property owner	P.O. Box 513 Sagle, ID 83860	263-0436	☒ Male ☐ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Clyde Callen	PROP OWNER EMP.- Sch DIST	35 CALLEN-CRABB Rd SAGLE	263-0955	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kathy Ivy	Property owner	221 Schell Rd Sagle, ID 83860	"	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

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IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
R. Scott Red	owner	1451 Wegmann Rd	263-5361	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Valerie Erickson	Pacific Northwest Fuel	PO Box 189 Sagle Id 83860	208 263-7511	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kleeni Peart	Self	PO Box 255 Sandpoint ID 83852	263-5452	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Nancy Peart	Self	"	"	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Doug Toland		667 Meadowview Rd Sagle, ID 83860	265 2674	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
George Higgins	Self	139 McConnell Rd (P.O. Box 726)	263-6516	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☒ Other
Frank Wakeley	Sagle Circle Inc	478 Hart Lane Sagle, ID	263-6076	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Brian Noctor	Self	177 Robin Dr. Sagle, ID	265-9606	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Richard & Wife THE NEWSOMS	SELF	217 Carter Dr Sagle		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Tammy McCormack	North Idaho Bikeways	PO Box 1 Sandpoint, Id	263-8981	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

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M=9 F=2 W=4 O=1

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
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Jan. 23, 2007 Athol Elementary School
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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
DAVE IVY	Property owner	221 Shell Rd. SAGLE ID. 83860	263-0241	☒ Male ☐ Female ☐ Disabled	☒ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Jona Bacon	Property Owner	949 Talache Sagle, ID 83860	610-9423	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Victoria Arnel ERIC ELDENBURG	PROJECT ENGINEER SAGLE VALLEY WES DISTRICT	326 ELDENBURG RD PRIEST RIVER, ID 8356	290-7334	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
JERRALYN MIRE	Property owner	1948 Lignite Rd Sagle ID	263-0612	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Chris Bunty	Owner	243 Over lake view Cocolalla		☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ray Peck	prop. owner	136 Beers-Humbird Rd Sagle, ID 83860	265-6773	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Patricia McConnell	property owner	PO Box 1103 Sagle ID 83860	263-9544	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Joy L. Howard-Snow William B. Snow	Property Owner	3667 Bottle Bay Rd Sagle, ID 83860	263-3552	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
				☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other

Sign-in sheets are part of the public record for this project. M=4 F=5 Amer Ind. = 1 W = 6

Sagle

IDAHO TRANSPORTATION DEPARTMENT SIGN-IN SHEET

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473
Jan. 23, 2007 Athol Elementary School
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Name (Please print or write clearly)	Title/Representing	Address (City, State, and ZIP)	Phone	Please check the appropriate boxes	
David Wallace		1963 Cocolalla Loop Cocolalla ID. 83813	263-2324	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
ARNE J KANTOLA	PROPERTY OWNER	P.O. BOX 36 COCOLALLA, ID, 83813	265-2048	☒ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Glenn Davis	owner	84 Kelly Rd Cocolalla	255790	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
DEB WIEBER		200 Sagle Rd	unlisted	☐ Male ☐ Female ☒ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Lawrence Farris	Property	235 Hungary Bay Rd Sagle	208 263-5353	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Jewel Farris	"	"	"	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Todd Newton	Propert	7095 Battle Bay Sagle 83860	255-9790	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Ron & Elizabeth Cox	Property owners	99 Sherwoods Rd Sagle	265-4717	☒ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☐ White ☐ Other
Kurt & Paula McGinty	Property owner	PO Box 97 Cocolalla ID	255-1546	☐ Male ☐ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other
Kathleen Taylor	Property owner	PO Box 26 Careywood, ID 83809	263-2977	☐ Male ☒ Female ☐ Disabled	☐ American Indian/Alaskan Native ☐ Asian/Pacific Islander ☐ Black ☐ Hispanic ☒ White ☐ Other

Sign-in sheets are part of the public record for this project. M=1 F=2 D=1 W=6

TRANSCRIPTION OF PUBLIC HEARING:		US95 GARWOOD TO SAGLE
Project No.:	NH-5110(141)	January 23, 2007
Key No.:	8473	Athol Elementary School, Kootenai County, Athol, Idaho

Project Number NH-5110(141). Key Number 8473. US95 Garwood to Sagle, Athol, Idaho. January 23, 2007. Athol Elementary School, Kootenai County, Athol, Idaho.

Nancy Becker – My name is Nancy Becker, I am the Hearing Officer for the Idaho Transportation Department. The following is oral testimony received from the public on the US 95 Garwood to Sagle Project. Project Number NH-5110(141), Key Number 8473. Testimony was received on January 23, 2007 at the Athol Elementary School, Kootenai County, Athol, Idaho.

Steve Barnhart – Hi, my name is Steve Barnhart, and I'm concerned about a piece of property that is in the Careywood Area, the Alternative, and the Preferred Route. The Preferred Route is the Brown route, which goes from my neighbors, the Howard's, on the south of me, through the middle of my property, and then goes to Shaw's property on the north and goes kitty-corner across their field. This is the Brown Preferred Route; however, I am curious to know – I have some concerns over this, and that is, when you start pulling that frontage road away from the freeway, the railroad tracks, and also pulls it away from the creek, and there's quite a bit of wildlife that come off that mountain, down over into the fields, which would be right across this new frontage road. Also on my property where it starts, there is a ridge of land that's right next to the railroad tracks, so if the frontage road was to go to – would be the east of – across my property instead of north across my property, east – would come over right by the railroad tracks on top of that ridge, it is my understanding that railroad is willing to use up some of their easement land, so, as to get rid of some of the easements across their railroad, and so this seems like it would be a really good alternative to put the frontage road, the railroad, the freeway, and the other frontage road right close together, and that way you wouldn't have animals coming down the hill getting hit on the frontage road. As well as, it would be less expensive because you wouldn't be buying extra property, and then if that – if you was to follow that ridge, it would have to cross the creek right there at the pond, and then go up on that ridge, and then that ridge would keep it also on the railroad easement all the way down through instead of going kitty-corner through Shaw's property. So it makes sense to me to save money, also to protect us homeowners with our livelihood that we DO have, some of the pasture I use. It would also benefit the wildlife to go ahead and cross at the pond and go up on to that railroad ridge and across. We'd have less hazards, we'd have less death and fatalities, and it's like – curiosity to know why that could not be done to benefit all of that's involved.

An addendum to that – this is Steve Barnhart still – is that there is a wildlife notices even on the highway there that it is a wildlife area, and that that is a deer crossing, and there is elk, deer, bear, moose, quite a bit of wildlife in that area, and its been a huge target zone. It's been hit by – and you guys are well aware of that as well – and so it seems like if we could keep those roads closer together, it would prevent a lot of fatalities, even human casualties. Thank you.

Dan Holmes – My name's Dan Holmes, I have a business here in Athol, a couple, actually. I live in the city of Athol as well. I used to be on the city of council for the city of Athol as well as was on the planning for the highway department. Anyways, I've looked at all the different proposals and they – pretty much all the same that we've had for a long time, but the Brown proposal, which I think the highway department is clinging to, I think is the best proposal. There is some things that I would like to address on that. The Parks Road off ramp; I think its essential for the area, for future growth, not only for the housing development, but for the city of Athol and a business district, that it would open up, as well as the businesses that are presently here – Citgo gas station and the coffee stand that's on the corner of Highway 95 and Vera. If we don't get a business loop through the city of Athol, I think a lot of the businesses that are in the city of Athol are going to feel the – oh, not too many people want to get off in a small town with just one exit. But if they see 'Athol Business Loop exit,' you know, one mile, they're more apt to get off. But if we don't have a business loop through there, we're not going to see a business district develop, we're not going to see Citgo gas station stay open, we're going to see a slow death to our city instead of a slow growth to our city. That's why I think the Parks Road exit is vital to the growth, not only for the city and the businesses, but not separating the east from the west by giving more access points from the west side of the freeway to the east side of the freeway.

Also, the off ramp at Silverwood, you've got it down at Bunco Road; I've lived in north Idaho for twenty-five, twenty-six years now, and in Athol for fourteen, fifteen years, but I've seen the traffic from Silverwood backed up all the way to Garwood, and so I looked at those small off ramps that you have, and I think they're just going to back traffic up all the way up onto the freeway and still cause the same kind of danger that we have on the highway now, but in a different way; more rear-end accidents. Whereas you have the present day Highway 95 that you're cul-de-sacing off where you could dump the traffic onto that road there up – it would be south of where Bunco Road, up more towards the entrance to the Rickel Ranch area, where you could pull down into the Ranch there. And then use the old 95 as a – for all the traffic to get off the freeway, and it's about a mile – I'd say about a mile of paved road that the Silverwood tourist traffic could sit on without backing up the freeway. Other than that I think the Brown proposal is the best one that I've seen, and with the Parks Road off ramp, it would be great by this area.

Robert Arnold – Okay, my name's Robert Arnold, I live up on Rimrock at Chilco, and my question is – well, I guess it's not a question, its – what would you call it – were they – the Blue Alternative, they have an off ramp past the Highway 53 intersection. My question is, why don't they put the – I guess it'd be interchange – right at the existing light, like the Yellow Alternative has – and then where their frontage road comes off of Government Way to 53, it stops. There's no frontage road in the Blue Alternative from Highway 53 clear over to Garwood. And my question is, why can't they go off of the end of Government Way, run their frontage road over to Hudlow, which connects to the frontage road going north on the east side of 95 all the way to Athol. Another one is the Ohio Match. In the Yellow Alternative, they have it just before the Chilco Mill. Well, if they backed it up to the Ohio Match, like the Blue Alternative shows, that way they have access to Forest Service property, which, that's what Ohio Match is. There's a lot of people worried – they don't want the logging trucks going by their property. Well, if they move it up to Chilco, they still haul logs out of the national forest down Ohio Match. This property here – it guess it would be between 440 and 441 – there's a Post 'n Pole, there's a Fulton & Lighty, there's four or five businesses, plus down here there's ConMat its all trucks, clear up here to the Chilco Mill. So, the Ohio Match interchange to me makes more sense because it has Forest Service access;

snowmobilers, four-wheelers all summer long, plus the logging, and its existing roads. Doing an interchange at Ohio Match and Highway 53 with that access road off of Government Way up to Hudlow, they're buying out less property. It's saving a bundle of money. If they put it out here by Chilco, they've got to buy all these properties east and west of the – of 95. Plus build the roads. At Ohio Match, the roads are already there. They've just got to buy – you know, there would be – like off the front of the properties here – the road's already there, the frontage road on the west side is already there, it's the old highway. But getting back to this one, on the Blue Alternative, the frontage road comes up Government Way and stops at 53. Well, its only – it can't be a mile, mile and a half – to go off at the end of that, to connect into Hudlow, like I said before, than the frontage road would run all the way – you'd have east and west side of the freeway, through to Athol.

Michael Stuart – My name's Michael Stewart and I just wanted you – to talk to you about concerns about the Athol Baptist Church. We have a concern there about a noise level, with the freeway being really close to the building. And also concern about the activity of the children in the area of the church membership, and how – we just want to make sure it'd be safe for them, to be out in the yard there and be able to play.

Also, I own property out in Careywood, and I'd like to tell you I really like the Brown deal there, but one thing that we've brought up was that – are they going to have – possibly having some park and ride – parking areas for people that, in the area that have to park their cars on the side of the road there and get to work. They catch rides there quite a bit and there's quite a few people doing that, so I'd like to look at that possibility.

Duane Brison – My name is Duane Brison. I live at 2036 Homestead Loop, Hayden, Idaho, 83835. And, I'd like to make some comments about the Brown alternative for the Chilco section of US 95. I'm concerned about the proposal for the Brown alternative for this section of the highway because it will definitely impact a private road that is – that my house is on. I'm concerned that part of the road will have to be taken for public use, and it will definitely impact the ability of our road association to generate some – the funding needed to continue to maintain the road in its present condition.

I also have some concerns with the number of overpasses that are proposed that I see in the overall project, but particularly in reference to the Chilco section. The Brown proposal has two interchanges and an overpass in the three mile section, that puts an overpass at the junction of Highway 54, an overpass one mile north at Garwood Road, it would put an overpass – just an overpass without access to the highway at Ohio Match, and then another overpass with access to the highway at Chilco. I'm concerned about the amount of money that's being spent on the number of interchanges serving such a small area. You have in four miles four expensive interchanges and overpasses that don't truly, in my opinion, serve the purpose of the access for the local population. One or two of those interchanges would be sufficient in my opinion to handle the traffic flow and expected growth. Moving – you know, driving one mile north, one mile south to access the highway I don't feel is a big imposition for the local residents versus the amount of expense being proposed for those interchanges. I think it's an inefficient use of taxpayer money. And so I am much more in favor of what is proposed and known as the Yellow Option or the Yellow proposal for the section for the US 95 at Chilco. And that at least has one less overpass interchange and the tax savings I think would be better spent in other areas of the project or in other areas for the state, and that's basically what I want to make sure that the Idaho Transportation

Department knows is that I want my tax dollars spent appropriately and on things that are truly of value for the citizens in the area of Garwood and Chilco.

Nancy Becker – This is Nancy Becker, Hearing Officer. This concludes all of the oral testimony received on the US 95 Garwood to Sagle project that was given at the Athol elementary school in Kootenai County, Athol, Idaho on January 23rd, 2007.

NO BREAK IN TAPE – NEW SECTION

Nancy Becker – This is Nancy Becker, Hearing Officer. I am the Hearing Officer for the Idaho Transportation Department, and the following is oral testimony. This is a continuation of testimony on the US 95 Garwood to Sagle Project. The Project Number is NH-5110(141), Key Number is 8473. This testimony was received on January 24, 2007 at the Sagle Elementary School, Bonner County, Sagle, Idaho.

Steve Wedel – Steve Wedel, and this is my statement. Actually, I'm going to read this, this is the statement of myself and my wife, Janine Wedel. Ladies and gentlemen: We wish to go on record as being in favor of the Yellow Alternative in the Westmond Area. We purchased the home and land located at 294 Keller's Cove in December of 2005, a few years ahead of retirement with the intention of residing there upon retirement. My wife, children and I visited Sandpoint in August of 2005 for a vacation and began to look for retirement property. We returned in November of 2005 with the intention of hopefully making an offer. We found this property, made the offer, and the deal closed on December 26, 2005. We would NOT be submitting this statement if the true facts of the highway alternatives had been disclosed to me. We would not have purchased the property with the uncertainty of possible highway relocation. Neither our agent nor the seller's agent ever disclosed or mentioned anything about alternative routes. We were assured by both agents that the only improvement would be a widening of the current route and were shown a plat map and map of the current US 95 as it passes through Westmond. After the deal had closed in December of 2005, we visited the property during February of 2006 without anyone mentioning anything about alternate routes. We returned in April for a week and to our SHOCK were only then informed by our neighbor while we were unloading furniture about the possible Blue and Brown alternate routes. We immediately contacted Susan Kiebert – I hope I said that name correctly – and began a process of education and investigation about this project. I will comment at the end of this statement more specifically about how the Blue and Brown routes would severely negatively affect out immediate family. I have read the approximate 642 pages of the draft environmental impact report and first will make several comments in relation to this report and information presented within the document.

POINT A – Yellow alternative meets the project's goals. As stated on page 8 of the summary of the DEIS, 'all action alternatives – this is in quotes – would address the purpose and need of the project.' On page 22 of chapter 2 of the DEIS, when referring to the Yellow Alternative, it states, quote: "These alternatives would meet the purpose and need of the project, because they would improve safety and increase capacity, resulting in an LOS acceptable by IDT and AASHTO standards, and they would preserve IDT's previous investments. Widening US 95 along its existing alignment would minimize the acquisition of new right-of-way. Existing land use and local transportation plans include the highway in its current alignment," end of quote. On pages 7 and 8 in chapter 4 of the DEIS it states that the Westmond Blue Alternative would be safer than either the

Westmond Yellow or Brown Alternatives due to the width of the proposed median. The Westmond Blue alterative proposes a fifty (50) foot median without a barrier. The studies using statistical models to substantiate such comparative safety statements are hypothetical and attempt to predict future accidents that have not yet happened. In using this logic, why not construct even wider medians? Currently, US 95 has no concrete barrier or significant median as it passes through the Westmond area. The Westmond Yellow Alternative proposes to separate opposing traffic with a twenty-two foot (22') median and a concrete barrier. This greatly improves safety, especially with the two (2) - additional two (2) lanes to accommodate increased traffic flow. It is also stated on page 8 that emergency vehicles would have less convenient access using the Westmond Yellow Alternative, but that, quote, "the response times would not change substantially," end of quote. Thus, emergency service performance and safety for the area's residents is maintained. Furthermore, the change in convenience of access for local residents affected by the Westmond Yellow alternative is inconsequential when compared to all of the other potential adverse effects. In addition, on page 26 of chapter 4, it states, quote, "All action alternatives would create a permanent, inaccessible barrier to motorists and pedestrians except at the interchanges," end of quote. The point is that the people of northern Idaho need a highway system along the proposed route that will enhance their safety and meet the traffic flow growth in future years. The Westmond Yellow alternative simply accomplishes this goal and would equally increase safety and meet the future transportation needs for travelers in Northern Idaho.

POINT B – Yellow Alterative is Less Expensive. The Yellow Alternative in the Westmond area would be less expensive to construct than either the Blue or Brown Alternatives. The DEIS indicates that the purchase of right-of-way costs is more expensive for the Yellow Alternative than either the Blue or Brown Alternatives in the Westmond area. It would be important for the reader to have access to the specifics of Table 5, Westmond Area Alternatives, listed on page 21 of the DEIS summary. The construction of an entirely new section of highway in the Westmond area more than offsets the right-of-way differential in costs when compared to the cost to widen and modify the current route. One reason that the Westmond Yellow Alternative would be less expensive is because the state of Idaho owns a strip two hundred feet (200') wide along the current route, and is not using most of that space presently as the highway passes through Westmond. This fact was stated to me by Don Davis, title P.E., Project Management for the Idaho Transportation Department. Table 4-7 on page 58 of chapter 4 of the DEIS substantiates that the total estimated construction costs, including right-of-way, are three point five (3.5) million greater for the Westmond Blue Alternative, and five point four million dollars ($5.4 million) greater for the Westmond Brown Alternative when compared to the total estimated costs for the Westmond Yellow Alternative. The route designed by the engineers for the Westmond Blue and Brown Alternatives passes through much unimproved private land, and this would be expected as a strategy to minimize right-of-way costs. However, the social costs to the property owners that would now be very CLOSE to the four (4) lane highway, such as my wife and me and our neighbors, has not been calculated financially, nor added into the construction costs of these realignment proposals. If the property owners that would be significantly adversely affected by the Westmond Blue and Brown Alternatives were compensated for these costs, as they should be, the final cost differential for these two (2) alternatives would even be greater.

C. – Wetlands. The Westmond Yellow Alternative minimizes the impact on wetlands as stated on page 15 of the DEIS summary. Table 4-24 on page 80 of chapter 4 of the DEIS

substantiates this fact, as does information on pages 82 and 83 of this chapter. This is specifically the Westmond area wetland view as defined and illustrated on pages 75 and 76 in chapter 3 of the DEIS. Not only does this Alternative help better protect the environment, it also reduces the costs for mitigation expenses, which will be greater for both the Westmond Blue and Brown Alternatives. Pages 80 and 81 also describe the negative effects to wetlands as a result of this project.

D. – Preservation of Forest. The Westmond Yellow Alternative, as stated on page 17 of the DEIS, minimizes the destruction for forested acres, thus helping to preserve current visual aesthetics. Table 4-29 on page 90 of chapter 4 documents this fact. On page 115 of chapter 4 of the DEIS, it is stated, 'The Westmond Yellow Alternative would have fewer substantial adverse visual effects than the other Alternative due to the interchange location using the existing highway. On page 100 of chapter 3 in the DEIS, it is stated, 'The acronym N-E-P-A, NEPA, requires that we consider adverse effects related to aesthetics and visual quality, and give them due weight in the decision making process,' end of quote.

E. – Wildlife. Because the Westmond Yellow Alternative reduces the destruction of forest land, it helps to maintain the environment for many species of wildlife and minimizes the destruction of their indigenous environment. Currently many deer and other wildlife pass through my property to the adjoining forested areas daily. All of these areas traveled by wildlife to the west of my property would be destroyed, and this same effect will occur in other areas where deforestation occurs. This is noted in the section on wildlife of page 18 of the DEIS summary.

F. – Noise. The Westmond Yellow Alternative will increase noise pollution for those residences and businesses along the current route. However, these individuals chose to purchase their property along the route in the first place, unless they inherited it. Most of the residences in the Westmond area are to the east of the highway. Currently, forested acres help buffer some of the highway noise. Constructing the Blue or Brown Alternatives would equally impact the current property owners along the east side of the original route by moving the highway from in front of them to behind them. The increase in noise pollution for them would not significantly change. However, the Blue and Brown Alternatives will reduce forested buffering, particularly for those closest to these alternate routes, as well as to all property owners in relative close proximity east of the highway. Thus, these two (2) Alternatives would produce noise pollution that affected many more people than the Yellow Alternative. Figure 3.8 on page 50 of chapter 3 indicates the existing noise for 255 Kellers Cove as measured on October 17, 2003 to be 55 dBA. On page 49 of chapter 3, table 3-16 defines this noise level as moderate, which ranges from between 50 and 60 dBA. It is also stated on page 49 that this location is one of several measurement sites that were not included in the constructed model calibration, quote, 'because they represent locations where traffic noise is not currently the dominant noise source, or locations where it was not practical to perform concurrent traffic counts,' end of quote. My property located at 294 Kellers Cove is closer to the current US 95 and much closer to the proposed Westmond Blue and Brown Alternative. In fact, it is the closest residence to the Westmond Blue and Brown Proposed Alternatives. And just interjecting here, it wasn't in my written statement, that's from looking at maps. I'm making that assumption from looking at maps. Although the property is relatively close to the current US 95 highway, it is a very peaceful and aesthetically pleasing environment. Road noise is the dominant noise source and the reason the property at 255 Kellers Cove

was not included in the model calibration is because it was not practical to perform traffic counts due to the forest area that protects residences in this area from the highway. These measurements as presented in the DEIS are several years old, and increased traffic since the measurement date has more than likely already increased the noise level as measured by dBA analysis. Furthermore, the residents of the property located at 255 Kellers Cove are my neighbors, and they remember when the test was done. They questioned the accuracy of the 55 dBA measurement at the time, because the test was administered in the evening hours and not during peak traffic hours when the level was higher. Eliminating the forest barrier and bringing the highway to within 150 feet or therein from my residence will most certainly raise the noise level to dBA values in the loud or very loud range as defined in table 3-16 on page 49. The noise receptor maps located in appendix H of the DEIS for Cocolalla Westmond Blue and Cocolalla Westmond Brown document the adverse impact on my property. Again, in general, this will affect all property owners in the proximity of the Westmond Blue and Brown Alternatives.

G. – Air Toxins. A similar argument can be made for increased air pollution or air toxins. As the highway is moved to the east, away from the Westmond Yellow Alternative, more people will be impacted negatively from automobile exhaust gases and other pollutants for the same reason that applies to noise pollution. More people live east of the highway. On page 44 of chapter 3, it states, 'Recent studies' – this is quote – 'Recent studies have been reported to show that close proximity to roadways is related to adverse health effects, particularly respiratory problems,' end of quote. Again on page 45 of chapter 3 it states, 'There is heightened concern' – this is quote – 'There is heightened concern for human health from projects that result in air toxic emissions and PM from mobile sources, particularly diesel exhaust,' end of quote. Many of the people that, under the Westmond Blue and Brown Alternatives, would be living closer to the highway are of retirement age and above, and this magnifies these adverse consequences.

H. – Aesthetics and Community Livability. On page 2 of chapter 1 in the DEIS, two (2) of the project goals listed are: enhance aesthetics and community livability, and; minimize environmental impacts. The Westmond Blue and Brown Alternatives produce just the opposite effects in relation to MY home and property. The highway in both Alternatives will be within ten (10) to fifteen feet (15') or thereof of our property line, and within a hundred to a hundred and fifty feet (100 -150'), or maybe a little more, of our house. The green belt of forest that currently produces positive visual aesthetics and acts as a noise barrier will be removed and replaced with four lanes of highway. The forest also serves as a cover for the many deer that daily cross my property. When we look to the west, all we will see, if either one of these Alternatives is approved, will be four (4) lanes of highway and traffic. On page 106 in chapter 4, when describing visual effects, it states, 'Texture contrast would be high as concrete and other structural materials used in the freeway and interchanges would be quite different from the texture of vegetation surrounding the project. All of the adverse visual effects would occur in foreground and middle ground viewing zones,' end of quote. On page 21 of chapter 4 of the DEIS, it states that land use effects associated with the Brown Alternative would be the same as those described for the Westmond Blue Alternative. The same page states, quote, 'the Westmond Blue Alternative goes around the community of Westmond to the east through forested terrain and agricultural land and some partially developed suburban parcels. The Westmond Blue Alternative would require greater right-of-way than the Westmond Yellow Alternative, possibly affecting the land use on those parcels,' end of

quote. On page 51 of chapter 2 of the DEIS, it is stated that, quote, 'The new,' and I put in parenthesis, 'Blue or Brown alignment would preserve homes and businesses in Westmond,' end of quote. This statement ignores and fails to mention the fact that my aesthetic environment and that of other residents close to me will be destroyed and we will suffer a very significant negative financial impact.

I. – is the next point, Footprint. When comparing the construction effects of the Westmond Alternative, the DEIS states on pages 128 and 129 of chapter 4, quote, 'Of the Alternatives, the Blue Alternative would have the greatest footprint and would likely have the greatest water quality flood plain, wetland, habitat and visual construction effects to the area,' end of quote.

J. – Point J – Gas Line. The TransCanada Gas Transmission Northwest System has a thirty-six inch (36") diameter gas line buried east of the current US 95 as it passes through Westmond. This line happens to be about thirty to forty feet (30 – 40') west of my property line. I spoke with Steve McNaulty, the land manager for TransCanada GTN, who has a regional office located in Spokane. He stated that the company's preference would be for the highway not to pass over or cross the buried gas line. The Westmond Yellow Alternative does NOT affect the pipeline, whereas the Westmond Blue and Brown Alternatives pass over the pipeline more than once in a curved fashion somewhat parallel to the highway. This is supported by aerial maps of the various Westmond alternatives provided to me by Don Davis, P.E., Project Management for Idaho Transportation Department. If a highway MUST pass over the gas line, Mr. McNaulty stated the preference is to have it cross over at a ninety degree (90°) angle. This is definitely not the case with respect to the Westmond Blue and Brown Alternatives. Mr. McNaulty also stated that when a highway must cross over such a gas line, the line may need to be moved at all costs absorbed by the agency constructing the highway or the highway would need to be elevated in order that GTN could have access to the line if an emergency repair or other maintenance were necessary. This would occur in multiple locations along the Westmond Blue or Brown Alternatives, and all this adds to the cost of constructing the Blue or Brown Alternate routes in the western area.

Point K – Encoder. The Westmond Yellow Alternative would impact the Encoder property, but the main consequence would be the necessity to move the fire protection storage pond, as stated in the DEIS on page 105 of chapter 4. The highway will not change or impact their production facility or negatively impact their core business. Thus, the Westmond Yellow Alternative does not negatively impact the Encoder Corporation or the personal lives of its employees. In contrast, the Westmond Blue and Brown Alternatives produce significant adverse social and economic consequences for those residences in proximity to these proposed alignments east of Westmond.

Point L – Westmond Store and Deli. The Westmond Yellow Alternative would displace the Westmond Store and Deli, also know as the Chevron gasoline station. However, in a conversation with the owner of this store, she stated to me that she was in favor of the Westmond Yellow Alternative. Hearsay information from other residents in the area that know or that are friends of this individual indicate that she already has a financial contingency plan for relocation of her business. I want to emphasize this: I wish to qualify my comments by stating that I will leave it to the owner of this property to provide accurate testimony on her position in this matter.

Point M – Neighborhood Quality. The neighborhood quality, which refers to quality of life characteristics as defined on page 30 of chapter 3 of the DEIS, will be significantly reduced for the homes impacted by the Westmond Blue and Brown Alternatives. The very close proximity of these residences to the alternative routes is incompatible with the increased noise, exhaust fumes, odor, heavy traffic and safety hazards. As stated on page 36 in chapter 4, the Westmond Blue and Brown Alternatives quote, 'Would disrupt the existing neighborhood on the east side,' end of quote. It further states that extension of Overlake View Drive, quote, 'would increase traffic through an area that currently has a dead-end. It would result in new traffic and noise effects but would not isolate the neighborhood,' end of quote. Finally, with the Westmond Blue and Brown Alternatives, quote, 'Noise would increase with higher traffic speeds and traffic volumes, especially for those immediately adjacent to the freeway,' end of quote. Both the Westmond Blue and Brown Alternatives increase the number of residents in the local area whose neighborhood quality would be adversely affected as opposed to just widening the current route, which is the Westmond Yellow Alternative.

Point N – Non-Disclosure. Chapter 9 of the DEIS, comments and coordination, extensively documents the public involvement objectives and actions. We appreciate and respect the level of planning, thoroughness of detail, and execution involved to adequately inform and educate the public and to solicit input from all parties. As stated in our opening testimony, we were completely unaware of the Westmond Blue and Westmond Brown Alternatives until months after closing on our property. We did not know there was a color associated with widening the current route through Westmond. We understand that this aspect of our ownership of the property is not the Idaho Department of Transportation's problem. However, we make these statements so perhaps you have some empathy for our situation. After reading chapter 9, we would most certainly think that any realtor would or should be knowledgeable about this project. None of the documents involved in our real estate transaction mentioned anything about alternative routes of US 95 as it passes through Westmond. There was absolutely no written or verbal disclosure other than the widening of the current alignment by one lane on each side of the highway. We have since questioned our realtor for clarification on this issue, and she said that what we discussed was the plat maps that illustrate the current alignment. She said that she does remember calling the listing agent to make certain we were only talking about adding one lane to each side of the highway, and he said that was correct. We asked her if she had ever seen any maps or heard of alternate routes, and she said 'no.' We asked her if the listing agent mentioned such routes or volunteered maps, and she said 'no.' She stated that she understood the highway change would just be a widening and recalls our conversation and our question at the time. She remembers making the statement that the highway changes would NOT IMPACT US. She indicated that she was our agent and that she devoted a lot of time to put the deal together. This agent is smart, having graduated from the University of Southern California, and also having earned an MBA. She has prior management experience and entered realty when her husband was transferred to Sandpoint. We asked all the right questions and we totally trusted her. In hindsight, that was a mistake.

Some people may think that such injustice could easily be remedied in court if the Westmond Blue or Brown Alternatives were approved, thus establishing damages. I have learned that no matter how strong the case, there are no guarantees in the gray area of law. Often, the results are unsatisfactory to either party, with the end result being only

that the attorneys have padded their wallets. Lawsuits can be very expensive and demand much commitment, time and energy. Ultimately, any party owning OUR property, should the Westmond Blue or Brown Alternative be approved, will suffer adverse aesthetic and quality of life consequences. Furthermore, the property would be very difficult to sell at fair market value, and any owner will face a serious financial risk and depreciation in property value. Other desirable properties in northern Idaho that are NOT adjacent to a freeway or a large highway system should appreciate and keep pace with any inflation or cost of living factor. Our property, without either the Blue or Brown Alternative routes, would maintain its value with the average or above-average market, as it is VERY nice, and a home was custom built with quality. However, if the Yellow Alternative is NOT selected, we will not maintain pace with the market; thus, the Westmond Blue and Brown Alternatives will adversely affect anyone owning this property.

Point O – Shattered Dream. Our family is very outdoor oriented and enjoy all the recreational lifestyle opportunities available in northern Idaho. I'll soon be sixty (60) years old and have worked all of my life to raise five (5) children and save the money necessary to purchase our property at 294 Kellers Cove initially for recreational use, and finally for retirement. We think our neighbors are great and have enjoyed meeting very nice people when we travel to Idaho. I'm not a millionaire and chose teaching as a profession. For almost thirty (30) years I've taught high school students, been a head coach of various sports, led teachers, and have held various administrative positions. I've dedicated my life to helping others. We love the property AS IT IS and hope to pass it on to our children. To better appreciate the quality of our home and our current environment, we suggest you drive down US 95 through Westmond, and then by our property at 294 Kellers Cove. We're prepared to deal with increased noise as a result of adding one lane of highway on each side of the current route through Westmond, as it partially states on page 48 of chapter 4, quote, 'The public should receive fair and humane treatment, and not suffer unnecessarily as a result of the highway project," end of quote. Unfortunately, if either the Westmond Blue or Brown Alternative is selected, this property will no longer meet our retirement quality of life needs, our dream will be shattered.

P. – Financial Loss. We cannot afford to take a loss of this property as a result of a four (4) lane highway being constructed in very close proximity to our home and in the destruction of our aesthetically pleasing environment. Table 4-11 on page 61 of chapter 4 displays the Cocolalla Westmond Area Alternatives annual construction spending effects. We are very much in favor of economic development and the resulting increase of jobs. We have obviously contributed to the multiplier effect on the local economy. Our trip to the area included airline tickets, car rental, gas, food, entertainment and lodging expenses. We purchased the home and property, and have since paid taxes on a basis that is increasing at the rate of ten thousand dollars ($10,000) a month. We have spent between ten thousand (10,000) and fifteen thousand dollars ($15,000) in the local economy helping to furnish our home. We pay all of the utility bills and have contracted with a property management firm to oversee our property, as we chose not to rent it. The Westmond Blue and Brown Alternatives will both provide a greater increase in construction jobs AND an increase in earnings than will the Westmond Yellow Alternative. This is good, but it is inequitable to expect our family's financial well being and quality of life to suffer as a result. This just isn't the American way.

In the final analysis, we've done the best we can to interpret the DEIS in a short period of time, and to provide our testimony why we think the Westmond Yellow Alternative is the most practical and least injurious solution for all parties. We LOVE the state of Idaho and its people, the clean environment, the Idaho lifestyle and the quality it affords. However, in the final analysis, if the Westmond Blue or Brown Alternative is selected, then public entities, corporations, private business and individual interests that have the most to gain as a result of this decision should make certain that financial loss is not incurred by innocent parties such as our family and others in similar situations. Such proponents do not live in our home, on our land, and will not suffer the adverse effects on our quality of life and potential financial loss. The human condition is most vital, and as such, a moral and ethical obligation exists to treat people fairly. Under the Westmond Blue or Brown scenario, my wife and I urge you to help us. There are many creative methods to accomplish this. Please allow us to get on with our lives in the beautiful state of Idaho, should that necessity occur.

Respectfully submitted, Steve Wedel, and dated, and Janine Wedel, my wife, and dated. And I'd just like to state here also, verbally, that I appreciate the time of the lady that's sitting in front of me, and the time to allow me to read this into the verbal record and take the time to tape it, and I wish you all the best in making your decision. Thank you.

Nancy Becker – This is Nancy Becker, Hearing Officer. This concludes all of the oral testimony received at the Sagle Elementary School location in Bonner County, Sagle, Idaho on the US 95 Garwood to Sagle Project.

END OF TAPE

BEGINNING OF SECOND TAPE

Judith Cahoon – My name is Judith Cahoon, I am the Hearing Officer for the Idaho Transportation Department. I'm here to take oral testimony for the US 95 Garwood to Sagle Project. Project Number NH-5110(141). Key Number 8473. The hearing is held at the Athol Elementary School, Kootenai County, Athol, Idaho on January 23, 2007, from 5 to 8 pm. Please state your name.

Bob Bay – My name is Bob Bay, and I'm the Vice President of Resources for Riley Creek Lumber Company. We have three mills in north Idaho. We're the largest lumber producer in north Idaho. We employ 480 people in three different counties Idaho. And one of our highest priorities has always been the improvement of state and county transportation systems in north Idaho. And we've been fully supportive of the GARVEE program and funding from its inception, and we're happy to see it being implemented here in north Idaho. We do have some concerns with the Brown Alternative for the US 95 Project between Garwood and Chilco. And these – the problems and issues that we have – are identified in a letter dated January 23rd to Ms. Gwen Smith, so we would like to have this letter entered into the public record, and responded to by whomever in the department is the appropriate party to respond to this. But, we would just like to state that it – the Brown Alternative puts a frontage road directly through part of our mill facilities, and this is unacceptable to us, and we believe that this action would potentially build in additional costs to the state, which could be avoided by the selection of the Yellow Alternative, which would put the frontage road to the west of our mill site. In the letter that I stated summarizes our concerns, and there are seven (7) of them specifically listed. The first one is that this road was abandoned back in June 7, 1971, and as such its no longer part of any highway system, and we've attached a copy of the legal document that confirms this. The frontage road was part of our acquisition when we bought the mill from Louisiana Pacific, and our legal council has informed us that it is now reverted to us as an adjoining landowner.

Point two: locating the frontage road on the old, abandoned right-of-way would disrupt Riley Creek's Chilco operations, increase costs for the state, and cause costly relocation expenses for our state-of-the-art facility, which we recently invested several million dollars. As shown on a map that's attached to this letter that I'm reading from, there's a security building that exists at the entrance to our mill site. The purpose of the building is to control access to our site for safety and security reasons. This building is located within the sixty-six (66) foot right-of-way proposed for the frontage road, and this is shown on attached map as Item Number One (1). Under the Brown Alternative, this would need to be relocated. Just north of that security building is a lumber truck staging area. That's where trucks wait to get loaded for outbound transportation of our finished product. Right next to this is also a staging area for chip trucks. Wood chips provide residual products to supply pulp, paper and particle board plants in the region. These operations are also located within the proposed sixty-six (66) frontage right-of-way, shown as Item Number Two (2) on the map. And under the Brown Alternative, this would also need to be relocated.

To the north of the security building is the rail car staging area, for which we recently reached agreement with the Union Pacific Railroad to modify and improve their access. Under the Brown Alternative, all of the work we've recently done to reach agreement with the U.P. would be lost. A copy of the revised rail location is shown on the attached plat, and this rail area is generally referenced as Item Number Three (3) on the map. And under the Brown Alternative, this railroad spur would also need to be relocated.

Further north is our lumber storage area, where finished lumber products await shipment by truck and rail. And we ship nineteen (19) truckloads and eight (8) rail cars a day out of this facility, so as you can tell, it's a very busy area. This is also within the sixty-six (66) foot road right-of-way, as shown by Item Number Four (4) on the map. And under the Brown Alternative, this would also need to be relocated. Recently we worked with Kootenai Electric to get the overhead power lines buried in the road for safety and operational reasons. That effort would be undone in the Brown Alternative were selected. Under the Brown Alternative, it would probably be necessary to relocate some of these buried power line facilities.

To summarize, if the Brown Alternative is selected, there will be significant costs and disruptions to Riley Creek's Chilco facility, increased costs to Department of Transportation for relocation, and right-of-way purchase and associated business costs to Riley Creek and its workers and contractors. We believe that state funds should be spent on on-the-ground improvements, not legal costs and relocation of major manufacturing facilities, particularly when these additional costs can easily be avoided by re-routing the frontage road to the west of our mill, as outlined in the Yellow Alternative.

We are ready to enter discussions on the terms, conditions and location of a mutually acceptable agreement. We respectively request that the ITD select another alternative listed in the DEIS, the Yellow Alternative, or modify the Brown Alternative to provide for the frontage road west of the mill as the final determination for the Chilco section of the Garwood to Sagle improvement for US 95. Building a frontage road which circumvents the Riley Creek Chilco facility is essential to protecting ongoing economic activities at the mill, protects health and safety of Kootenai County residents who reside near or work in our Chilco mill, and maintains efficient rail transportation to our facility. The Lake's Highway District is also supportive of this option, and we've attached a copy of their letter to this – to our letter as well.

We look forward to further discussions with the ITD on this matter, and we would like someone to call us and let us know what the next steps would be so that we can get together and hopefully reach a mutually agreeable solution. Thank you for accepting my comments

Judith Cahoon – Please state your name.

Tam Judy – Tam Judy. I would like to talk about a piece of property at Careywood that's owned jointly by myself and my sisters, [Nova Jo Kellogg] and [Betty Sue Judy]. It's officially owned by the J/Brand Family Limited Liability Corporation. The plans as they are drawn up now all will impact our farm. It is a farm, and its still being farmed, and if the preferred plan is put into effect, it will probably be the end of our farming. The preferred plan as its labeled is the Brown Plan. Its going to chop our tillable farmland into four (4) pieces. There will be two (2) roads going through it; the main frontage road and the access road going to the frontage road would all be taken out of our farmland, so we oppose that, we strongly prefer plan – the Blue Plan – and not only because it has less impact on our farmland, but it puts the frontage road next to the railroad track, so that the impact's not only on our farm, but on the environment, on wildlife, environmental factors, is confined to one area side by side, and that's the plan we prefer. The Yellow Plan we would select as a poor second. It still runs part of our farmland, but it doesn't destroy as much of our farmland. I think at this point that's all the testimony I have to give.

Judith Cahoon – Please state your name.

Nova Jo Kellogg – Nova Jo Kellogg. I am one of the joint owners of the farm at Careywood that's known as the Judy Place, and we have a strong preference for the Blue Plan, because it follows along close to the railroad land, and would not destroy nearly as much as even the Yellow Plan, which is our second choice. That plan would go through the middle of one meadow. So, we would – that's why we prefer the Blue Plan. The one that we cannot find anything positive to say about is the Brown Plan, because we have four (4) nice, big tillable meadows that we're using on that place. And that plan goes through all four (4) of them, and dissects all four (4) of them. So the farm as we know it would be done if that plan goes into affect. Once again, we prefer the Blue Plan. Second choice – not nearly as preferable – is the Yellow one. And we really hope you will consider not using the Blue Plan to go through the Judy Place – the Brown Plan to go through the Judy Place, excuse me.

This is Nova Jo Kellogg again. I would like to add something to my testimony, the first one. After we went back in the room and were invited to look at the draft EIS pages, we realized that the Yellow Plan did not match the draft EIS Yellow Plan and the wall EIS book Yellow Plan did not match. The Yellow Plan is almost as bad as the Brown Plan for ruining our place. Therefore, we prefer the Blue Plan and really do not want to see either the Yellow or Brown Plan put into effect.

Tam Judy – This is Tam Judy. I made testimony earlier this evening, and I would like to add to that or alter it. Again, we own property at Careywood, which is on the west side of the railroad and the highway across from the Bay View Road. We have studied the environmental impact statement maps on the wall and we also studied them in the book, and realized that the Yellow Plan is not the same on the wall as it is in the book. We are told that the one in the book is correct. The one, the Yellow Plan that's in the book, is the same as the Brown Plan, and either of those plans will devastate our farm. We want the Blue Plan used; it follows property boundaries, it makes a smaller area of environmental impact, and it does not ruin all of the tillable fields on our farm. Thank you.

Judith Cahoon – This concludes oral testimony on the US 95 Garwood to Sagle Project received on January 23rd at the Athol Elementary School in Athol, Idaho.

NO BREAK IN TAPE – NEW SECTION

Judith Cahoon – The following is oral testimony received on the US 95 Garwood to Sagle Project given on January 24, 2007 at the Sagle Elementary School, Bonner County, Sagle, Idaho. Please state your name.

Steve Weatherman – My name is Steve Weatherman. I'm from Spokane, Washington. I work for the city of Spokane. I am a courier for them. My wife and her aunt, Janice Thompson - Templeton - I'm sorry, Janice Templeton and JoAnne Weatherman was in a tragic accident at Silverwood on July 25th of 2004. I am not here to ridicule the Department of Transportation, but I made a commitment to myself that I would come up and help you guys as best as I could to help safety the area between Garwood and Athol to improve the highway so that we'd have less accidents and deaths on that highway. One of the ways I've thought – and I've had many hours of thinking time – I agree with your highway that you have in Brown of acquiring the land and with the underpass and the off ramps and the onramps down by the Silverwood area. I have talked with many engineers I work around,

and they have suggested that sometimes it depends on your gas tax – I believe it is seventeen cents (17¢) a gallon, and I believe that if you could raise your gas tax by two cents (2¢) or three cents (3¢), you would help pay for your highway. In the three (3) to five (5) year period of time, it could average out from the whole state up to about three hundred million dollars ($300,000,000), which would take care of a lot of your highway funding and stuff besides the GARVEE grant. The way I came up with that was I took the amount of gas that was used in the state of Idaho, which I'm not sure of the gallon per car rate that is filled up daily, and the diesel trucks, and if you were to multiply that by two (2) or three (3) cents per gallon, I think you'd come up with a real high sum over a three year period of time, by multiplying that by 365 days a year of filling up your tank, and the amount of gas used. I know – I have talked to Silverwood in the past, and they said they would be willing to help out with the overpass down by their park. I'm here as a supporter for you guys, and there's a lot of people I work with for the city of Spokane that do go to Silverwood, and we do drive that highway. But I have not driven that highway since 1990 because of the fact that I was run off the road in the Silverwood area three (3) times, working for another company, with loads of equipment, for people trying to pass illegally.

Another suggestion I'd like to put to you as a suggestion only is have a barrier down the middle of your four-lane once you build it – it could be made of cable or it could be made of cement, but cable in the Washington state is working out real well by putting a cable barrier down the middle, and every so far have openings for turnarounds so that the state patrol or emergency vehicles could use that. We have tested in the state of Washington on I-90 from state line down into the Spokane area and we've found that they have lessened the amount of accidents and deaths on I-90. I thank you for your appreciation and your time, and I'm here for you if you need some support. Thank you very much.

Judith Cahoon – Please state your name.

Monica Gunter – Monica Gunter. And I am here representing the entire Gunter family; many families along the Sagle Road from Highway 95 to the Monarch Road on the Sagle Road. We are more in support of any – for the route – the Yellow Route, option number Four (4) – because it uses the least amount of private property to build this highway. If you use that road, it uses a lot of the existing right-of-way instead of taking so much farmland from the little farms along the way. We own the piece of property that the preferred alternative shows going across to the [Chevy] street, and it will cut our little farm that we've had in the family for – how many years? Many, many years – many, many years, and we're still Seventy (70) years – still currently farming that piece of property, and this – the preferred route – will cut that property right in half, and we are TOTALLY against that, but we are also against all the other private property that that route will be using up that DOESN'T belong to us but belongs to friends and neighbors.

We met at our property on the Sagle Road, we met with Don Davis, Shawn Keough, Joyce Broadsword, George Escridge, Marsha Phillips – they are all in agreement with us, at least that's what they stated, that – that the frontage road should go up the Sagle Road right directly to the highway as it exists now, take a right to head north to Sandpoint instead of cutting across any private property. We have support from the Farm Bureau in Boise; they are totally against cutting up these small farms when it is TOTALLY unnecessary. There is a perfect route to go – as Option Four (4), or the Yellow Option shows – so, as the Gunter family, many, many property owners along this route, we are supporting Number Four (4)

more than any for this reason, using up the LEAST amount of private property, and not disrupting so many people's lives, when it was totally, totally unnecessary. Thank you.

Judith Cahoon – Please state your name.

Pat Gunter – My name's Pat Gunter and I have property between the Sagle School and Highway 95 on the Sagle Road, and the Monarch Road also. With this new freeway going through, it looks like the Yellow Alternative would be the best; it wouldn't disrupt as many small farms and families, and it would – the preferred route definitely won't work for us because it goes up above the Sagle school – or the Sagle Road, is always went past Sagle school up to 95, and now with the new freeway there'll be frontage road up there, so it should continue to go right past the Sagle school, right up to 95 and get on the frontage road and head north or south, and there's really no reason to disrupt my place and my brother Mike's place, and go right through the middle of our hay field just to get over to the Chevy Road when they can just continue to go up to 95 and get on the frontage road. So – and there's six (6) Gunter families right around the Sagle school that definitely agree with my position on this, and then my cousin, who is JoAnn Hill, that lives just down a quarter mile to the east. So we just want this on record that – not to go up through our small farm, and thank you very much for your consideration. Bye.

Judith Cahoon – Please state your name.

Gerald Higgins – Gerald Higgins. I've got a concern – in fact a negative vote – on the Brown – Sagle Brown Route at milepost – near milepost 468 at the South Gun Club Road overpass on the proposed location for US Highway 95. Specifically, the negative vote has to do with the overpass that goes across the Burlington Northern railroad track at South Gun Club Road, circles to the southeast on the southeast side of the railroad track to hook up with the brand new collector road on the southeast portion of the Burlington Northern Santa Fe railroad. That whole loop and overpass over the railroad track is, not – unnecessary? – to the people who own the properties where that collector would in fact put people onto the overpass, over the railroad track, up high enough to get onto the four-lane – don't want it. Sufficient to replace the Davisville [at grade] overpass, over the railroad track, onto the existing US 95, would be the collector road itself, which is necessary to feed the traffic to Davis Road to the northeast, to Algoma Spur out to the US 95, previous, and to the south and southwest to Duffort Road. So the loop going through, with existing McConnell Road and Davisville Road, and the overpass over the Burlington Northern Santa Fe railroad, is unnecessary. The collector road, though, is necessary, on the southeast portion of the Burlington Northern and Santa Fe railroad. Eliminating that overpass of the railroads saves a whole lot of cash for a very lot of architecture work and a big bridge, but also then, it in fact protects the environment and the water sources located in two lakes, with on the McConnell Road side and the Davisville Road side of that loop. And mitigates and minimizes that traffic through that area and minimizes the environmental impact. So, negative vote on the overpass over the Burlington Northern Santa Fe railroad near milestone 468 at South Gun Club Road on the Brown Route. Thank you.

Judith Cahoon – Please state your name.

Marvely McConnell Higgins – Marvely McConnell Higgins. And, was just reviewing these different proposed plans of – for the Sagle part of the bypass. The Yellow and the Blue, none of them have a collector road between[Heathlake] Road and Davis Road on the south side of the railroad track. The Brown DOES have a collector road there that would go between

Heathlake Road and Davis Road, which are both COUNTY roads, and could give us access to either Duffort Road or to Algoma Spur to get onto the highway, which is FINE with me, I want the – I want the access road there, the county road – to make it a lot easier – but I don't want the overpass and crossing at South Gun Club Road. I think its an added expense and its not necessary, its only two and a half, almost three (3) miles between the two – between Algoma Spur and Duffort Road already, that's not that far for us to drive to get on the – on the highway. We don't NEED the overpass there at Gun Club Road, which is only a half mile from Algoma Spur, which already has, which already comes up to the highway. So, I don't like the little loop to the south of the railroad, coming from South Gun Club Road through McConnell Road and Davisville Road, but the access along the – the access and collector road along the south side of the railroad track at – is going to be very beneficial to those of us who live in the area.

Judith Cahoon – Please state your name.

Cecil McConnell – Cecil McConnell. And I'll be speaking for Les Campbell and, at times, Mo – Marilyn, my daughter, who is Mrs. Campbell. The Brown section, or proposal, is unsatisfactory, not only from what my daughter, Marvely, said, why it's unsatisfactory – first of all, as proposed it's too expensive – it doesn't HAVE to be that expensive. The other thing that is not satisfactory from OUR standpoint is it cuts Mo and Les' property in two (2). It cuts Chas McConnell – Soong – that's "S-O-O-N-G," it cuts HIS property in two (2), and it goes – it also cuts MY son, CHARLES McConnell's property in two, and the proposed road, after it goes through my – OUR proprieties, and continues on westward, it goes right between Larry Davis' place, and his father's, Clarence Davis, and Jim Davis; I mean it – you're trying – I mean, it looks like you're trying to get as close to all the businesses – I mean, not businesses, but residences as you can, and I don't think they want that. But you'd have to talk to the Davises to know. But that's my main objection. Thank you.

Judith Cahoon – This is Judith Cahoon. This completes the oral testimony received on January 24, 2007, at the Sagle Elementary School, Bonner County, Sagle, Idaho on the US 95 Garwood to Sagle Project.

END OF RECORDING OF (SECOND) TAPE, SIDE A

Transcribed February 5, 2007
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U.S. 95, Garwood to Sagle
Project Number: A009(779), A009(780), and A009(791)
Key Number: 09779, 09780, and 09791

Comments related to public hearing held January 23 and 24, 2007 in Athol and Sagle, ID

#	Date Rec'd	# Page	Name	Address	City	State	Zip	Email	Company
1	1/5/2005	1	Dean Gehring	12173 Lampton View Dr.	Riverton	UT	84065		
2	1/5/2007	1	Dan Hanenburg	PO Box 278	Hayden	ID	83835	dhanenburg@kec.com	Kootenai Electric - Project Engineer
3	1/8/2007	1	Robert & Shelley Shaw	458376 Hwy 95	Cocolalla	ID	83813		
4	1/8/2007	1	Zelma & Carl Keely	15591 N. Gaul Way	Hayden	ID	83835		
5	1/9/2007	1	Patricia Forster	2107 Pintail Dr.	Longmont	CO	80504		
6	1/9/2007	1	Quanah Matheson	PO Box 408	Plummer	ID	83851		Program Manager - Cultural Resources Management Program
7	1/10/2007	1	Ron & Rose Chaney	431 Lakeview Blvd.	Sandpoint	ID			
8	1/11/2007	1	Ethel Lois Spacpan	263 Blacktail Rd.	Cocolalla	ID	83813		
9	1/4/2007	3	Barbara McEvoy	322 E. Front St. PO Box 83720	Boise	ID	83720	Barbara.mcevoy@idwr.idaho.gov	Floodplain Specialist - State of Idaho Department of Water Resources
10	1/16/2007	1	Elmer Zinger	460 901 Hwy 95	Cocolalla	ID	83813		
11	1/18/2007	1	Clarence W. Johnson	PO Box 277	Cocolalla	ID	83813		
12	1/18/2007	1	Betty Jene Johnson	PO Box 277	Cocolalla	ID	83813		
13	1/8/2007	1	H. James Magnuson	1250 Northwood Center Ct./ PO Box 2288	Couer D'Alene	ID	83816		
14	1/19/2007	1	Kaye & Richard Caldwell					bigwoodpond@imbris.net	
15	1/22/2007	2	James T. Ball	W 600 Hubbard #33	Couer D'Alene	ID	83814	jtball25@aol.com	
16	1/22/2007	1	Donald & Janna Richardson	PO Box 958	Sagle	ID			
17	1/26/2007	2	Shelley & Robert Shaw	458376 Hwy 95	Cocolalla	ID	83813		
18	1/26/2007	1	R.E. Bockstruck	PO Box 199	Bayview	ID	83803		
19	1/26/2007	1	Dora Arnold	17568 N. Hwy 95	Hayden Lake	ID	83835		Alpine Country Store & RV Park
20	1/26/2007	1	Jim Fleischacker	PO Box 8	Athol	ID			
21	1/26/2007	1	Flora M. Morris	3800 E. Chilco Rd.	Athol	ID	83801		home owner
22	1/22/2007	1	Cliff and Cathy Keller	406 Sand Rd	Pullman	WA	99163		land owner
23	1/22/2007	1	Richard E. Fadash, Sr.	PO Box 565	Couer D'Alene	ID	83816		
24	1/25/2007	1	Tanya Willoughby		Hayden	ID			
25	1/25/2007	2	Gregory & Judy Lyn Such	PO Box 219	Cocolalla	ID	83813		
26	1/25/2007	1	Gary & Thelma Hill	460705 Hwy. 95	Cocolalla	ID	83813		

27	1/26/2007	1	Molly O'Reily	206 N. Fourth Avenue PMB 213	Sandpoint	ID	83864	yachthalo@yahoo.com	
28	1/29/2007	1	Charlotte Hooper/ City of Athol	PO Box 249	Athol	ID	83801		City Clerk/Treasurer
29	1/29/2007	1	Scott L.		Sagle	ID			
30	1/29/2007	1	Manuela Eiring	PO Box 241	Cocolalla	ID	83813		
31	1/29/2007	1	Bill White	E. 11510 Nunn Rd	Athol	ID	83801		
32	1/29/2007	1	Melvin & Jeanette Bert	PO Box 9	Athol	ID	83801		Mel's Mobile Park
33	1/29/2007	1	Lee & Adelaide Taylor	PO Box 26	Careywod	ID	83809		
34	1/29/2007	1	Al kyle	25249 N. Hatch Rd	Athol	ID	83801		
35	1/29/2007	1	Dave & Barbara Ankrum	PO Box 23 - 34898 Hwy. 95 N.	Athol	ID	83801		
36	1/29/2007	1	S. Alan & Dorie Mallory	5585 E. Parks Rd. - PO Box 984	Athol	ID	83801		
37	1/29/2007	1	Bonita Anderson	261 Sequoia	Post Falls	ID	83854		
38	1/29/2007	2	Dick Hernandez	5525 W. Couer D'Alene Dr.	Spirit Lake	ID	83869		
39	1/29/2007	1	**PURPOSELY LEFT BLANK**						
40	1/29/2007	1	Alton Howell	7956 Blacktail Rd.	Careywood	ID	83809		
41	1/29/2007	1	Herman & Dorothy Herbert	56 Hidden Creek Rd.	Sagle	ID	83860		
42	1/29/2007	1	Arlene Leona Howell	7956 Blacktail Rd.	Careywood	ID	83809		
43	1/29/2007	1	Helen A. Hilby	PO Box 1071	Spirit Lake	ID	83869		
44	1/29/2007	1	Jewel Tassie	235 Glengary Bay Rd	Sagle	ID	83860		
45	1/29/2007	1	Lawrence & Jewel Tassie	235 Glengary Bay Rd	Sagle	ID	83860		
46	1/29/2007	1	Lorna F. McNeary	PO Box 1367	Sagle	ID	83860		landowner
47	1/30/2007	1	Mercedes Manis	35180 Hwy. 95 N	Athol	ID	83801		
48	1/29/2007	1	Laya Bleckwenn	425 Bleckwenn Blvd.	Cocolalla	ID			
49	1/29/2007	2	Mick Blakely	16284 Rimrock Rd.	Hayden	ID	83835		
50	1/31/2007	1	Robert J. & June E. Thompson	PO Box 802	Hayden	ID	83835		
51	1/31/2007	2	Eric & Mary Taylor	PO Box 26	Careywood	ID	83809		Triple T Nursery
52	1/31/2007	3	Steve Strieter	259 Remi Rd	Sagle	ID	83860		
53	1/31/2007	1	Ronald Smith	PO Box 419	Bonners Ferry	ID	83805		Chairman-Board fo County Commissioners
54	1/31/2007	1	E. Serene Stephens	PO Box 1887	Bonners Ferry	ID	83805		
55	1/31/2007	1	Dan Dinning	PO Box 419	Bonners Ferry	ID	83805		Board Membe-Boundary County Board of Commissioners
56	1/31/2007	2	Dale L. Morris	3800 E. Chilco Rd.	Athol	ID	83801		
57	1/31/2007	1	John & Diana Duam	50575 N. Old Hwy. 95	Rathdrum	ID	83858		J & D Automotive
58	1/31/2007	1	Frank & Tammy Quinn	21988 N. Estates Dr.	Athol	ID	83801		
59	1/31/2007	1	Sonja Browning	299 Jerry's Way	Sagle	ID	83860		
60	1/31/2007	1	John R. & Leone H. McBride	1318 W Cherrywood Ct	Spokane	WA	99218		

61	2/2/2007	1	Mark R. Soderling	PO Box 460	Hayden	ID	83835	info@lakeshwy.com	Chairman-Lakes Hwy District Board of Commissioners
62	2/2/2007	2	Laura Ahlers	824 Geenen Rd	Cocolalla	ID	83813		
63	2/2/2007	1	Philip G. Tuma	443 Gun Club Rd	Sagle	ID	83860		
64	2/2/2007	1	Sonia Gladish	PO Box 427	Cocolalla	ID	83813		
65	2/2/2007	1	Charles F. Gladish	PO Box 427	Cocolalla	ID	83813		
66	2/2/2007	1	Carol J. & Isaac V. Robinson	PO Box 54	Moyie Springs	ID	83845		
67	2/2/2007	1	Marlene J Fletcher	30035 N. Davis Lane	Athol	ID	83801		
68	2/2/2007	1	Deborah A. Hansen		Sagle	ID			
69	2/2/2007	1	Terry Menshek	16615 Jade Court	Hidden Valley La	CA	95467	tmenshek@cfk.com	landowner
70	2/2/2007	1	Terry Menshek		Santa Rosa	CA	95403	tmenshek@cfk.com	
71	2/2/2007	1	Kelly A. Trumble					kattrumble@intergate.com	
72	2/2/2007	1	Kenneth & Gail Harris	32640 Sheep Springs Rd	Athol	ID	83801	idahoharris@peoplepc.com	
73	2/5/2007	1	Brian L. Schafer	PO Box 1030	Couer D'Alene	ID	83816		President-Edgewood Log Structures
74	2/5/2007	1	Mark & Lisa McNeary	HCR 85 Box 8778	Bonners Ferry	ID	83805		property owner
75	2/5/2007	2	Anthony & Marla Howard	PO Box 582	Cocolalla	ID	83813		
76	2/7/2007	1	Douglas C. Toland	667 Meadowview Rd	Sagle	ID	83860		
77	2/7/2007	2	Mary L. Toland	667 Meadowview Rd	Sagle	ID	83860		
78	2/7/2007	1	Brian Pixler	426 Overlake View Rd	Cocolalla	ID	83813		
79	2/8/2007	2	Jay & Diane Dennis	502 Overlake View Rd	Cocolalla	ID	83813		
80	2/8/2007	1	Jerry Hunt	PO Box 756	Post Falls	ID	83877		
81	2/8/2007	1	Jerry Hunt	PO Box 414	Athol	ID	83801		
82	2/8/2007	1	Robert F. Vincent	PO Box 184	Cocolalla	ID	83813		
83	2/8/2007	1	John W. Trumball	5424 S.E. McLaughlin Blvd.	Portland	OR	97202		Union Pacific Railroad Company
84	2/8/2007	2	Gertrude M. Story & Esther Gilc	491 Overlake View Rd	Cocolalla	ID			
85	2/8/2007	1	Frank Zimmerman	459560 Hwy 95	Cocolalla	ID	83813		
86	2/8/2007	1	Shawn Keough	PO Box 83720	Boise	ID	83720		State Senator, District 1 (Bonner & Boundary Counties)
87	2/12/2007	2	James W. Clark	8798 N. Clarkview Place	Hayden lake	ID	83835	jimclark@clarkforidaho.com	Representative-District 3 (Kotenai County)
88	2/12/2007	1	Jeralyn L. Mire	1948 Lignite Rd	Sagle	ID	83860		
89	2/12/2007	1	Bjarne B. Larsen	PO Box 1239	Hayden	ID	83835		
90	2/12/2007	1	Don Nash	4412 E. Lupin Lane	Athol	ID	83801		
91	2/12/2007	1	Joanne Nash	4412 E. Lupin Lane	Athol	ID	83801		

92	2/12/2007	1	Glen E. Eich	Mile Post 462 N. Hwy. 95	Cocolalla	ID	83813		The View Café
93	2/12/2007	3	Neil & Julie Leonard	19831 N. Williams Rd	Hayden	ID	83835		
94	2/12/2007	1	James & Karen Jensen	PO Box 943 - 7150 Jensen Ln	Athol	ID	83801		
95	2/12/2007	1	Butch & Kathy Trosin	PO Box 327	Hope	ID	83836		
96	2/12/2007	2	Jane Wittmeyer	350 N. 9th St. Suite 304E	Boise	ID	83702		VP Idaho Affairs- Intermountain Forest Association
97	2/13/2007	1	Cora Marks	1042 E. Lancaster Rd	Hayden	ID	83835		
98	2/13/2007	3	Tamara Judy	456714 Highway 95	Careywood	ID	83809		
99	2/13/2007	1	Mark R. Soderling	PO Box 460 - 11341 N. Ramsey Rd	Hayden	ID	83835	info@lakeshwy.com	Chairman, Lakes Highway District
100	2/13/2007	14	Jeremy Smith	402 Keepa Way	Sagle	ID	83860	jeremy.smith@intermaxnetworks.com	
101	2/14/2007	1	Ann Jurcevich	53195 N Old Highway 95	Rathdrum	ID	83858		
102	2/14/2007	2	Vonie McGill	4142 E. Timberland Rd	Athol	ID	83801		
103	2/14/2007	1	Ray Delay	1401 Northshore Dr	Sandpoint	ID	83864		President, Delay Farms Inc.
104	2/14/2007	2	Lynn Franck	515 W. Garfield Bay Rd	Sagle	ID	83860		
105	2/14/2007	1	Kim Bristlin	32251 N. Llumia Lane	Athol	ID	83801		
106	2/14/2007	3	Virginia Ueberroth	10082 E. Nunn Rd	Athol	ID	83801		
107	2/15/2007	1	Yvette Rainey	PO Box 160	Athol	ID	83801		Co-Chair Building Community- Athol Seventh Day Adventist Church- Upper Columbia Cooperation
108	2/15/2007	1	Cody Bleckwenn	285 Cody Bleckwenn Rd	Cocolalla	ID	83813		
109	2/15/2007	1	Nova Bleckwenn	285 Bleckwenn Rd	Cocolalla	ID	83813		Landowner
110	2/15/2007	1	Ben & Elizabeth Reese	565 Westmond Rd	Sagle	ID	83860		
111	2/15/2007	1	Bab (Elaise) Wieber	200 Sagle Rd	Sagle	ID	83860		
112	2/15/2007	1	Mark R. Soderling	PO Box 460 - 11341 N. Ramsey Rd	Hayden	ID	83835	info@lakeshwy.com	Chairman, Lakes Highway District
113	2/15/2007	2	Debbie Wieber	200 Sagle Rd	Sagle	ID	83860		
114	2/15/2007	2	Mike Jorgenson	1677 E. Miles Ave Ste 205	Hayden Lake	ID	83835		Senator, District 3
115	2/15/2007	8	Jennifer Costich-Thompson	PO Box 508	Sagle	ID	83860		Lifetime Resident/Forester & Natural Resource Consultant
116	2/20/2007	3	Nicholle Baspennickx						

117	2/10/2007	2	Donna Johnson	3523 E. 18th Ave.	Spokane	WA	99223	donnajj@omnicast.net	
118	2/16/2007	2	Ti & Yvette Hobbs	23856 N Ponderosa St	Athol	ID	83801		
119	2/16/2007	1	David B. Ivy	221 Schell Rd	Sagle	ID			
120	2/16/2007	1	Les & Bethy Lyon	7805 Dufort Rd	Sagle	ID	83860		
121	2/16/2007	1	Sylvia & Don Eich	11 Southside School Rd	Cocolalla	ID			
122	2/16/2007	1	Bill & Pam Gage	463775 Hwy 95	Westmond	ID	83860		Owner, Bondox Bar & Grill
123	2/15/2007	16	Paul M. Pickett	45162 Hwy 95	Cocolalla	ID	83813		
124	2/15/2007	3	Nova Jo Kellogg	6947 Blacktail Rd	Careywood	ID	83809		Judy Place
125	2/21/2007	13	Paul Ziman	3050 N. Lakeharbour Lane, Ste. 126	Boise	ID	83706		US EPA
126	2/15/2007	2	Ryan Wells	174 Krystal Loop Dr	Sagle	ID		ryanwells44@hotmail.com	
127	2/14/2007	1	Sharon Hoffman	PO Box 1	Careywood	ID	83809	smhoffman37@aol.com	
128	2/14/2007	1	Scott Spray	1200 Turbine Dr	Sandpoint	ID	83864	sspray@questaircraft.com	Quest Aircraft Company
129	2/15/2007	2	Elmer Currie	451 N Government Way - PO Box 9000	Couer D'Alene	ID	83816	kcbocc@kcgov.us	Kootenai County Commissioners
130	2/15/2007	1	M Miller					millerm284@aol.com	
131	2/15/2007	1	M Miller					millerm284@aol.com	
132	2/15/2007	1	Gary R. Wescott	Drawer D	Sandpoint	ID	83864		Chairman- Southside Water & Sewer District
133	2/15/2007	1	Tom & Dianne Hickerson		Couer D'Alene	ID		m	
134	2/18/2007	2	R.J. "Dick" Harwood	81527 Highway 3 South	St. Maries	ID	83861	charwood@smgazette.com	Idaho House of Representatives, District 2
135	2/15/2007	4	Liz Sedler	PO 1357	Sandpoint	ID	83864	info@nican.info	Action Network
136	3/5/2007	5	Charles E. Corsi	2885 W. Kathleen Ave	Coeur d'Alene	ID	83815		IdDepartment of Fish and Game
Comments Received At Public Hearings									
Athol									
A001	1/23/2007	2	Dan Holmes	29777 N Hwy 95 / 29825 N 6th	Athol	ID			KKJ's Pizza Place
A002	1/23/2007	2	J. Mack Whitt	28426 N. Panhandle Rd	Athol	ID			
A003	1/23/2007	2	Suzanne Huffman	35180 Hwy. 95 N	Athol	ID	83801		
A004	1/23/2007	2	Walt & Janet Edelblute	23875 Lakeview Blvd.	Rathdrum	ID	83858		
A005	1/23/2007	1	Deborah Carder	1969 W. Garwood Rd	Rathdrum	ID	83858		
A006	1/23/2007	1	Thomas Tupper	480 Moran Meadow Rd	Careywood	ID	83809		
A007	1/23/2007	1	David Haman	PO Box 3311	Hayden	ID	83835		

A008	1/23/2007	1	Robert Merrifield	7950 E. Tellum Ave	Athol	ID			
A009	1/23/2007	1	Sharon & Ron Hoffman	PO Box	Careywood	ID	83809		
A010	1/23/2007	1	Wilbert R. Brown	2882 E. Homestead Loop	Hayden	ID	83835		
A011	1/23/2007	1	Melodee Barnhart	485 Kripple Kreek	Athol	ID	83801		
A012	1/23/2007	1	Jim E. Green et al	54159 N. Old Hwy 95 et al	Hayden	ID	83835		
A013	1/23/2007	1	Dee Jameson	1677 E. Miles Rd, Ste. 102	Hayden lake	ID	83835		
A014	1/23/2007	1	Serena Carlson	3731 N. Ramsey Rd.	Couer D'Alene	ID	83814		Riley Creek Lumber & Intermountain Forest Association
A015	1/23/2007	1	Janet Edelblute	23875 Lakeview Blvd.	Rathdrum	ID	83858		
A016	1/23/2007	1	Lori Stensland	105 Kings Spur	Athol	ID	83801		
A017	1/23/2007	1	Bruce Brewer	14845 W. Pauline Tr.	Rathdrum	ID	83858		
A018	1/23/2007	1	Dennis & Judy Alouity	6608 E. Williams Lane	Athol	ID	83801		
A019	1/23/2007	1	Peter Bacbi	35206 N. Hwy 95	Athol	ID			
A020	1/23/2007	1	Edward N. Kuetemeyer	18819 N. Well Rd	Rathdrum	ID	83858		
A021	1/23/2007	1	Charles E. "Chip" & Diane Corsi	575 W. Ranch Ct.	Rathdrum	ID	83858		
A022	1/23/2007	1	Ken & Connie King	25761 N. Old Hwy 95	Athol	ID			
A023	1/23/2007	1	Arlene Howell	7956 Blacktail Rd.	Careywood	ID	83809		
A024	1/23/2007	1	Gerald Inman	2309 S. Keller	Kennewick	WA	99337		
A025	1/23/2007	1	Ray & Barbara Kemper	756 W. Ranch Ct.	Rathdrum	ID	83858		
A026	1/23/2007	1	James Riley	3731 N. Ramsey Rd., Ste 110	Couer D'Alene	ID	83815		
A027	1/23/2007	1	Phyllis Mott	3657 Cocolalla Loop Rd	Cocolalla	ID	83813		
A028	1/23/2007	1	Jan Mott	3657 Cocolalla Loop Rd	Cocolalla	ID	83813		
A029	1/23/2007	1	Harold & Sharon Marples	3762 Chilco Rd	Athol	ID	83801		
A030	1/23/2007	1	Robert L. Hagenbaugh	8199 Apache Trail	Athol	ID			
A031	1/23/2007	1	Kimberly Barnes	24873 N. Corbin Hill Rd	Athol	ID	83801		
A032	1/23/2007	1	Glenn & Lucy Chapin	PO Box 5781	Sagle	ID	83860		
A033	1/23/2007	1	David W. Owens	17258 N. Wrangler Rd.	Rathdrum	ID	83858		
A034	1/23/2007	1	Robert & Shelley Shaw	458376 Hwy 95	Cocolalla	ID	83813		
A035	1/23/2007	1	Brett McCarty	10045 N. Memory Ln	Rathdrum	ID			
A036	1/23/2007	1	Gary A. Nieborsky	2451 W. Dakota Ave. - PO Box 278	Hayden	ID	83835		Engineering & Operations Manager, Kootenai Electric Cooperative

A037	1/23/2007	1	Chris Hansen	11341 N. Ramsey Rd. - PO Box 460	Hayden	ID	83835	info@lakeshwy.com	Commissioner, Lakes Highway District
A038	1/23/2007	1	Brian L. Schafer	PO Box 1030	Couer D'Alene	ID	83816		
A039	1/23/2007	2	Tim & Joan Tope	132 Sunset Rd	Athol	ID	83801		
Sagle									
S001	1/24/2007	9	Steve & Janine Wedel	11716 Old Town Rd	Sagle	ID	83860	property owner	
S002	1/24/2007	1	Dan	263					
S003	1/24/2007	1	V. Cooper	PO Box 272	Cocolalla	ID	83813		
S004	1/24/2007	1	David Carlson	139 Heath Lake Rd	Sagle	ID	83860		
S005	1/24/2007	1	Karen Bradetich	1096 Algoma Spur Rd	Sagle	ID	83860		
S006	1/24/2007	1	Diane Carlson	209 Heath Lake Rd	Sagle	ID	83860		
S007	1/24/2007	1	Bob Carlson	80 Westview Pl	Sagle	ID	83860		
S008	1/24/2007	1	Tammy & Mark Palanick	4546 Blacktail Rd	Careywood	ID	83809		
S009	1/24/2007	1	Jeff Bales	185 Carol's Lane	Sagle	ID	83864		
S010	1/24/2007	1	Les McIntire	468354	Sagle	ID			
S011	1/24/2007	1	David Kolb	35 E Dufort Rd	Sagle	ID	83860		
S012	1/24/2007	1	Dick Bradisfiel	1096 Algoma Spur Rd	Sagle	ID			
S013	1/24/2007	1	John D. Babinsk	221 FS Rd 315	Careywood	ID	83809		
S014	1/24/2007	1	Diane Bales	185 Carol's Lane	Sagle	ID			
S015	1/24/2007	1	Chuck & Diane Samson	PO Box 1066	Sagle	ID	83860		
S016	1/24/2007	1	Duncan W. Bean						
S017	1/24/2007	1	MAP						
S018	1/24/2007	1	Wilbur & Luana Hiebert	PO Box 247	Cocolalla	ID	83813		
S019	1/24/2007	1	Clem & Maureen Hackworthy	236 Lakeshore Dr	Sagle	ID	83860		
S020	1/24/2007	1	Duncan W. Bean						
S021	1/24/2007	9	Robert E. Boeh	PO Box 220 - 30 Riley Creek Park Dr	Laclede	ID	83841	bboeh@rileycreek.com	Sr. VP Resources, Riley Creek

A-001a

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

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Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: DAN HOLMES (683-6209) KKJ's PIZZA PLACE

Address: 29777 N HWY 95 (BUS) 29825 N 6th ATHOL (HOME)

City and State: ATHOL Id.

THE BROWN ALTERNATIVE is the BEST PROPOSAL FOR the City of ATHOL with the OFF RAMP AT PARKS Road it GIVE ATHOL ROOM to GROW and DEVELOPE A NICE BUSINESS DISTRICT, it ALSO ALLOWS STRATEGIC POINTS OF ENTRY to the AREA AS WELL AS the FREEWAY. With the POPULATION EXPLOSION the ATHOL AREA is having it is IMPORTANT to HAVE SAFE POINTS ACCESS Both COMING AND going. The PARKS ROAD off RAMP will INSURE NOT ONLY SAFTY and FUTURE BUSINESS GROWTH BUT it with INSURE that BUSINESS LIKE Cydco GAS STATION that just REOPENED and the COFFEE STAND on the CORNER of VERA and HWY 95 STAY OPEN! The HWY should be DEVELOPED to INSURE SAFTY AS WELL AS MAINTAIN the LIVELYHOODS of the PEOPLE of the CITIES YOU BYE-PASS! IN MY OPINION The Off RAMP on BUNCO Rd

Signature: Dan Holmes

OVER

OVER

A-0016

NEEDS to BE MOVED BACK OR South
ABOUT 1½ MILES. MAINTAIN the DIRECTION of
the FREEWAY BUT USE PRESENT ~~Old~~ Hwy 95 for the OVER
flow of the SUMMERTIME TOURIST TRAFFIC.

Dan Holmes

A-002a

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: J. MARK WHITT

Address: 28426 N. ~~PANTAN~~ PANHANDLE Rd. (OFF PARKS)

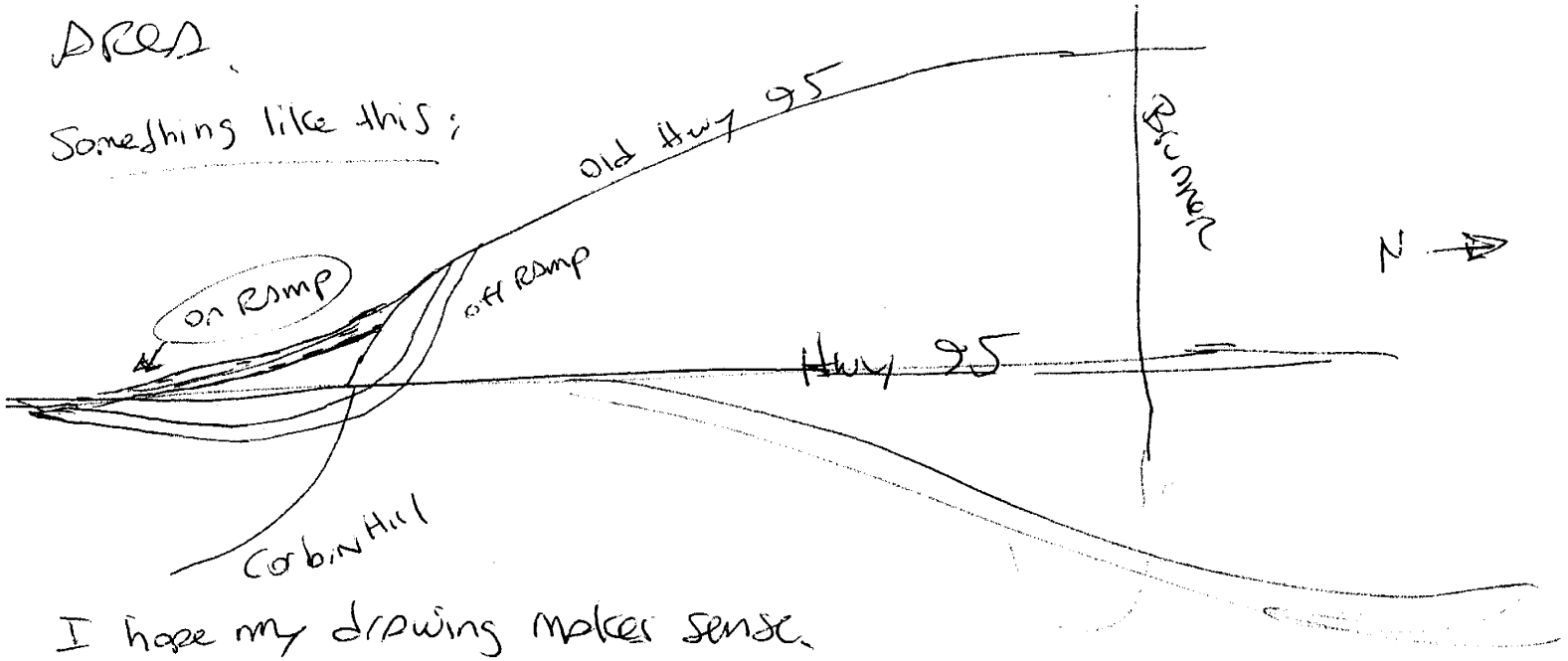
City and State: ATHOL ID

Personally the Brown Alt. works best for me I like the fact that there is an off ramp there and a lot of people live off of that road. I like the way the Hwy swings wide of Silverwood with an off ramp in that area. IN the summer I see that ramp being VERY congested so that is another reason why I think the PARK road off ramp is important. Although this doesn't affect me personally another high traffic area for local residents is link to Brunner Rd. on Old Hwy 95 at Corbin Hill. The problem I see with the Brown proposal is not having some kind of off ramp at that area. ~~[illegible]~~ That only leaves the off ramp at Chilco or the potentially congested off ramp at Bunco/Silverwood →

Signature: _____

As your alternatives. The majority of the people who live in this area comute mainly to the south so I would at minimum put on exit an one on ramp at the Corbin Hill area.

Something like this;



I hope my drawing makes sense.

If they wanted to go north the could get on at Bunco

One last comment. I fully believe that the majority of people who drive this road if Asked to prioritize their concerns would state that building a Divided ROAD with a median + limited access is the top priority. I Appreciate that you all are trying to best serve the communities and have put a lot of work into this. At this point I would love to see it done right ~~no~~ but ~~moooo~~ mainly I just want to see it DONE soon.

Thank You

A-003a

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Suzanne Huffman

Address: 35180 Hwy 95N. (MAIL: PO Box 992)

City and State: Athol, ID 83801

I feel the plan designated as the "Brown" plan is the most viable at this time. With that particular plan, the road expansion is to the west of the existing road. With this choice of scenarios, from Highway 54 North to mm 451, fewer properties are effected. With the other 2 alternatives, it appears that only one residence, a mobil home will be effected.

Not only does using the "Brown" plan impact fewer residences, in reality it would no doubt be a less expensive alternative. Fewer properties would have to be purchased from private parties to incorporate into the expansion plan.

If the "yellow" or "blue" plan were used, even if the residences on the last side of the (over)

Signature: Suzanne Huffman

highway were affected, a major expense and discontent among homeowners would result. If even a portion of the lots were taken, the noise, as well as the increased dust & debris that would result from having the highway much closer to these residences would negatively impact the expected long term appreciation of the properties in question. I belive major discontent as well as poor growth potential would be in store for the area.

It only makes since to incorporate into the expansion that which will detract from the fewest existing residences and businesses.

In the town of Athol itself, in the recent past, a few small business have opened within the past year. It is not expecting too much to desire for these businesses not to have to relocate after barely beginning. The "brown" plan provides for these businesses in a proactive manner, allowing for them to continue to exist and in the locations they have only recently started. The bypass/access area for the town is very well thought out.

Please consider the "Brown" plan as your best alternative!

Thank You,

Suzanne Huffman

A-004a

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by Jan 23, 2007

Name: Walt and Janet Edelblute

Address: 23875 Lakeview Blvd

City and State: Rathdrum, ID 83858

We own parcel #00200001015B

My husband and I purchased 5 acres on hwy 95 30 years ago. We paid $50 down and $50 a month which was hard to do at the time. This was an investment for our future and our children. The property is aproximatly 1 mile south of Athol on Idaho's main north south Hwy (95). We thought this would be eventually commercial property.

All three alternatives will impact our property by denying access to it. When we purchased property we also applied for hwy 95 access which we received and put in and maintain. The Brown alternative will take ½ of land leaving us with 2 acres that in Kootenai County is unbuildable. This is of great concern to us as well as our neighbors in the area. We feel that

~~Signature:~~

over

We realize that Hwy 95 needs improvement however we feel that what we thought was a secure investment is being taken away from us.

Sincerly
Janet Edelblute
Walt Edelblute

A-005

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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Deborah Carder

Address: 1969 W. Garwood Rd

City and State: Rathdrum ID 83858

It is my hope that the access on ramps to the highway will not just dump you onto the highway. Instead it will be a gradual decline that will give you adequate time & distance to get up speed & be able to see the existing traffic.

Many of the ramps on Hwy 90 in the CDA area are too steep & it is very difficult to enter the Hwy because you don't have good visibity to see the Hwy traffic.

Signature: Deborah L. Carder

A-006

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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by 1/23/07

Name: THOMAS TUPPER

Address: 480 MORAN MEADOW RD

City and State: CAREYWOOD, IDAHO 83809

PLEASE CONSIDER THE FOLLOWING COMMENTS REGARDING DEIS ALTERNATIVES AT THE BLACKTAIL/CAREYWOOD INTERCHANGE:

(1) THE BROWN ALTERNATIVE HAS THE MOST ENVIRONMENTAL IMPACT THAN EITHER THE BLUE OR YELLOW BY ALMOST TWO TO ONE. YET IT IS THE PREFERRED ALTERNATIVE.

(2) THE BROWN ALTERATIVE HAS A GREATER IMPACT ON THE EXISTING PROPERTY OWNER'S LAND USE THAN EITHER BLUE OR YELLOW.

(3) HAVING THE INTERCHANGE AT THE BAYVIEW/CAREYWOOD ROAD BETTER ~~SERVICE~~ SERVES COMMUTERS TRAVELING THROUGH TO BAYVIEW AND FARRAGUT PARK (THE HIGHER POPULATION DEMAND) DURING PEAK SUMMER TRAVEL PERIODS.

(4) THE BROWN ALTERNATIVE LOCATES THE INTERCHANGE IN THE COCOLALA CREEK FLOOD PLAIN.

THANK YOU IN ADVANCE FOR YOUR THOUGHTFUL CONSIDERATION OF MY CONCERNS.

Signature: Thomas Tupper

A-007

IDAHO TRANSPORTATION DEPARTMENT
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Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: David L Haman

Address: PO Box 3311

City and State: Hayden Idaho 83835

I Prefer the Brow (Preferred) alternative for the Athol-Granite segments.

Thanks. DLH

Signature: David L Haman

A-008

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Robert Merrifield

Address: 3950 E Tellum Ave.

City and State: Athol, Idaho

I feel the brown route is a very good decision other than eliminating the plan for the frontage road going down Roberts Road as it was in the other two plans.

I feel a frontage road on Roberts Road would serve the people in the area more adequately as there are several roads off Roberts Road which have many home and many have children that have to walk to the bus stop which is now at the west end of Williams because buses will not travel on Williams or Roberts or any of the other roads off ~~Wil~~ Roberts. Many children are waking over a mile to the bus stop at this time.

The frontage road on the other maps would shorten their walk by half.

Signature: Robert A. Merrifield

A-009

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Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Sharon + Ron Hoffman

Address: PO Box

City and State: Careywood Id 83809

The interchange @ Careywood should be in the dumpster area or end of Bayview Rd where the land is dry. (intersection of Hwy 95 + Bayview Rd)

The plan for the interchange on Blashtail Rd is in marshy land - it floods every spring. What kind of maintenance will that involve?

Signature: _____

A-010

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Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Wilbert R Brown

Address: 2882 E. Homestead Loop

City and State: Hayden ID 83835

On the Brown, Preferred of the Chilco maps - At EAST Obrien Match and the frontage Rd - You are showing A off onto Homestead Loop - As this is A private Maintained Rd. You are Encouraging Non resident traffic onto Our Rd - Where they could continue up To Olfis Match & go either way

Please Eliminate the spur onto Homestead Loop As we don't need More Maintance

Signature: Wilbert R Brown

A-011

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Melodee Barnhart (Careywood)

Address: 485 Kripple kreek

City and State: Athol ID. 83801

We The people on the west side of cocolalla creek at Blacktail Road, Have consistently complained of your BROWN (stated approved) Rt. It totally destroy our Farms, some have Been in the family For 3-4 Generations, we have been requesting the Blue Rt., For Concerns about the wildlife, our Livelihood and cost $$, but it seems we are not being heard, Brown is not preferred! This is From mile marker 457 - 458½. The wild life have no Water on the mountain in the late summer and would cross The BROWN FRontage Rd. Causing Many Environmental hazards, Fatalities, R.R. has agreed to help c R.O.W. to get rid of The old crossings, Why Pay More For our family Farms when you could use R.R. R.O.W., Please give this some Thought before you Ruin our traditions of passing these places on to our families and affect The wildlife (Deer, Elk, moose)

Signature: Steve Barnhart
Melodee Barnhart

A-012

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U.S. 95, Garwood to Sagle
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Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: NORTH IDAHO PROPANE, Inc. / JIM E. GREEN TRUSTEES / LINDA GREEN / LORI GREEN LISA GREEN-PETERSON

Address: 54159 N. OLD HWY 95 / P.O. BOX 2096 / P.O. BOX 236 / P.O. BOX 3276

City and State: HAYDEN, IDAHO 83835

Dear Sirs & Maddams ~ WE PREFER THE "BROWN" ALTERNATE FOR CHILCO. WE REQUEST THAT THE FRONTAGE ROAD, OLD HWY 95, BE BROUGHT UP TO SPECIFICATIONS TO HANDLE HEAVY LOADS (PARTICULARLY DURING SPRING BREAKUP). THE PROPERTY IN OUR AREA IS INDUSTRIAL & THUS TRUCKS ARE FREQUENTLY UTILIZING THE ROADS. THE ONLY PART WE SEE TO IMPROVE WOULD BE THE OFF RAMP FROM THE FREEWAY TO CHILCO RD. THE TRUCKS USING THAT RAMP CAN NOT ACCESS THE MILL RD IN FRONT OF THEM (W/ THE "T" SETUP). HOWEVER, THE "T" WOULD WORK BEST FOR THAT AREA, LIKE SHOWN ON THE YELLOW ALTERNATE. IN ADDITION, IT MAKES MORE SENSE FOR EVERYONE IF LESS PEOPLE ARE EFFECTED; THEREFORE, AFFECT BARE LAND, INSTEAD OF THE MORRIS FAMILY - WHY AFFECT 3 PIECES OF PROPERTY. WE THANK YOU FOR YOUR TIME.

Signature: Lisa Green Linda J. Green

A-013

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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: DEE JAMESON

Address: 1677 E. MILES RD Suite 102

City and State: Hayden Lake ID 83835

I fully support the Brown Alternative Design for the Highway 95 N construction. I urge the Idaho Transportation Department Commissioners to use all possible influence to obtain the maximum amount of funding to move the construction along as soon as possible. The current daily traffic count demonstrates the need. Public Safety must be a priority and there could be no greater need in the State of Idaho than this project.

Signature:

A-014

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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Serena Carlson

Address: 3731 N. Ramsey Road

City and State: Coeur d'Alene, ID 83814

On behalf of Riley Creek Lumber and the Intermountain Forest Association, I would respectfully request that ITD adopt the Yellow Alternative ONLY as it pertains to the Chilco Mill site. The Brown Alternative's and Blue Alternative's frontage road would severely disrupt Riley Creek's sawmill operations, rail yard access, and log truck staging area. Riley Creek is willing to work with ITD to make the Yellow Alternative a reality.

Thank you!!

Signature: Serena Carlson

A-015

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U.S. 95, Garwood to Sagle
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Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by Jan 23, 2007

Name: Janet Edelblute

Address: 23875 Lakeview Blvd

City and State: Rathdrum ID 83858

After looking at the three alternatives I feel the yellow is the best for the Athol area because it impacts fewer people and businesses, including my husband and myself. I would think it would cost less and leave fewer unhappy residents.

Signature: Janet Edelblute

A-016

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Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Lori Stensland

Address: 105 Kings Spur

City and State: Athol Idaho 83801

I am a commuter - every day - from Bayview Rd to Prairie Ave in CDA. Also I live on Bayview Rd.

The Alternative I support is ~~the~~ the Brown Alternative. Mostly because of the correction to Granite Hill. It contains the best curvature & elevation alternative.

I see this Alternative is needed for a safety improvement. On December 15th 2005 I was involved in a fatal vehicle accident on the S. Ramp & curve of Granite Hill. Grade is too excessive.

Signature: Lori Stensland

A-017

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Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Bruce Brewer

Address: 14845 W. Pauline Tr.

City and State: Rathdrum ID 83858

I have exception with the interchange + Right of Way through the Riley Creek sawmill at Chilco. The Yellow alternative has the best answer to avoid disrupting my employment at the mill. The frontag road needs to avoid the east side of the mill sight to avoid issues with Riley Creek.

Please protect my employment by not disrupting Riley Creeks activities.

Thank you.

Signature: [signature]

A-018

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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Dennis And Judy Alcuity

Address: 1608 E. Williams Lane

City and State: Athol, Id. 83801

We hope you will use the brown alternative so there will be less disturbance of our property And the wild life that we have by and on our property. We bought 10 acres outside of town to get away from traffic and noise. If you do the other 2 alternatives we will have a frontage road right next to our property and 2 access roads on the other 2 sides. Please save our wildlife and our peace and quiet.

Thank you for our comments

Signature: Judy Alcuity

A-019

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Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Peter Bacsi

Address: 35206 N. Hwy 95

City and State: Athol.

1. You NEED to get this project STARTED - ASAP

2. Ag exeption: If I have few Ac AND this project NEED A fraction of my LAND - will I lose my Ag exeption?

Signature: _____

A-20

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Edward N. Kuetemeyer

Address: 18819 N. well Rd

City and State: Rathdrum, ID 83858

Wyoming Ave to Ohio Match Road must be done before or at the same time as the Garwood to Sagle Don't leave a 2 lane hole between the projects

Signature: Edward N. Kuetemeyer

A-021

IDAHO TRANSPORTATION DEPARTMENT
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U.S. 95, Garwood to Sagle
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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: CHARLES E. (CHIP) & DIANE CORSI

Address: 575 W. Ranch Ct Rathdrum ID 83858

City and State: Rathdrum ID 83858

We live in close proximity (≤ 1/4 mile) of the Junction of 95+53. We favor the Brown (Preferred) Alternative, as it appears it would have the least impact on noise levels to local residences. We strongly encourage a thorough analysis of noise levels that will be created by the project, and that wherever possible, noise abatement be incorporated into design (ie - retention of vegetation, construction of roadside berms, minimizing elevation of the roadway, etc). While it is probably not practical to forego an interchange at HWY 53, we would support that on a new alternative. We do not support the Yellow alternative, nor the blue alternative, as presented.

Signature:

A-022

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Ken and Connie King

Address: 25761 N. Old Highway 95

City and State: Athol

We reviewed all the alternatives for our area (Athol - up behind Silverwood) and much prefer the brown alternate route.

Signature: Connie King

A-023

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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U.S. 95, Garwood to Sagle
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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Arlene Howell

Address: 7956 Blacktail Rd

City and State: Careywood, Id 83809

After viewing the entire route – the brown route seems most Logical EXCEPT

Do NOT want interchange @ Blacktail Rd Would suggest Blue alternate interchange Between Bayview Rd & Blacktail Rd

1. Too much wetland impacted – This creek & drainage flows into Sensitive Cocollalla Lake
2. Too much noise – pollution on Blacktail interchange
3. Blacktail Interchange would collect too much Traffic from Farragut ST Park & Bayview – Better to split off at the Bayview Rd (Blue) interchange
4. Careywood Exchange impacts too much Agricultural land

Signature: Arlene Howell

I vote for Blue interchange at Careywood-Granite area & Brown route elsewhere

A-024

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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: GERALD INMAN

Address: 2309 S. KELLER

City and State: KENNEWICK, WA. 99337

WHY DOES THE FRONTAGE ROAD SWING AWAY FROM THE RAILROAD RIGHT OF WAY IN TO MY PROPERTY?

Signature: G. P. Inman

A-025

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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: RAY + BARBARA KEMPER

Address: 756 W. RANCH CT.

City and State: RATHDRUM, ID 83858

We were concerned about the ON/OFF ramps at Garwood and the 95. Looking at the 3 alternatives they all seem to show a satisfactory solution.

Signature: Ray Kemper Barbara Kemper

A-026

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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: James Riley

Address: 3731 N. Ramsey Road, STE 110

City and State: Coeur d'Alene, ID 83815

1) Support the need to improve US 95 overall

2.) Among our recommendations, do not support locating a new frontage road in front of Chilco mill. This is not safe or practical.

3.) Support yellow area location for frontage road on west side of Chilco mill site.

4.) No reason to disrupt the existing mill operations.

Signature:

A-027

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: PHYLLIS MOTT

Address: 3657 COCOLALLA LOOP RD

City and State: COCOLALLA, ID 83813

ON COCOLALLA WESTMOND ON THE BROWN (ALTERNATIVE PREFERRED MAP) IS THE ONE I LIKE BEST EXCEPT PREFER INTERCHANGE ON THE BLUE MAP BEST AS IT USES LESS WETLAND

ON THE PREFERRED WILDLIFE MITIGATION MAP, I AM PLEASED TO SEE CORRIDORS FOR WILDLIFE ADDRESSED FOR CROSSINGS AND MONITORED BY FISH & GAME

Signature: Phyllis E. Mott

A-028

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U.S. 95, Garwood to Sagle
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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Jan Mott

Address: 3657 Cocolalla Loop Rd

City and State: Cocolalla ID 83813

I like the Cocolalla - Westmond Brown Alternative may (preferred Alternative). I would like to see the interchange by the loop Road on the south end of the lake moved South though. I liked the way the interchange was a lot better on the Blue Alternative map as it interfered with less wetland.

The interchange would be very unstable where it is on the brown Alternative map and it would cost a lot to maintain.

I love the preferred wildlife migration crossing locations. Letting wildlife cross under the hwy makes a lot of sense and sounds like it was well Thought out. Having fish and game run them in the future makes a lot of sense also.

Signature: Jan Mott

A-089

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: Harold & Sharon Marples

Address: 3762 Chilco Rd

City and State: Athol, ID 83801

We feel that the Chilco Rd "Blue" alternative is the best plan & least invasive for our area. Just a nice 4-lane highway would work - we don't need the big intersection & side roads. We vote for the "Blue" alternative

Signature: Harold & Sharon Marples

A-030

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Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: ROBERT L. HAGENBAUGH

Address: 6199 APACHE TRAIL,

City and State: ATHOL, ID

I FAVOR ATHOL YELLOW - THE PROBLEM IS SILVER-WOOD AND ATHOL CITY - WITH AN INTERCHANGE AT SILVERWOOD AT ~~BROOKS~~ BREWER RD, AND ONE AT HOWARD ROAD. SILVERWOOD PARKING LOT COULD BE ACCESSED OFF ~~BROOKS~~ BRAWNER AND NOT OFF 95 - ACCESS ROAD COULD GO ~~EAST~~ OF SILVERWOOD PARKING LOT AND ACCESS TO SILVERWOOD FROM PARKING LOT BY UNDERPASS ALREADY IN PLACE -

Signature: Robert L Hagenbaugh

A-031

IDAHO TRANSPORTATION DEPARTMENT
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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: Kimberly Barnes

Address: 24873 N Corbin Hill Rd. ~~Athol~~

City and State: Athol ID 83801

My house is located at the Brown trust on Corbin Hill Road in the Chilco section. My concern is how it will effect my parcel including how close it will be to my backyard + the "T" intersection proposed for the frontage (Brown att.) road entry to the street. I have 3 kids + I'm concerned with the higher traffic flow this might cause. Cars gliding through a stop sign at a "T" intersection on a highly populated street of children playing could cause accidents. I prefer the yellow alternative because there would not be any intersection to worry about. Having the straight street would mean better visability for drivers to see the kids riding bikes whereas the "T" intersection could result in 'blind spots'. I feel the yellow alternative for this area is better for safety to those living on Corbin Hill Rd. as well as less infringement on the properties of those that live there.

Signature: Kimberly Barnes

Thank you for listening.

A-032

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Glenn & Lucy Chapin

Address: Po Box 578

City and State: Sagle ID 83860

* Blvd - Sagle / Algoma ok
* 463.5 mile marker - granite - Cayuse - frontage Rd through ponds doesn't make sence.
* make interchange @ Bayview Rd not at Black tip to minamize wet lands

Signature: _____

A-033

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U.S. 95, Garwood to Sagle
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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: David W. Owens

Address: 17258 N. Wrangler Road

City and State: Rathdrum, ID 83858

I feel that the Brown alternative serves the traffic and citizen needs the best.

My hope is that this project proceeds at the fastest possible pace, due to the current accident rate along this section of Hwy 95

If one life can be saved by making this highway safer than the entire cost could be justified.

David Owens 1/23/07

Signature:

A-034

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U.S. 95, Garwood to Sagle
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Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Robert & Shelley Shaw

Address: 4583776 Hwy 95

City and State: Cocolalla Id 83813

Its my understanding you are going to cut through the middle of our property CATTY corner. (The Blue Alternative would be the best for us)
We have deer & elk that come through & eat in our pasture, You will be having alot more accidents & road kill.
You could go in front by the Railroad tracks. I hear the railroad would donate land. Seems like that would save money, so you wouldnt have to buy so much private land.
Or you could go behind on the ridge that is already state land.
Seems like you would have to put more bridges in the way you are planning.
I know you dont care about anyones livelyhood but alot of us grow hay.
It would also be dangerous for us to move our 4 horses across the highway everyday. Not to mention the wild life you would be killing.
We saved for many years to buy a place with some land, and now you are going to go right thru the middle and screw everything up for us. So much for the dream.
We vote for BLUE Alternative!

Signature: Shelley Shaw

A-035

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: Brett McCarty

Address: 10645 N. Hennacy Lane

City and State: Rathdrum ID

I believe that alternative yellow or blue ~~cut~~ through Athol will impact less useful land, and benefit access to areas with greater growth potential. Specifically, by providing a through road via Sylvan road and Roberts road. The brown alternative impacts useful land near Silverwood and the other two options impact land that traditionally does not yield groundwater for residential benefit, thus less useful. We look forward to helping with any other opportunity for input.

Signature: Brett McCarty

A-036

KootenaiElectric
COOPERATIVE

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Idaho Transportation Department
Public Involvement Coordinator
PO Box 7129
Boise ID 83707-1129

Re: US 95 Garwood to Sagle project

Kootenai Electric Cooperative appreciates the opportunity to provide comments related to this important highway improvement project.

Our comments fall into 2 areas; coordination and facility locations.

Coordination

As with any project of this size and complexity coordination is absolutely imperative to successful completion. We hope that the same level of coordination and timely information occur on this project as has occurred on the US 95 Mica to Worley project.

Facility location

Kootenai Electric has many miles of distribution facilities located in and adjacent to the existing US 95 right of way from Garwood to Athol. One location is of particular concern to us; the area immediately in front of the Riley Creek lumber mill. We have just completed a major upgrade to the line serving Riley Creek. This upgrade placed a major feeder underground. We relocated our facilities onto Riley Creek property to avoid future highway right of way issues that may have resulted in our relocation at our expense. Because we are on private property through this section any relocation costs will be borne by ITD. In today's dollars this would amount to at least $300,000. It would be in everyone's best interest if you can design around our facilities in this area.

Again, thank you for the opportunity to comment.

Sincerely,

Gary A. Nieborsky PE
Engineering & Operations Manager
Kootenai Electric Cooperative, Inc.

2451 W. Dakota Ave. • P.O. Box 278 • Hayden, Idaho 83835-0278 • (208) 765-1200 • Fax (208) 772-5858 • (800) 240-0459

A-037

Lakes Highway District
Mailing: P.O. Box 460 • Hayden, Idaho 83835
11341 N. Ramsey Road • Hayden, Idaho 83835
E-mail: info@lakeshwy.com

(208) 772-7527
Fax (208) 772-7411

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January 17, 2007

Don Davis
Idaho Transportation Department
600 W. Prairie Ave.
Coeur d' Alene, Idaho 83815-8764

RE: CHILCO FRONTAGE ROAD WEST OF US 95

Dear Don:

On August 17, 2004 I attended a workshop sponsored by the ITD to discuss alternatives for the subject frontage road. Those in attendance who participated in this workshop were as follows.

1. Don Davis, Planner, Idaho Department of Transportation
2. Sean Hoisington, Planner, Idaho Department of Transportation
3. Lou Krug, P.E., HDR Engineering (Representing ITD).
4. Marc Brinkmeyer, Owner, Riley Creek Lumber Company.
5. Chris Hansen, Chairman of the Lakes Highway District Board of Commissioners
6. Joe Wuest, Road Supervisor, Lakes Highway District.

The two alternative routes that we discussed at this workshop were whether to use the Old Hwy. 95 alignment versus using a frontage road to be constructed west of the existing Riley Creek Chilco Mill site. It was mentioned that Old Hwy. 95 had previously been abandoned by the Lakes Highway District. It was also discussed that there may be safety issues involved with using the Old Hwy. 95 alignment whereas the subject area is extremely confined by the existing railroad to the east and the Riley Creek Chilco Mill adjoining directly to the west. Also, a west alternate route would provide a safe access for the development located north of the Riley Creek Chilco Mill. This would alleviate the existing safety problems currently present at the intersection of Estates Drive and Hwy. 95.

We concurred that a frontage road located west of the Riley Creek Chilco Mill would alleviate safety and confinement issues that the Old Hwy. 95 alignment would present. We also agreed that a frontage road located west of the Riley Creek Chilco Mill would serve as a better alternative route and design if the proposed interchange was to be constructed on US Hwy. 95 south of Chilco.

In conclusion, it was my understanding that all of the members present at this workshop supported the frontage road route being located west of the Riley Creek Chilco Mill site. Therefore, I would request that the Idaho Transportation Department re-visit the yellow alternative route going around and to the west of the mill site due to safety and confinement issues as stated above.

Sincerely,

Chris Hansen, Commissioner
Lakes Highway District

A-038

Edgewood
LOG STRUCTURES

Unparalleled architectural log crafting.

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Idaho Transportation Dept.
Atttn: Public Involvement Coordinator
POB 7129
Boise, ID 83707-99363

January 23, 2007

Dear Sir or Madam:

As President of Edgewood Log Structures I look forward to the improved highway and the access it will bring us.

My primary concern is the current plan as drawn has a Parks Road interchange on-ramp running squarely through our modular offices, fire retention pond, and a water well. The three office buildings (no permanent foundations), associated utilities, and landscaping can be moved but will cause us to incur both expense and hardship due to loss of work time and the effort involved to relocate the buildings and their utilities.

While I agree fully with the onramp location, I would like to better understand what assistance is available for us to accommodate the onramp.

Sincerely,

Brian L. Schafer
President
Edgewood Log Structures

www.edgewoodlog.com

P.O. Box 1030
Coeur d'Alene
Idaho
83816-1030
Phone: (208) 683-3330
Fax: (208) 683-3331

A-039a

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM
PUBLIC HEARING – U.S. 95 GARWOOD TO SAGLE PROJECT

The following testimony is submitted by:

RECEIVED AT
PUBLIC HEARING

Name: Tim and Joan Tope

Address: 132 Sunset Road

City & State: Athol, Idaho 83801

Please accept this as testimony on the Draft Environmental Review for the U.S. 95 Garwood to Sagle Project. We have a keen interest in this project. We travel this highway almost daily throughout the year and feel that this project is essential for our travel safety.

Having taken part in the hearings for this project from the beginning, we both feel that the work on this project has been exceptional. The hearings were well attended and we came out of them with a real understanding of the project. I would like to commend the local ITD staff in their excellent response to questions by the public and for all the work they have done on this project.

The alternatives were well thought out and the selection of the Brown Alternative seems to work well with just about everyone. I have not heard anyone....(NOT ONE PERSON!) say they were against this project. Why? Well, we feel it has been because of the exemplary work on the project and the fact that we all feel we are living on borrowed time when we are driving on Hwy 95. There is not one person who travels on this highway regularly who hasn't either been in an accident or known family, friends or neighbors who have been in an accident and either died or were hurt. A neighbor close by was just in an accident and has been in and out of the hospital for weeks. This accident would not have happened if this was a divided highway. When you only have 12 inches between traffic traveling toward each other, the odds are against you. Her life is now changed forever.

We cannot understand why this highway hasn't been upgraded a long time ago. The traffic between Coeur d'Alene and Sandpoint has always been busy, but never so much as it is now with the great influx of people who have moved into the area. The traffic has increased greatly and also so has

the need for this project to be completed expediently. Why does Boise have so many nice safe roads, yet the highway between Coeur d'Alene and Sandpoint stays as an antiquated road? Why is this? Are the lives of the citizens who drive this road not important? The completion of this project is an emergency situation. Our lives are at stake. We cannot wait until 2012 to get the project to Athol! Start the project and go for it. Put this project out to bid as one or two large projects and get it done! If the worry is there are not enough funds to complete the project because of increase in costs, then you should speed up the project, not slow it down.

Thanks again to everyone who has worked on this project. A job well done so far. Hopefully our safety and our lives are important enough to complete this project expediently.

5001a

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IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, Idaho 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

The following testimony is submitted by:

Steve Wedel and Janine Wedel

Mailing Address: 11716 Old Town Road
Bakersfield, CA. 93312

Property Address within Study Area: **294 Kellers Cove**
Sagle, Idaho 83860

Ladies and Gentlemen:

We wish to go on record as being in favor of the **YELLOW ALTERNATIVE in the WESTMOND AREA.** We purchased the home and land located at 294 Kellers Cove in December of 2005 a few years ahead of retirement with the intention of residing there upon retirement. My wife, children and I visited Sandpoint in August of 2005 for a vacation and began to look for retirement property. We returned in November of 2005 with the intention of hopefully making an offer. We found this property, made the offer, and the deal closed on December 26, 2005. We would not be submitting this statement if the true facts of the highway alternatives had been disclosed to me. We would not have purchased the property with the uncertainty of possible highway relocation. Neither our agent nor the seller's agent ever disclosed or mentioned anything about alternative routes. We were assured by both agents that the only improvement would be a widening of the current route and were shown a plat map and map of the current U.S. 95 as it passes through Westmond. After the deal had closed in December of 2005, we visited the property during February of 2006 without anyone mentioning anything about alternate routes. We returned in April for a week and to our shock were only then informed by our neighbor while we were unloading furniture about the possible Blue and Brown alternate routes. We immediately contacted Susan Keibert and began a process of education and investigation about this project. I will comment at the end of this statement more specifically about how the Blue and Brown routes would severely negatively affect our immediate family. I have read the approximate 642 pages of the draft environmental impact report and first will make several comments in relation to this report and information presented within the document.

A. **YELLOW ALTERNATIVE MEETS THE PROJECT'S GOALS**: As stated on page 8 of the summary of the DIES, "all action alternatives would address the purpose and need of the project." On page 22 of Chapter 2 of the DEIS when

referring to the Yellow Alternatives it states: "These alternatives would meet the purpose and need of the project, because they would improve safety and increase capacity resulting in a LOS acceptable by ITD and AASHTO standards, and they would preserve ITD's previous investments. Widening US-95 along its existing alignment would minimize the acquisition of new right-of-way. Existing land use and local transportation plans include the highway in its current alignment." On pages 7 and 8 in Chapter 4 of the DEIS it states that the Westmond Blue Alternative would be safer than either the Westmond Yellow or Brown Alternatives due to the width of the proposed median. The Westmond Blue alternative proposes a 50 foot median without a barrier. The studies using statistical models to substantiate such comparative safety statements are hypothetical and attempt to predict future accidents that have not yet happened. Using this logic, why not construct even wider medians? Currently, U.S. 95 has no concrete barrier or significant median as it passes through the Westmond area. The Westmond Yellow Alternative proposes to separate opposing traffic with a 22 foot median and a concrete barrier. This greatly improves safety especially with the additional two lanes to accommodate increased traffic flow. It is also stated on page 8 that emergency vehicles would have less convenient access using the Westmond Yellow Alternative but that "the response times would not change substantially." Thus, emergency service performance and safety for the area's residents is maintained. Furthermore, the change in convenience of access for local residents affected by the Westmond Yellow Alternative is inconsequential when compared to all of the other potential adverse effects. In addition, on page 26 of Chapter 4 it states: "All action alternatives would create a permanent, inaccessible barrier to motorists and pedestrians except at the interchanges." The point is that the people of Northern Idaho need a highway system along the proposed route that will enhance their safety and meet the traffic flow growth in future years. The Westmond Yellow Alternative amply accomplishes this goal and would equally increase safety and meet the future transportation needs for travelers in Northern Idaho.

B. **YELLOW ALTERNATIVE IS LESS EXPENSIVE**: The Yellow Alternative in the Westmond area would be less expensive to construct than either the Blue or Brown alternatives. The DEIS indicates that the purchase of right-of-way costs is more expensive for the Yellow Alternative than either the Blue or Brown Alternatives in the Westmond area. It would be important for the reader to have access to the specifics of Table 5, Westmond Area Alternatives, listed on page 21 of the DEIS summary. The construction of an entirely new section of highway in the Westmond area more than offsets the right-of-way differential in costs when compared to the costs to widen and modify the current route. One reason that the Westmond Yellow Alternative would be less expensive is because the state of Idaho owns a strip 200 feet wide along the current route and is not using most of that space presently as the highway passes through Westmond. This fact was stated to me by Don Davis, P.E., Project Management for the Idaho Transportation Department. Table 4-7 on page 58 of Chapter 4 of the DEIS substantiates that the total estimated construction costs including right-of-way are $3.5 million greater for the Westmond Blue Alternative and $5.4 million dollars greater for the Westmond Brown Alternative when compared to the total estimated costs for the Westmond Yellow Alternative. The route designed

by the engineers for the Westmond Blue and Brown Alternatives passes through much unimproved private land and this would be expected as a strategy to minimize right-of-way costs. However, the social costs to the property owners that would now be very close to the four-lane highway, such as my wife and me and our neighbors, has not been calculated financially nor added into the construction costs of these realignment proposals. If the property owners that would be significantly adversely affected by the Westmond Blue and Brown alternatives were compensated for these costs, as they should be, the final cost differential for these two alternatives would even be greater.

C. **WETLANDS**: The Westmond Yellow Alternative minimizes the impact on wetlands as stated on page 15 of the DEIS summary. Table 4-24 on page 80 of Chapter 4 of the DEIS substantiates this fact as does information on pages 82 and 83 of this chapter. This is specifically the Westmond area Wetland U as defined and illustrated on pages 75 and 76 in Chapter 3 of the DEIS. Not only does this alternative help better protect the environment, it also reduces the costs for mitigation expenses, which would be greater for both the Westmond Blue and Brown Alternatives. Pages 80 and 81 also describe the negative effects to wetlands as a result of this project.

D. **PRESERVATION OF FOREST**: The Westmond Yellow Alternative as stated on page 17 of the DEIS minimizes the destruction of forested acres thus helping to preserve current visual aesthetics. Table 4-29 on page 90 of Chapter 4 documents this fact. On page 115 in Chapter 4 of the DEIS it is stated: "The Westmond Yellow Alternative would have fewer substantial adverse visual effects than the other alternatives due to the interchange location using the existing highway." On page 100 of Chapter 3 in the DEIS it is stated: "NEPA requires that we consider adverse effects related to aesthetics and visual quality and give them due weight in the decision making process."

E. **WILDLIFE**: Because the Westmond Yellow Alternative reduces the destruction of forest land, it helps to maintain the environment for many species of wildlife and minimizes the destruction of their indigenous environment. Currently, many deer and other wildlife pass through my property and the adjoining forested areas daily. All of these areas traveled by wildlife to the west of my property would be destroyed and this same effect will occur in other areas where deforestation occurs. This is noted in the section on wildlife on page 18 of the DEIS summary.

F. **NOISE**: The Westmond Yellow Alternative will increase noise pollution for those residences and businesses along the current route. However, these individuals chose to purchase their property along the highway in the first place unless they inherited it. Most of the residences in the Westmond area are to the east of the highway. Currently, forested acres help buffer some of the highway noise. Constructing the Blue or Brown alternatives would equally impact the current property owners along the east side of the original route by moving the highway from in front of them to behind them. The increase in noise pollution for them would not significantly change. However, the Blue and Brown alternatives will reduce forested buffering

particularly for those closest to these alternate routes as well as to all property owners in relative close proximity east of the highway. Thus, these two alternatives would produce noise pollution that affected many more people than the Yellow Alternative. Figure 3.8 on page 50 of Chapter 3 indicates the existing noise for 255 Kellers Cove as measured on October 17, 2003 to be 55 dBA. On page 49 of Chapter 3, Table 3-16 defines this noise level as moderate, which ranges from between 50 and 60 dBA. It is also stated on page 49 that this location is one of several measurement sites that were not included in the constructed model calibration "because they represent locations where traffic noise is not currently the dominant noise source, or locations where it was not practical to perform concurrent traffic counts." My property located at 294 Kellers Cove is closer to the current U.S. 95 and much closer to the proposed Westmond Blue and Brown Alternatives. In fact, it is the closest residence to the Westmond Blue and Brown proposed alternative routes. Although the property is relatively close to the current U.S. 95 highway, it is a very peaceful and aesthetically pleasing environment. Road noise is the dominant noise source and the reason the property at 255 Kellers Cove was not included in the model calibration is because it was not practical to perform traffic counts due to the forest barrier that protects residences in this area from the highway. These measurements as presented in the DEIS are several years old and increased traffic since the measurement date has more than likely already increased the noise level as measured by dBA analysis. Furthermore, the residents of the property located at 255 Kellers Cove are my neighbors and they remember when the test was done. They questioned the accuracy of the 55 dBA measurement at the time because the test was administered in the evening hours and not during peak traffic periods when the level is higher. Eliminating the forest barrier and bringing the highway to within 150 feet or less from my residence will most certainly raise the noise level to dBA values in the loud or very loud range as defined in Table 3-16 on page 49. The Noise Receptor maps located in Appendix H of the DEIS for Cocolalla/Westmond Blue and Cocolalla/Westmond Brown document the adverse impact on my property. Again, in general, this will affect all property owners in the proximity of the Westmond Blue and Brown Alternatives.

G. **AIR TOXINS**: A similar argument can be made for increased air pollution or air toxins. As the highway is moved to the east away from the Westmond Yellow Alternative, more people will be impacted negatively from automobile exhaust gases and other pollutants for the same reason that applies to noise pollution. More people live east of the highway. On page 44 of Chapter 3 it states: "Recent studies have been reported to show that close proximity to roadways is related to adverse health effects, particularly respiratory problems." Again on page 45 of Chapter 3 it states: "There is heightened concern for human health from projects that result in air toxic emissions and PM from mobile sources, particularly diesel exhaust." Many of the people that under the Westmond Blue and Brown alternatives would be living closer to the highway are of retirement age and above and this magnifies these adverse consequences.

H. **AESTHETICS AND COMMUNITY LIVABILITY**: On page 2 of Chapter 1 in the DEIS, two of the project goals listed are:

- Enhance aesthetics and community livability
- Minimize environmental impacts

The Westmond Blue and Brown alternatives **produce just the opposite effects in relation to my home and property.** The highway in both alternatives will be within 10-15 feet of our property line and within 100-150 feet of our house. The green belt of forest that currently produces positive visual aesthetics and acts as a noise barrier will be removed and replaced with four lanes of highway. The forest also serves as cover for the many deer that daily cross my property. When we look to the west all we will see if either one of these alternatives is approved will be four lanes of highway and traffic. On page 106 in Chapter 4 when describing visual effects it states: "Texture contrast would be high as concrete and other structural materials used in the freeway and interchanges would be quite different from the texture of vegetation surrounding the project. All of the adverse visual effects would occur in foreground and middle ground viewing zones." On page 21 in Chapter 4 of the DEIS it states that land use effects associated with the Brown Alternative would be the same as those described for the Westmond Blue Alternative. The same page states: "The Westmond Blue Alternative goes around the community of Westmond to the east through forested terrain and agricultural land and some partially developed suburban parcels. The Westmond Blue Alternative would require greater right-of-way than the Westmond Yellow Alternative possibly affecting the land use on those parcels." On page 51 of Chapter 2 of the DEIS it is stated that the "new (Blue or Brown) alignment would preserve homes and businesses in Westmond." This statement ignores and fails to mention the fact that my aesthetic environment and that of other residents close to me will be destroyed and that we will suffer a very significant negative financial impact.

I. **FOOTPRINT**: When comparing the construction effects of the Westmond Alternatives, the DEIS states on pages 128-129 of Chapter 4: "Of the alternatives, the Blue alternative would have the greatest footprint and would likely have the greatest water quality, floodplain, wetland, habitat and visual construction effects to the area."

J. **GAS LINE**: The TransCanada Gas Transmission Northwest System has a 36" diameter gas line buried east of the current U.S. 95 as it passes through Westmond. This line happens to be about 30-40 feet west of my property line. I spoke with Steve McNaulty, the land manager for TransCanada GTN, who has a regional office located in Spokane. He stated that the company's preference would be for the highway not to pass over or cross the buried gas line. The Westmond Yellow Alternative does not affect the pipeline whereas the Westmond Blue and Brown alternatives pass over the pipeline more than once in a curved fashion somewhat parallel to the highway. This is supported by aerial maps of the various Westmond alternatives provided to me by Don Davis, P.E., Project Management for the Idaho Transportation Department. If a highway must pass over the gas line Mr. McNaulty stated the preference is to have it

cross over at a ninety degree angle. This is definitely not the case with respect to the Westmond Blue and Brown Alternatives. Mr. McNaulty also stated that when a highway must cross over such a gas line, the line may need to be moved with all costs absorbed by the agency constructing the highway or the highway would need to be elevated in order that GTN could have access to their line if an emergency repair or other maintenance were necessary. This would occur in multiple locations along the Westmond Blue and Brown alternatives and all of this adds to the costs of constructing the Blue or Brown alternate routes in the Westmond area.

K. **ENCODER**: The Westmond Yellow Alternative would impact the Encoder property but the main consequence would be the necessity to move the fire protection storage pond as stated in the DEIS on page 105 of Chapter 4. The highway will not change or impact their production facility or negatively impact their core business. Thus, the Westmond Yellow Alternative does not negatively impact the Encoder Corporation or the personal lives of its employees. In contrast, the Westmond Blue and Brown Alternatives produce significant adverse social and economic consequences for those residences in proximity to these proposed alignments east of Westmond.

L. **WESTMOND STORE AND DELI**: The Westmond Yellow Alternative would displace the Westmond Store and Deli, also known as the Chevron gasoline station. However, in a conversation with the owner of this store, she stated to me that she was in favor of the Westmond Yellow Alternative. Hearsay information from other residents in the area that know or that are friends of this individual indicate that she already has a financial contingency plan for relocation of her business. I wish to qualify my comments by stating that I will leave it to the owner of this property to provide accurate testimony on her position in this matter.

M. **NEIGHBORHOOD QUALITY**: The neighborhood quality, which refers to "quality of life" characteristics as defined on page 30 of Chapter 3 of the DEIS, will be significantly reduced for the homes impacted by the Westmond Blue and Brown alternatives. The very close proximity of these residences to the alternate routes is incompatible with the increased noise, exhaust fumes, odor, heavy traffic, and safety hazards. As stated on page 36 in Chapter 4 the Westmond Blue and Brown Alternatives "would disrupt the existing neighborhood on the east side." It further states that extension of Overlake View Drive "would increase traffic through an area that currently has a dead-end. It would result in new traffic and noise effects but would not isolate the neighborhood." Finally, with the Westmond Blue and Brown Alternatives: "Noise would increase with higher traffic speeds and traffic volumes, especially for those immediately adjacent to the freeway." Both the Westmond Blue and Brown Alternatives increase the number of residents in the local area whose neighborhood quality would be adversely affected as opposed to just widening the current route, which is the Westmond Yellow Alternative.

N. **NON-DISCLOSURE**: Chapter 9 of the DEIS, Comments and Coordination, extensively documents the public involvement objectives and actions. We appreciate

and respect the level of planning, thoroughness of detail, and execution involved to adequately inform and educate the public and to solicit input from all parties. As stated in our opening testimony, we were completely unaware of the Westmond Blue and Westmond Brown Alternatives until months after closing on our property. We did not know there was a color associated with widening the current route through Westmond. We understand that this aspect of our ownership of the property is not the Idaho Department of Transportation's problem. However, we make these statements so perhaps you have some empathy for our situation. After reading Chapter 9, we would most certainly think that any realtor would or should be knowledgeable about this project. None of the documents involved in our real estate transaction mentioned anything about alternative routes for U.S. 95 as it passes through Westmond. There was absolutely no written or verbal disclosure other than the widening of the current alignment by one lane on each side of the highway. We have since questioned our realtor for clarification on this issue and she said that what we discussed was the plat maps that illustrate the current alignment. She said that she does remember calling the listing agent to make certain we were only talking about adding one lane to each side of the highway and he said that was correct. We asked her if she had ever seen any maps or heard of alternate routes and she said no. We asked her if the listing agent mentioned such routes or volunteered maps and she said no. She stated that she understood the highway change to just be a widening and recalls our conversation and our questioning at the time. She remembers making the statement that the highway changes would not impact us. She indicated that she was our agent and that she devoted a lot of time to put the deal together. This agent is smart having graduated from the University of Southern California and also having earned a MBA. She has prior management experience and entered realty when her husband was transferred to Sandpoint. We asked all the right questions and we totally trusted her. In hindsight, that was a mistake.

Some people may think that such injustice could easily be remedied in court if the Westmond Blue or Brown alternatives are approved thus establishing damages. I have learned that no matter how strong the case, there are no guarantees in the grey area of law. Often, the results are unsatisfactory to either party with the end result being that only the attorneys have padded their wallets. Law suits can be very expensive and demand much commitment, time, and energy. Ultimately, any party owning our property should the Westmond Blue or Brown Alternative be approved will suffer adverse aesthetic and quality of life consequences. Furthermore, the property would be very difficult to sell at fair market value and any owner will face a serious financial risk and depreciation in property value. Other desirable properties in Northern Idaho that are not adjacent to a freeway or large highway system should appreciate and keep pace with any inflation or cost of living factor. Our property, without either the Blue or Brown Alternative routes, would maintain its value with the average or above average market as it is very nice and the home was custom built with quality. However, if the Yellow Alternative is not selected, we will not maintain pace with the market. Thus, the Westmond Blue and Brown alternatives will adversely affect anyone owning this property.

O. **SHATTERED DREAM**: Our family is very outdoor oriented and enjoy all the recreational and lifestyle opportunities available in Northern Idaho. I will soon be 60 and have worked all of my life to raise five children and to save the money necessary to purchase our property at 294 Kellers Cove initially for recreational use and finally full retirement. We think our neighbors are great and have enjoyed meeting very nice people when we travel to Idaho. I am not a millionaire and chose teaching as a profession. For almost 30 years I have taught high school students, been a head coach of various sports, led teachers, and have held various administrative positions. I have dedicated my life to helping others. We love the property as it is and hope to pass it on to our children. To better appreciate the quality of our home and our current environment, we suggest you drive down U.S. 95 through Westmond and then by our property at 294 Kellers Cove. We are prepared to deal with increased noise as a result of adding one lane of highway on each side of the current route through Westmond. As it partially states on page 48 of Chapter 4: "the public should receive fair and humane treatment and not suffer unnecessarily as a result of the highway project." Unfortunately, if either the Westmond Blue or Brown Alternative is selected, this property will no longer meet our retirement quality of life needs. Our dream will be shattered.

P. **FINANCIAL LOSS**: We cannot afford to take a loss on this property as a result of a four-lane highway being constructed in very close proximity to our home and in the destruction of our aesthetically pleasing environment. Table 4-11 on page 61 of Chapter 4 displays the Cocolalla/Westmond Area Alternatives Annual Construction Spending Effects. We are very much in favor of economic development and the resulting increase of jobs. We have obviously contributed to the multiplier effect in the local economy. Our trips to the area have included airline tickets, car rental, gas, food, entertainment, and lodging expenses. We purchased the home and property and have since paid taxes on a basis that has been increasing at the rate of $10,000 dollars a month. We have spent between $10,000 and $15,000 in the local economy helping to furnish our home. We pay all of the utility bills and have contracted with a property management firm to oversee our property as we chose not to rent it. The Westmond Blue and Brown Alternatives will both provide a greater increase in construction jobs and an increase in earnings than will the Westmond Yellow Alternative. This is good but it is inequitable to expect our family's financial well-being and quality of life to suffer as a result. That just isn't the American way.

Q. **FINAL ANALYSIS**: We have done the best we can to interpret the DEIS in a short period of time and to provide our testimony why we think the **WESTMOND YELLOW ALTERNATIVE** is the most practical and least injurious solution for all parties. We love the state of Idaho and its people, the clean environment, the Idaho lifestyle and the quality it affords. However, in the final analysis, if the Westmond Blue or Brown Alternative is selected then the public entities, corporations, private business and individual interests that have most to gain as a result of this decision should make certain that financial loss is not incurred by innocent parties such as our family and others in similar situations. Such proponents do not live in our home on our land and will not suffer the adverse effects on our quality of life and potential

financial loss. The human condition is most vital and as such a moral and ethical obligation exists to treat people fairly. **Under the Westmond Blue or Brown scenario, my wife and I urge you to help us. There are many creative methods to accomplish this. Please allow us to get on with our lives in the beautiful state of Idaho should that necessity occur.**

Respectfully submitted:

Steve Wedel

Steve Wedel

1-22-07

Date

Janine Wedel

Janine Wedel

1/22/07

Date

5-002

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

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LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: [illegible]

Address: 2C3 4002

City and State: [illegible]

[illegible]

[illegible]

Signature: _____

S-003

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Jim Cooper

Address: P.O. Box 272

City and State: Coeur d'Alene, Id 83813

preferred locks okay to me.

Signature: _____

S-004

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

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LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by Cocolalla - Westmond

Name: David Carlson

Address: 139 Heath Lake Rd

City and State: Sagle, Id 83860

The yellow alternative route will take my business Bonner Concrete and I don't like that route. The brown or blue alternatives do not effect my business and is my prefered choices.

Signature: David Carlson

S-005

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Karen Bradetich

Address: 1096 Algoma Spur Road

City and State: Sagle ID 83860

Yellow alternative option 4 - seems less invasive to homes & provides more convenient access from all sides. The frontage road on the east side of 95 needs to be extended from Dafoe to the existing Davis Road.

Signature: Karen Bradetich

S-006

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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Idaho Transportation Department
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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by Sagle - Algoma

Name: Duane Carlson

Address: 209 Heath Lake Rd

City and State: Sagle, Id 83860

I do not like the brown alternative route as it effects my property & my sons property with a frontage road east of Burlington R.R and North of Heath Lake Road that goes through my sons home and up to my mom home. I prefer the yellow alternative routes next to my property so the frontage road will not effect these 2 properties

Signature: Duane Carlson

S-007

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Bob Carlson (North Fol Bikeway)

Address: 50 Westview Ln.

City and State: Sagle Id 83860

We have had a No. of meetg w ITD over Feasability of a west side Biketrail ~~out~~ for the entire project - next to highway ~~at~~.

I strongly suggest that this remain a High priority for safety concerns & This remains in the funding.

Another similar issue is adequate (safe) pedestrian crossg (~~Sagle~~) at Sagle/95 corner. This would require either a traffic light or pedestrian over/under pass. This ~~should~~ will continue to increase in importance as No. of school children in this area increases & Bike traffic increases on Sagle trail.

Signature: Bob Carlson

S-008

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Tammy & Mark Palanuk

Address: 41546 Blacktail Rd

City and State: Careywood ID 83809

Brown Route - is our pick.

Signature: Tammy & Palanuk

J-009

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: JEFF BALES

Address: 185 CAROL'S LANE

City and State: SAGLE IDAHO 83864

THE BLUE ROUTE IS MY PREFERENCE. THE FUTURE OF SAGLE'S GROWTH WOULD BE BEST SERVED WITH A "MAIN STREET" (OLD HIGHWAY).

GO BLUE!!

Signature: Jeff Bales

S-010

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: LES McINTIRE

Address: 468354

City and State: SAGLE ID.

I APPROVE OF THIS PROPOSED CHANGE TO H.WAY 95 AND THINK THAT PLAN BROWN (PREFERRED ALTERNATIVE) WOULD BE THE BEST ROUTE THROUGH SAGLE.

Signature: L. S. McIntire

S-011

IDAHO TRANSPORTATION DEPARTMENT
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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: David Kolb

Address: 35 E Dufort Rd

City and State: Sagle, ID 83860

We are all (85%) waiting for the whole project to be finished! Good Job.

Please send a Relocation Pamplit/Guide

Signature: _____

S-012

IDAHO TRANSPORTATION DEPARTMENT
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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Dick Bradbrick

Address: 1096 Algoma Spur Road

City and State: Sagle ID

Yellow Alternative Option #4 is preferred by myself. Frontage Road should be allowed by Davis for there access. On the East side of the Rail Road. Frontage Road would run from North Lake Road to Davis Road.

Signature: Dick Bradbrick

S-013

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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Idaho Transportation Department
Attn: Public Involvement Coordinator
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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: John D Babinski

Address: 221 FS Rd 315

City and State: Careywood ID 83809

Interchange at Blacktail road could be a lot smoother without the congestion which will occur as shown in the BROWN Alternative.

We do not need to reinvent interchanges. There are thousands that work well (and many that do not work well)

Signature: John D Babinski 1-24-07

S-014

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Diane Bales

Address: 185 Carol's Lane

City and State: Sagle, Idaho

The blue route would serve Sagle best over time, as it would allow for a "Downtown Sagle" to develope.

Signature: Diane F Bales

S-015

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: CHUCK & DIANE SAMSON

Address: PO Box 1066

City and State: SAGLE, ID 83860

BUILDING A FREEWAY THAT DUMPS INTO SAGLE DOES NOT MAKE SENSE!

WHAT DOES MAKE SENSE IS BUILDING A FREEWAY THAT CONTINUES DUE NORTH FROM APPROX. GUN CLUB ROAD & CROSSES THE PEND OREILLE RIVER NEAR DOVER AND BY-PASSES SANDPOINT (WITH US #2) ON THE WEST SIDE OF TOWN. (SEE ATTACHED SKETCH)

Signature: Chuck Samson Diane Samson

S-016

RECEIVED AT
PUBLIC HEARING

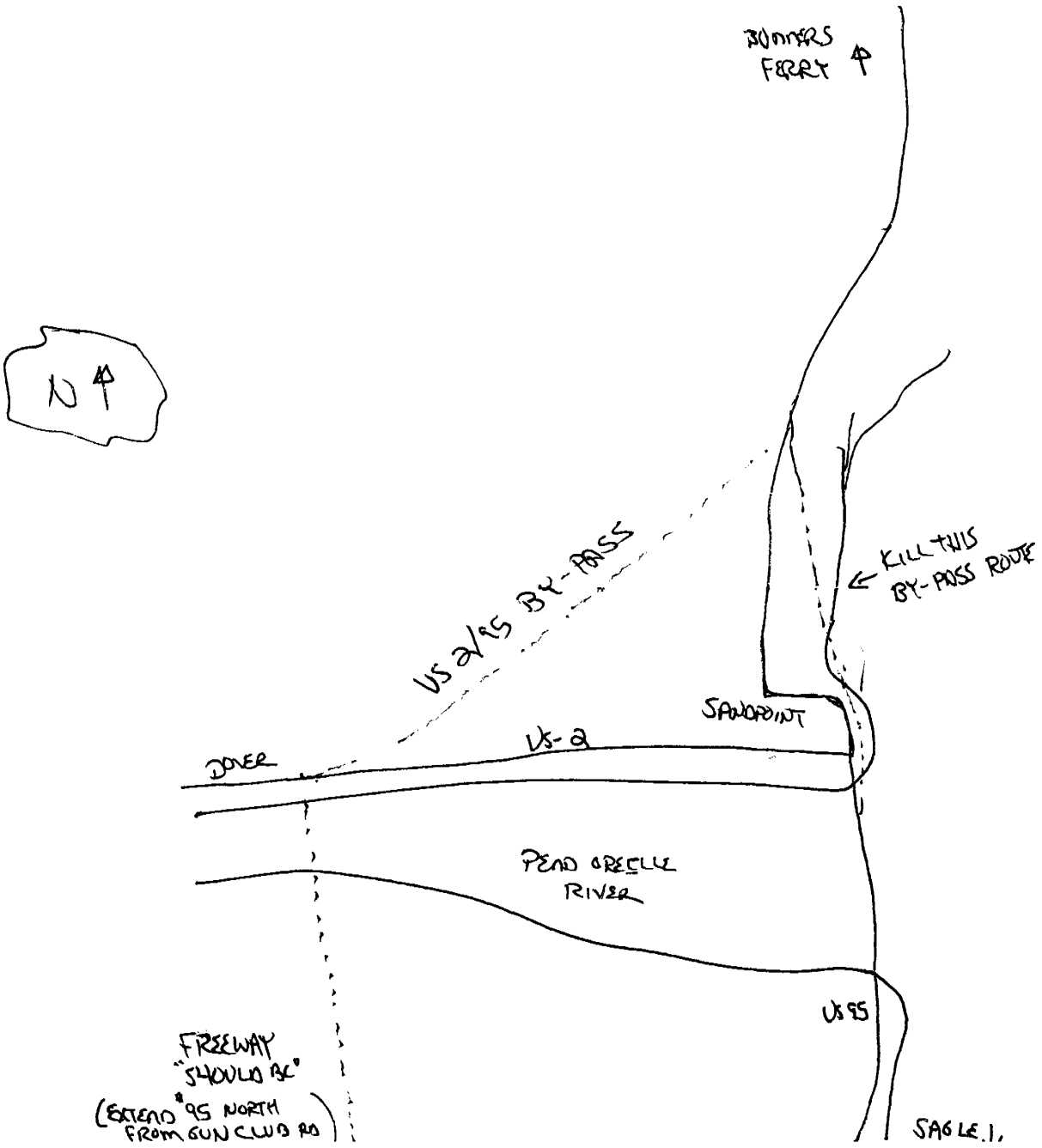
BYPASSING SILVERWOOD IS A GOOD IDEA.
I DON'T KNOW IF THE BROWN OR THE BLUE ALTERNATIVE IS BEST. I SUPPOSE IT DEPENDS ON COST. YELLOW ALTERNATIVE DOES NOT HELP THE HEAVY CONJESTION IN THE SUMMER. QUICK & EASY ACCESS ON & OFF 95 TO & FROM SILVERWOOD MUST BE WELL THOUGHT OUT, OTHERWISE ROUTING 95 AROUND SILVERWOOD WILL NOT RELIEVE CONGESTION ON 95. PERHAPS THE BLUE ALTERNATIVE WOULD BE BETTE BECAUSE THERE WOULD'NT BE DIRECT ACCESS TO THE HIGHWAY FROM SILVERWOOD PARKING.
IF BROWN IS CHOSEN, I RECOMMENT THAT SILVERWOOD PARKING BE CONNECTED TO THE HIGHWAY BY THE "OLD" (NOW EXISTING) PORTION OF THE HIGHWAY. THE "OLD" PORTION COULD ACT AS ~~AT~~ ON & OFF RAMPS.

Duncan W. Bean

DUNCAN W. BEAN

S-017

RECEIVED AT
PUBLIC HEARING



S-018

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

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Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Wilbur + Luana Hiebert

Address: P.O. Box 247 (580 VanderSloot Lane)

City and State: Cocolalla ID 83813

We prefer the brown alternative in all areas as it makes most sense to us.

Especially in the Cocolalla-Careywood area, we prefer the interchange to be at the Cocolalla Loop Rd to facilitate the cross traffic.

Signature: Luana S. Hiebert Wilbur E. Hiebert

S-019

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: CLEM HACKWORTH / MAUREEN GOBLE HACKWORTH

Address: 236 LAKESHORE DR. PO BOX 1333

City and State: SAGLE ID 83860-1333

OUR BIGGEST CONCERN IS THE INTERSECTION AT HWY 95 & LAKESHORE DR.

WHILE THIS AREA IS NOT A PART OF THE US 95, GARWOOD TO SAGLE, IT IS ONE OF THE MOST DANGEROUS EGRESS & INGRESS TO & FROM LAKESHORE DR. ONTO HWY 95 IN THE ENTIRE SAGLE AREA.

SO, THEN, HOW - AND WHEN WILL THE AFORE MENTIONED AREA BE ADDRESSED.

TO WHOM DO WE CONTACT TO START A HEARING OF THIS KIND REGARDING THIS MOST IMPORTANT AREA JUST SOUTH OF THE LONG BRIDGE?

Signature: Clement H. Hackworth

S-020 RECEIVED AT PUBLIC HEARING

Highway 95 Improvement Between Garwood & Sagle

Personal Statement for Public Meeting on January 24, 2007
Sagle Elementary School – 550 Sagle Road, Sagle, ID

I am a Washington State resident working in Sandpoint, Idaho. Not only do I drive on Highway 95 between Garwood and Sagle every day when I travel to and from work, but I pay Idaho State income tax, and purchase gasoline regularly along that stretch of highway. Therefore, I feel that I have a legitimate right to make a statement, even though I am not an Idaho State resident.

Even before I considered working in Idaho, I had read and heard about automobile accidents on Highway 95 and knew that it had a reputation as being a dangerous road. This knowledge weighed on my mind when I pondered applying for work in Sandpoint. Now that I have been driving this highway five days each week, at times in winter weather, I am impressed by the great attention the Highway Department gives the highway and removes slush, snow and ice as well as could be expected. I also understand why this highway is dangerous.

It was reported in the Spokane Spokesman-Review that the state highway department is considering widening Highway 95, providing four lanes and dividing the north and southbound sections. If this is true, I believe it is a great idea. Such improvements would make the highway much safer. Two lanes each way would provide a much safer opportunity for vehicles to pass other vehicles that drive under the speed limit or slower than weather conditions warrant. Obviously, dividing the highway would nearly eliminate head-on collisions, reducing the number of severe injuries and deaths. Both of these improvements would give me and my family greater peace of mind as I travel to work and back home again.

Sincerely,

Duncan W. Bean

Duncan W. Bean

S-021a

RILEY CREEK

30 Riley Creek Park Drive
Post Office Box 220
Laclede, Idaho 83841-0220
208.263.7574
208.263.1566 Fax
www.rileycreek.com

RECEIVED AT PUBLIC HEARING

January 23, 2007

Ms. Gwen Smith
Idaho Transportation Department
Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

RE: US 95 Improvements, Garwood to Sagle, Project # : NH-5110 (141), Key # : 8473

Dear Ms. Gwen Smith:

Riley Creek is the largest lumber producer in Idaho with 3 mills, producing over 500 million board feet of lumber, employing approximately 480 people at three (3) different sites in Boundary, Bonner and Kootenai county. One of our highest priorities is the improvement of the state and county transportation system in north Idaho and as such we have fully supported the GARVEE program and funding from its inception. We are happy to see it being implemented in north Idaho.

As part of the public comment process associated the Draft Environmental Impact Statement (DEIS) for this program, we respectfully submit the following comments to the Idaho Transportation Department (ITD) in support of the development and adoption of improvements to US-95 on the Chilco section of the improvements designated from Garwood to Sagle, Idaho.

The Brown Alternative, selected as the "preferred" alternative by ITD, is problematic for several reasons, some of which are listed below. The primary issue, however, is that the Brown Alternative puts a frontage road directly through part of the Riley Creek's Chilco facility (sawmill/lumber operation.) This is unacceptable for Riley Creek, and we believe that this action would potentially build in many cost increases that could be avoided by the selection of the Yellow Alternative or modification of the Brown alternative.

This letter is a summary of our concerns. We will supplement this initial information with additional facts and data prior to the close of comments on February 15, 2007.



1. The ITD preferred alternative, known as the "Brown Alternative" follows old U.S. 95 which was abandoned on June 7, 1971. As such, it no longer constitutes a part of any highway system. A copy of the legal document confirming this is attached. The frontage road was part of our acquisition from LP and has now reverted to us as an adjoining land owner.

2. Locating the frontage road on the old abandoned Right of Way (R/W) would disrupt Riley Creek's Chilco operations, increase costs for the state and cause costly relocation expenses for our state-of-the-art lumber facility in which we recently invested millions of dollars.

3. A security building exists at the entrance to the mill site. The purpose of this building is to control access to our site for safety and security reasons. This building is located within the 66' right of way proposed for the frontage road as shown on attached map (# 1). Under the Brown Alternative it would need to be re-located.

4. Just north of the security building is the Riley Creek "lumber truck staging area" (trucks awaiting loading for outbound transportation of finished product). There is also a staging area for chip trucks. (Woodchips provide residual products critical to supply of pulp, paper and particle board plants in the region.) These operations are also located within the proposed 66' frontage road R/W, as shown on the attached map (# 2). Under the Brown Alternative it would also need to be re-located.

5. To the north of the security building, is the "rail car staging area" for which we recently reached agreement with the Union Pacific railroad to modify and improve their access. Under the Brown Alternative, all of the work we have recently done to reach agreement with UP will have been lost. A copy of the revision is shown on the attached plat and generally referenced as # 3 on attached map. Under the Brown Alternative it would also need to be re-located.

6. Further north is our lumber storage area where finished lumber products await shipment by truck or rail (19 loads a day or 8 rail cars a day). This is also within the 66' frontage road R/W as shown by # 4 on attached map. Under the Brown Alternative it would need to be re-located.

7. Riley Creek, in conjunction with Kootenai Electric, recently buried power lines for safety and operational reasons. That effort would be undone if the Brown Alternative were selected. Under the Brown Alternative it would possibly need to be re-located.

To summarize, if the Brown Alternative is selected, there will be significant costs and disruptions to Riley Creek's Chilco facility, increased costs to ITD for relocation and right of way purchase, and associated business costs to Riley Creek and its workers and contractors. We believe that state funds should be spent on on-the-ground improvements— not legal costs and re-location costs of major manufacturing facilities, particularly when these additional costs can easily be avoided by rerouting the frontage road to the west of our mill as outlined in the Yellow alternative. We are ready to enter discussions on the terms, conditions and location of a mutually acceptable agreement.

5-021c

We respectfully request that ITD select another alternative listed in the DEIS— the Yellow Alternative or modify the Brown alternative to provide for the frontage road west of the mill— as the final determination for the Chilco section of the Garwood to Sagle improvement project for US-95. Building a frontage road which circumnavigates the Riley Creek Chilco facility is essential to protecting on-going economic activities at the mill, protects the health and safety of Kootenai county residents who reside near or work in our Chilco mill, and maintaining rail efficient service to the facility. The Lakes Hiway District is supportive of this option as outlined in the attached letter from them.

We look forward to further discussions with ITD on this matter in the near future. Please call me with any questions or issues. We stand ready to meet with you on this matter. Let us know the best way to proceed in order to reach a mutually agreeable solution.

Sincerely,

Bob Boeh

Bob Boeh
Senior VP of Resources
Riley Creek Lumber

Cc: Kootenai County Commission
Idaho Congressional Delegation
Governor C.L. "Butch" Otter

Filed and recorded at the request of Lakes Highway Dist
at 2:15 o'clock P M. this 14th day of June A.D. 1971
HAROLD E. PETERSON By: Deputy
Ex-Officio Auditor-Recorder
Kootenai County, Idaho
Fee: 3.00
Return to Dist 2 Bd 300-8 RESOLUTION

INDEXED
COMPARED
TRACTED
BOOK 67 PAGE 279

At a meeting of LAKES HIGHWAY DISTRICT held June 7, 1971, and all of the Commissioners of said Highway District being present and voting, and upon reviewing the status of certain roadways within the jurisdiction of the LAKES HIGHWAY DISTRICT, it was determined and found by the Commissioners that the roads described below, are undeeded and undedicated and if they exist at all as a part of the Highway District system, they have been established by user and prescription; that said roads do not provide access to public lands or waters, state or federal; that they are unnecessary and the abandonment thereof will not deprive any individual of access to his or her property; that there are alternate means and routes of a comparable kind and quality existing at the present time; that it would be in the public interest to abandon said roads so that they no longer constitute a part of the highway system of the LAKES HIGHWAY DISTRICT, and

WHEREAS, it further appears that said roads have not been used by the public, nor maintained with public funds, for a period in excess of five (5) years,

NOW, THEREFORE, based upon the foregoing findings

and upon the best judgment of the Commissioners of LAKES HIGHWAY DISTRICT,

"BE IT RESOLVED, that by the Commissioners of LAKES HIGHWAY DISTRICT, the roads described below be, and are hereby abandoned, and shall no longer constitute a portion of the highway system of the LAKES HIGHWAY DISTRICT, Kootenai County, Idaho.

The roads thus affected, are as follows:

1. That certain roadway beginning at the Southeast corner of Section 32, Township 53 North, Range 2 W.B.M., continuing west for approximately one (1) mile along the approximate south line of said section; thence North for approximately one-quarter of a mile along the approximate west line of said section;

2. That certain road beginning at the Southwest corner of Section 17, Township 53 North, Range 3 W.B.M., then continuing along the approximate south line of said section to the Southwest corner of Section 16, Township 53 North, Range 3 W.B.M., then continuing east along the approximate south line of said Section 16, to a point at the right-of-way of former Highway #95 in the Southwest Quarter of said section;

3. That certain roadway beginning at the Southwest corner of Section 23, Township 53 North, Range 4 W.B.M., then continuing east for approximately one (1) mile along the approximate south line of said section, to the Southeast corner of said section;

4. That certain roadway beginning at the North boundary of the City of Athol, Idaho, in the Southeast Quarter of Section 9, Township 53 North,

Range 3 W.B.M., and continuing in a Northeasterly direction to a point on the right-of-way of the present Highway #95, in the Southeast Quarter of Section 4, Township 53 North, Range 3 W.B.M.;

5. That certain roadway beginning at a point on the former right-of-way of Highway #95 in the Southeast Quarter of Section 32, Township 53 North, Range 3 W.B.M., then in a Southwesterly direction along said right-of-way to a point on the south line of said section; then west along the approximate south line of said section to the Southwest corner of said section; thence north along the approximate west line of said section to a point in the Northwest Quarter of said section; then Northeasterly to a point on the North line of said section in the Northwest Quarter of said section;

6. That certain roadway being a portion of the former Highway #95, beginning at a point on the north line of section 5, Township 52 North, Range 3 W.B.M., in the Northeast Quarter of said section; thence Southwesterly through Sections 5, 8 and 7 of said Township and range, to a point on the south line of Section 7, in the said Township and Range, at approximately the South Quarter Corner of said section;

Dated this 7 day of June, 1971.

LAKES HIGHWAY DISTRICT

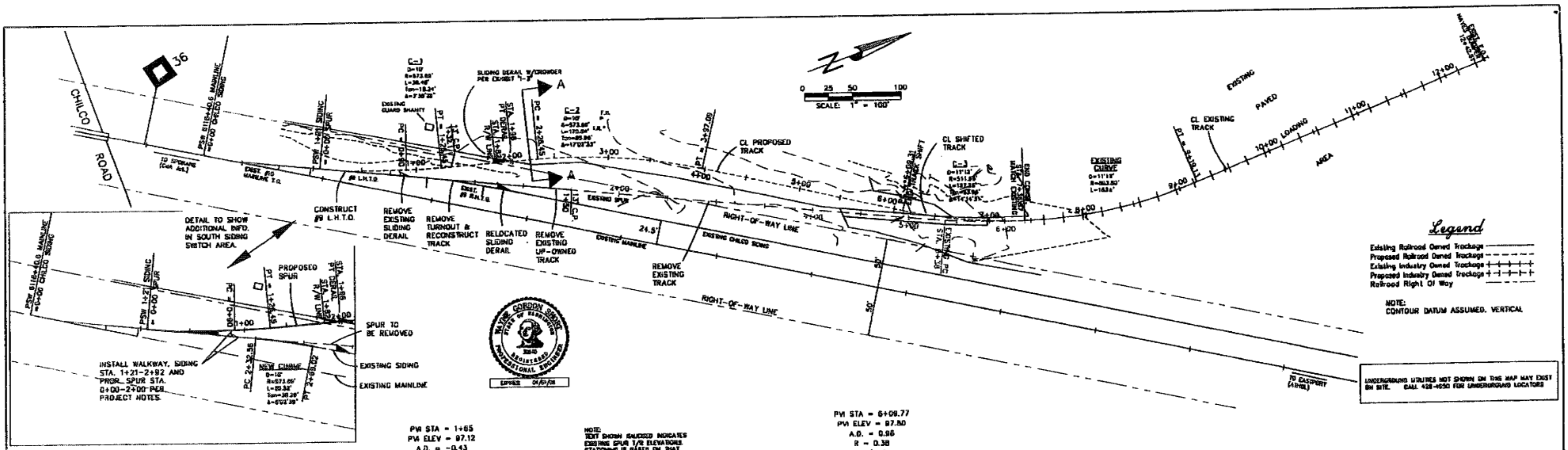
By M A Nettleton
Chairman

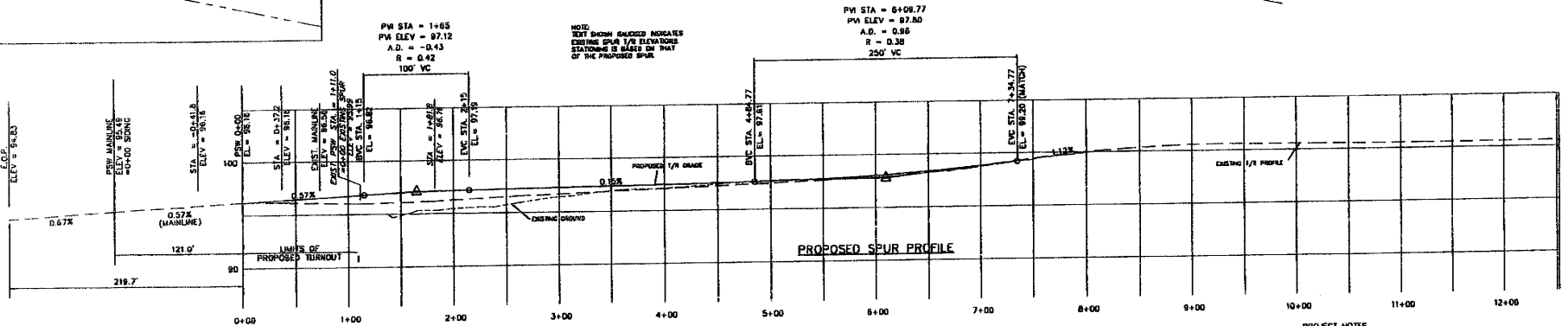
Richard D. Cowles
Commissioner

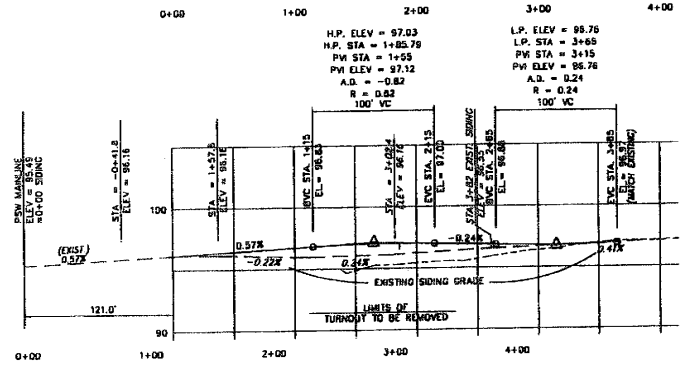
Harold Edwards
Commissioner"

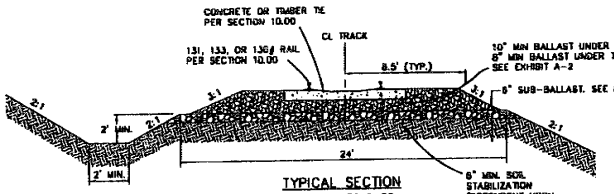
I hereby certify that this Resolution is a true and correct copy of the original in the official files of the Lakes Highway District, Kootenai County, Idaho.

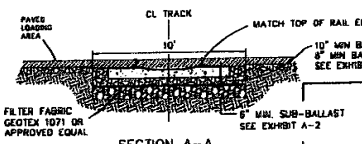
Secretary











PROJECT NOTES

UNION PACIFIC PORTION

1. REMOVE 1 @ R.H.T.O.
2. CONSTRUCT 61 TRACK FEET.
3. REMOVE 110 TRACK FEET AND INSTALL NEW @ TURNOUT. NOTE: LHTO IS NON-STANDARD. P.C. IS AT STA. 0+90, WHICH RESULTS IN ONE TO THREE LESS 13' SWITCH TIES AT HEEL OF TURNOUT.
4. REMOVE 40 TRACK FEET OF UP-OWNED TRACKAGE.
5. CONSTRUCT 23 TRACK FEET OF UP-OWNED TRACKAGE.
6. REMOVE AND REINSTALL EXISTING SLIDING DERAIL. CHILCO SIDING CAPACITY INCREASES BY 63 FEET.

CONTRACTOR PORTION -- ALL CONSTRUCTION WILL BE IN ACCORDANCE WITH THE CURRENT VERSION OF UP TECHNICAL SPECIFICATIONS FOR THE CONSTRUCTION OF INDUSTRIAL TRACK (TSFCONT). ALL REFERENCES IN PLANS REFER TO THIS DOCUMENT UNLESS OTHERWISE NOTED. TRACK WILL BE CONSTRUCTED TO "MEDIUM" TRAFFIC STANDARD. SEE SECTION 10.00 TSFCONT.

1. CONSTRUCT GRADE. INCLUDE SUBBALLAST FOR ENTIRE PROJECT.
2. CONSTRUCT 478 TRACK FEET ON NEW ALIGNMENT.
3. REMOVE 343 TRACK FEET ON EXISTING ALIGNMENT.
4. SHIFT 127 TRACK FEET.
5. INSTALL SLIDING DERAIL WITH GRONDER.
6. REMOVE 152 TRACK FEET OF CROSSING PLANKING.
7. INSTALL COMPROMISE JOINTS AS REQUIRED.
8. INSTALL CONTINUOUS WALKWAYS BOTH SIDES OF BOTH TRACKS PER EXHIBIT "E" (193 TRACK FEET) ON RAILROAD-OWNED TRACK.
9. INSTALL CONTINUOUS WALKWAYS ON BOTH SIDES OF TRACK PER EXHIBIT "E" (66 TRACK FEET) ON INDUSTRY TRACK. CAR CAPACITY FROM CLEAR POINT TO EOT=14 CARS.

SHEET 1 OF 1

REVISION BOX		
NO.	CHANGES	DATE

RILEY CREEK TIMBER
CHILCO, ID
MP 36.0, SPOKANE SUBDIVISION
PROPOSED TRACK RE-ALIGNMENT

HDR ENGINEERING INC.
E. 1917 SPRINGFIELD
SPOKANE, WA 99223-3313
509-535-8958 (FROM 534-6346

5160-5

S-02lh

Lakes Highway District
Mailing: P.O. Box 460 • Hayden, Idaho 83835
11341 N. Ramsey Road • Hayden, Idaho 83835
E-mail: info@lakeshwy.com

(208) 772-7527
Fax (208) 772-7411

January 17, 2007

Don Davis
Idaho Transportation Department
600 W. Prairie Ave.
Coeur d' Alene, Idaho 83815-8764

RE: CHILCO FRONTAGE ROAD WEST OF US 95

Dear Don:

On August 17, 2004 I attended a workshop sponsored by the ITD to discuss alternatives for the subject frontage road. Those in attendance who participated in this workshop were as follows.

1. Don Davis, Planner, Idaho Department of Transportation
2. Sean Hoisington, Planner, Idaho Department of Transportation
3. Lou Krug, P.E., HDR Engineering (Representing ITD).
4. Marc Brinkmeyer, Owner, Riley Creek Lumber Company.
5. Chris Hansen, Chairman of the Lakes Highway District Board of Commissioners
6. Joe Wuest, Road Supervisor, Lakes Highway District.

The two alternative routes that we discussed at this workshop were whether to use the Old Hwy. 95 alignment versus using a frontage road to be constructed west of the existing Riley Creek Chilco Mill site. It was mentioned that Old Hwy. 95 had previously been abandoned by the Lakes Highway District. It was also discussed that there may be safety issues involved with using the Old Hwy. 95 alignment whereas the subject area is extremely confined by the existing railroad to the east and the Riley Creek Chilco Mill adjoining directly to the west. Also, a west alternate route would provide a safe access for the development located north of the Riley Creek Chilco Mill. This would alleviate the existing safety problems currently present at the intersection of Estates Drive and Hwy. 95.

We concurred that a frontage road located west of the Riley Creek Chilco Mill would alleviate safety and confinement issues that the Old Hwy. 95 alignment would present. We also agreed that a frontage road located west of the Riley Creek Chilco Mill would serve as a better alternative route and design if the proposed interchange was to be constructed on US Hwy. 95 south of Chilco.

In conclusion, it was my understanding that all of the members present at this workshop supported the frontage road route being located west of the Riley Creek Chilco Mill site. Therefore, I would request that the Idaho Transportation Department re-visit the yellow alternative route going around and to the west of the mill site due to safety and confinement issues as stated above.

Sincerely,

Chris Hansen, Commissioner
Lakes Highway District

S-021j

CHILCO FACILITY



Rec'd Jan 5, 2005 001

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

US 95 Garwood to Sagle

Name: Dean Gehring

Address: 12173 Lampton View Dr

City and State: Riverton UT 84065

I was born and raised in North Idaho, own property near Cocolalla and fully support this project. The section of Highway 95 between Garwood to Sagle was fine 15 years ago, however, current levels of traffic and absence of turning lanes make it unsafe for anyone making right or left-hand turns off of the highway.

I appreciate the forward looking view of this project and think it is the correct thing to do now from a safety perspective alone. Additionally, this is the right thing to do to support the future growth.

Dean Gehring

2 JAN 07

002

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 0 5 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Dan Hanenburg, Kootenai Elect. Co-op.

Address: PO Box 278, Hayden ID 83835

City and State: Hayden I.D 83835

Scott;

Please have the minutes from the public hearings forewarded to me at the above address. We would just like to know about the schedule.

Thanks

Dan J. Hanenburg

DAN HANENBURG
Project Engineer

KootenaiElectric
COOPERATIVE

2451 W. Dakota Avenue, P.O. Box 278
Hayden, Idaho 83835-0278
Phone: 208-292-3243
Fax: 208-772-1782 • Cellular: 208-661-8104
e-mail: dhanenburg@kec.com

Signature: _____

003

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 0 8 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Robert + Shelley Shaw

Address: 4583716 Hwy 95

City and State: Cocolalla, Id. 83813

I understand you have to widen the hwy. But hope you go in the front of our property not cutting corner thru. We grow hay + have 4 horses. It would be a problem to move 4 horses back + fourth Hwy. Also a hassel for our haying. Please try and go along the front.

Thank you.

Signature: Shelley Shaw

004

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 0 8 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Zelma and Carl Keeby

Address: 15591 North Gault Way

City and State: Hayden, Id. 83835

I Zelma & Carl Keeby Bought the Our Home with the understing one My Place in the ~~Cent~~ Deed We Dont Want our Place Tore up

Please answer this letter So I will ~~Not~~ Know What to Do

I dont Want to Give up my drive way

Signature: Zelma Carl Keeby 2007

005

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 0 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: PATRICIA FORSTER

Address: 2107 PINTAIL DR

City and State: LONGMONT, CO 80504

No comments.

Signature: Patricia Forster 1/6/07

006

RECEIVED
JAN 0 9 2007
GARVEE OFFICE

Cultural Resources Management Program
P.O. Box 408 / 850 A. Street
Plummer, Idaho 83851
208-686-0675 fx 208-686-1901

Date: 2 January 2007

Pam Golden, P.E.
Idaho Transportation Department
3311 W. State Street
Boise, ID 83707

RE: US-95 Garwood to Sagle

Dear Ms Golden,

The Coeur d'Alene Tribe Cultural Resources Management Program (CRMP) appreciates the opportunity to comment on the US-95 Garwood to Sagle DEIS.

Our staff would like to schedule a site visit with the appropriate ITD staff member to review the area and offer our comments in person. This visit will establish a common basis for on-going consultation on this project.

Please contact, or have the appropriate ITD staff member contact, the CRMP archaeologist to arrange this visit:
Jill Wagner, Archaeologist
jwagner@cdatribe-nsn.gov
208-686-1572

Thank you for your time and attention to this matter.

Sincerely,

Quanah Matheson
Program Manager
Cultural Resource Management Program
Coeur d'Alene Tribe
P.O. Box 408
Plummer, Idaho 83851

Cc: Project File
ChronoFile

007

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 1 0 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Ron and Rose Chaney

Address: 431 Lakeview Blvd

City and State: Sandpoint, ID

We drive on the Garwood to Sagle portion of highway 95 several times a week and consider it a most dangerous roadway. We are very supportive of the project to improve this stretch of road with the preferred "brown" alternative.

We also support the wetland mitigation ~~that~~ proposal at the south end of Cocolalla Lake. The mitigation in that area is not only environmental beneficial it also would enhance other beneficial uses; such as recreational and wildlife habitat.

Signature: Ron Chaney + Rose Chaney

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

0012

JAN 1 1 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: ETHEL LOIS SPACAPAN

Address: 263 BLACKTAIL RD

City and State: COCOLALLA, ID ~~83864~~ 83813

(208) 610-3250

I SEE ABSOLUTELY NO SENSE IN PROCEEDING WITH THE WIDENING OF ROUTE 95 BETWEEN GARWOOD & SAGLE. THESE PROPOSED FOUR LANES WILL ONLY FEED INTO THE TWO LANE "LONG BRIDGE" SOUTH OF SANDPOINT. IN ADDITION THE PROPOSED "BYPASS" THROUGH SANDPOINT WILL ONLY HAVE TWO LANES - MAKING IT OBSOLETE BEFORE IT IS EVEN BUILT. YOU GUYS NEED TO GO BACK TO THE DRAWING BOARD AND COME UP WITH A MASTER PLAN FOR THE COEUR D'ALENE/BONNERS FERRY CORRIDOR THAT MAKES SOME SENSE. IT'S THE MAIN ROUTE INTO CANADA FOR HUNDREDS OF MILES IN EITHER DIRECTION

Signature: Ethel Lois Spacapan 1/7/07

004a

JAN 04 2007

State of Idaho
DEPARTMENT OF WATER RESOURCES
322 East Front Street, P.O. Box 83720, Boise, ID 83720-0098
Phone: (208) 287-4800 Fax: (208) 287-6700 Web Site: www.idwr.idaho.gov.

December 26, 2006

JAMES E. RISCH
Governor
KARL J. DREHER
Director

Idaho Transportaion Department
P.O. Box 7129
Boise, ID 83707-1129

re: U.S. 95 Garwood To Sagle-Proj. # NH-5110(141)-Key 8473

Dear Public Involvement Coordinator:
I have reviewed the information sent to me for the proposed development indicated above. Please refer to the attached Federal Insurance Rate Map-FIRM(s). At this time Bonner County and Kootenai County are in good standing as participants in the National Flood Insurance Program (NFIP) and follow strict floodplain development standards through the adoption of a Flood Damage Prevention Ordinance. Some areas of these ordinances may apply higher standards adopted for the health and safety of the citizens in their communities.

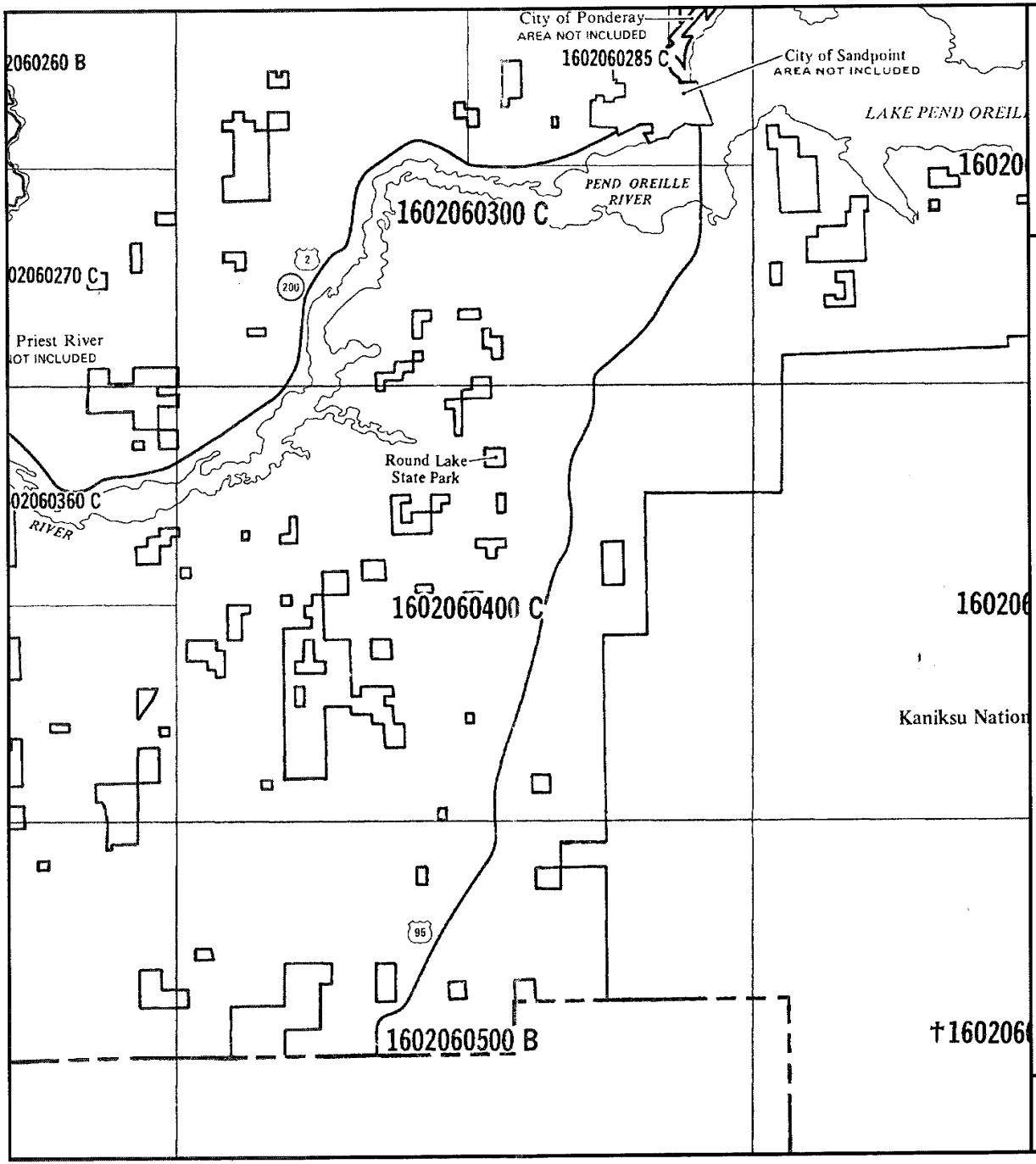
Upon careful review I have determined that sections of the referenced proposed development are partially located in the Special Flood Hazard Area (SFHA or 100-year floodplain). I appreciate the detailed report contained in your review which clearly outlines these sections.

Please be aware that whenever there is development in the floodplain you must follow the above named community's Flood Damage Prevention Ordinance, which outlines the permitting process and other essential regulations concerning floodplain development. The floodplain administrative center enforces the requirements of their ordinance to ensure the community's continued eligibility to participate in the National Flood Insurance Program. If you have any questions about the specific standards of your ordinance, the floodplain admnistrator for Bonner County is Clare Marley, P & Z Director - 265-1458, Bonner County Planning Dept. The administrator for Kootenai County is Mark Mussman, Assoc. Planner , 446-1070.

If you would like to discuss higher regulatory standards concerning safe and practical floodplain development, or if you have any other questions about the National Flood Insurance Program, please feel free to contact the coordinator or myself at our office. You can call me at 208-287-4926 or email at Barbara.mcevoy@idwr.idaho.gov .

Sincerely,

Barbara McEvoy, CFM
Floodplain Specialist



NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

BONNER COUNTY, IDAHO
(UNINCORPORATED AREAS)

MAP INDEX

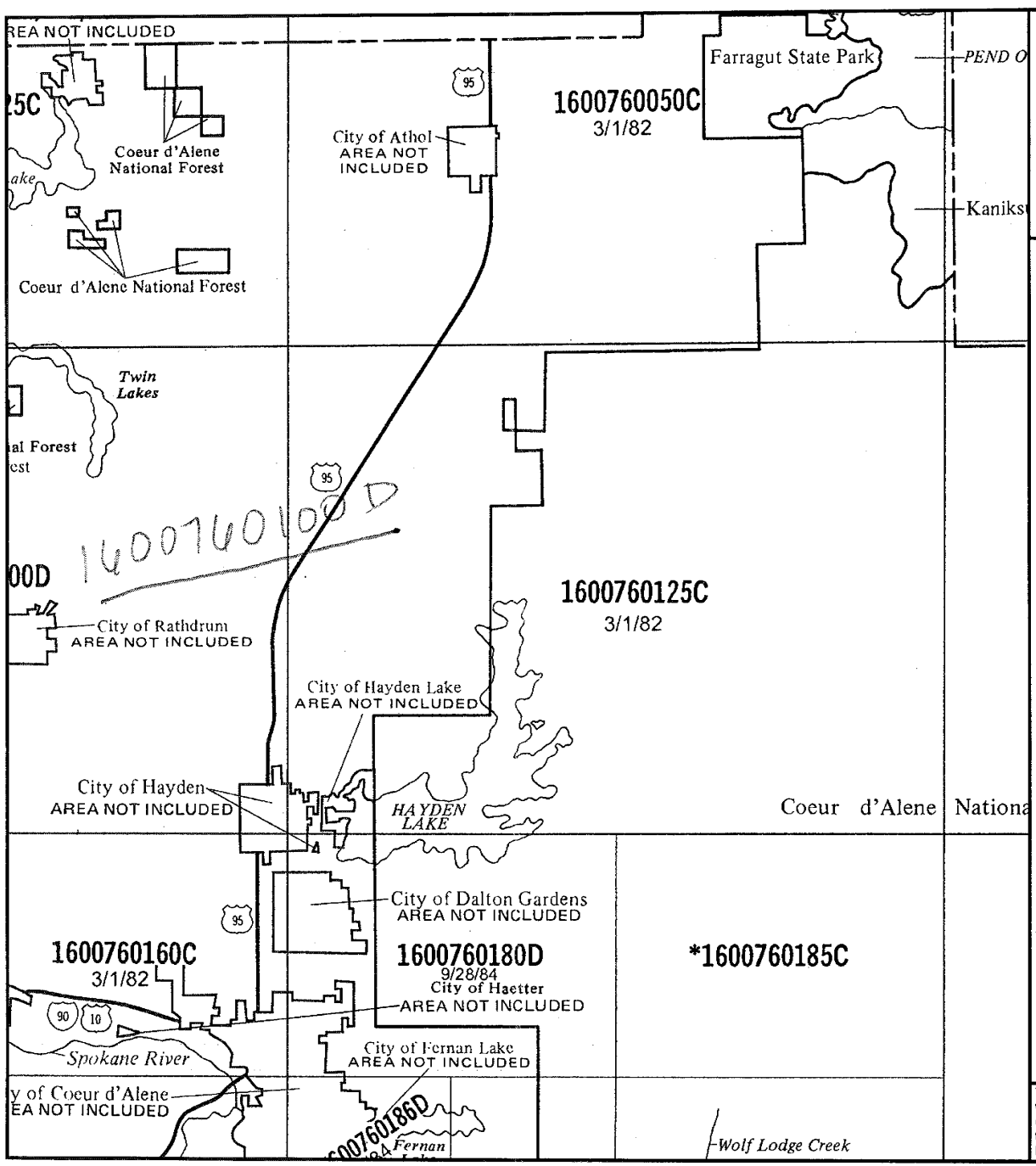
PANELS PRINTED: 25, 50, 75, 95, 125, 155, 160, 165, 170, 185, 195, 205, 210, 215, 220, 260, 265, 270, 275, 285, 300, 325, 340, 355, 360, 375, 400, 425, 430, 440, 445, 475, 500

COMMUNITY-PANEL NUMBER
160206IND0

MAP REVISED:
MARCH 4, 2002

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



N

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

KOOTENAI COUNTY, IDAHO
(UNINCORPORATED AREAS)

MAP INDEX

PANELS PRINTED: 25, 50, 75, 100, 125, 155, 160, 165, 170, 180, 186, 190, 195, 225, 250, 255, 260, 265, 270, 280, 285, 290, 295, 325, 330, 335, 375, 1061, 1062

COMMUNITY-PANEL NUMBER
160076IND0A

MAP REVISED:
JULY 2, 2004

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

~~00~~ 010

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 1 6 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: ELMER Zinger

Address: 46830 Hwy 95.

City and State: Cocolalla - ID

would the STATE BE INTERESTED in Putting A Wildlife only, Tunnel under Road At my Northerly property line? I Need to Know total Hwy. with using Both alternatives so I can Finilize Property agrements.

Thank you

Signature: Elmer J Zinger

011

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 18 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Clarence W. Johnson

Address: PO Box 277

City and State: Cocolalla ID 83813

Dear Sirs

I think the best route for the New Hi Way 95, is to go north (at the "Strand" corner) Continue North ~~th~~ to the Pendoray River. Build a bridge accross the river ending over by Dover, Continue North Connecting with Hi way 95. By Passing Sandpoint Completely. That would elemenate building a new bridge, and get (into) through Sandpoint without all that traffic.

Signature: Clarence W Johnson

Betty J Johnson

012

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Betty Jene Johnson

Address: PO Box 277

City and State: Cocolalla ID 83813

Dear Sirs
I agree 100% with my husband Clarence on the West Route as it's most sensible.
Clarence W Johnson
Sincerely
Betty J Johnson

Signature: _____

013

H. JAMES MAGNUSON
ATTORNEY AT LAW
1250 NORTHWOOD CENTER COURT
POST OFFICE BOX 2288
COEUR D'ALENE, IDAHO 83816-2288
TELEPHONE (208) 666-1596
FAX (208) 666-1700

January 8, 2007

Jim Roletto
Idaho Transportation Department
District 1
600 W. Prairie Avenue
Coeur d'Alene, ID 83815-8764

Dear Jim:

Thank you for having the route photos sent to me.

Our preferred alternative on the Chilco portion is the yellow alternative. Can you put this in the public comments or should I send something additional?

Thank you.

Very truly yours,

H. JAMES MAGNUSON
Attorney at Law

HJM:slb

017

Gwen Smith Fri, Jan 19, 2007 8:48 AM

Subject: Comments on Garwood to Sagle route
Date: Thursday, January 18, 2007 4:47 PM
From: Dr. Kaye M. Caldwell <bigwoodpond@imbris.net>
To: <comments@itd.idaho.gov>
Conversation: Comments on Garwood to Sagle route

We would prefer the blue route over the yellow or brown alternatives. Richard and Kaye Caldwell
Kaye M. Caldwell, Ph.D.
Richard B. Caldwell, M.D.

015a

Subject: FW: Views on US-95 EIS
Date: Sunday, January 21, 2007 10:12 AM
From: Pam Golden <Pam.Golden@itd.idaho.gov>
To: Gwen Smith <Gwen.Smith@itd.idaho.gov>
Conversation: Views on US-95 EIS

Sent by GoodLink (www.good.com)

-----Original Message-----
From: jtball25@aol.com [mailto:jtball25@aol.com]
Sent: Saturday, January 20, 2007 10:37 PM Mountain Standard Time
To: Pam Golden
Cc: barry@kealliance.org
Subject: Views on US-95 EIS

I have reviewed the Draft Environmental Impact Statement for four lanes on US-95 between Garwood and Sagle, and consider it a very workmanlike document, detailing an effective and complete study of the proposed project. I have no preference among the studied routes, considerig all of them to meet the requirements of the growing traffic volumes to the design year of 2030 on this very necessary highway. By my calculations, in that year traffic at Coeur d'Alene will be about 175% of the current volumes and at Sandpoint about 230%

In 2030 or possibly much sooner depending upon events, engineers again will be considering what construction is necessary, and we should endeavor to avoid making their task unnecessarily difficult. As a highway design engineer in western Washington (1960-1975) I always tried to look beyond the design year. I believe the statements concerning mass transit (Summary, Page 14), although possibly true under present circumstances, are misleading, unfortunate and short-sighted: "TMD and mass transit would not reduce traffic volumes to the extent that capacity would not need to be increased and they would not improve safety for the existing highway."

Those next generation engineers will be considering decisions for more capacity: TDM (Transportation Design Management) to even out the trafficc flow, six or eight lanes instead of the four, or mass transit in the median. TDM will be helpful but insufficient, more lanes will be costly in taking of homes and businesses, and light rail in the median is most likely to be chosen. The capacity of two light rail tracks is near that of four highway lanes. Also affecting the decision, we may by then be more considerate of the need for public transit by our young, elderly and disabled, and the increasing price of fuel for private vehicles may make transit more popular for all our descendants. At the least, we shold endeavor not to build major obstacles for these future engineers to overcome.

In Figure 4, Page 9, the 50' median in typical sections is quite adequate for two light rail tracks, but a 22' median in wetland areas (Figure 5) is not. A 32' median might barely be adequate, but 40' would be preferable. A small increase in wetland impact now probably would avoid a major impact later.

The City of Portland saved many millions of dollars on one of their light rail lines because of forward thinking by Interstate Highway designers decades earlier. We should do no less.

In addition to adequate median width, the plans should be reviewed for other problems in the construction of transit in the median, such as station placement and access. Wouldn't it be nice to think that our grandchildren might remark that we really did use our brains?

James T. Ball, P.E, LM ASCE
W 600 Hubbard, #33
Coeur d'Alene, ID 83814

016

1/22/07

Donald and Janna Richardson
P.O. box 958 Sagle, Idaho
466094 hwy. 95 south Sagle, Idaho

Thank you, for notifying us of the following meeting. We will be out of town at the time and unable to attend in person.

Our main concern is will this expansion really happen. Two years have gone by since we where told that the state would be buying property and that money was available. The newspaper reports are always contradicting what is happening yes it's a go, no its not. As a business owner in the pathway of the expansion I am trying to figure out where to relocate. Without knowing what is available that is not impacted by the expansion makes it hard to plan for our future.

Another lane north and south with merging lanes will go along way to improving the current highway. Traffic congestion is getting really bad. Speed through the Westmond and Sagle area needs to slow down. Trucks and Cars go way to fast and pass on the left all the time, while a person is trying to make left turns. Safety really needs to be a major concern.

The by pass and other highway improvements in the Sandpoint area have been going on for 50 years. People are tired of the state not taking action they are not taking this serious. Highway safety is what is really needed in our area. The population has grown to such an extent that if we don't improve the roads more people will die or be seriously hurt. I've been a resident for over 25 years and my wife has been a resident for 45 years we are both in favor of improvement and safety for us, our children and grandchildren.

Sincerely,

Donald & Janna Richardson

017a

JAN 26 2

1-23-07

To: I.T.D.

We live at 458376 Hw
Cocolalla.

Its my understanding you are going to cut Right throug the middle of our property Catty Corner.

We have deer + Elk that come through + eat in our pasture. You will be having alot more Roo kill + accidents.

You could go in front t the Railroad tracks. I hea the Railroad would donate land. Seems like that wou save money, so you wouldn have to buy so much priv land.

Or you could go behin on the Ridge + that is already state land.

Seems like you wou have to put more bridg in thes way you are planning.

TOOLS @ SMAIL

I know you dont care about anyones livelyhood but a lot of us grow hay.

It would also be dangerous for us to move our horses across the ~~hw~~ highway. Not to mention the wildlife you would be killing.

We saved for many years to buy a place with some land, and now you are going to go right through the middle and screw everything up for us. So much for the dream.

Shelley & Robert Shaw

The blue alternative is best for us

We Vote Blue

018

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 26 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department Attn: Public Involvement Coordinator P.O. Box 7129 Boise, ID 83707-1129	U.S. 95, Garwood to Sagle Project Number: NH-5110(141) Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: R.E. BOCKSTRUCK

Address: P.O. Box 199

City and State: Bayview, ID 83803

1. I want to see this project to improve US95 move forward as quickly as possible:
   - The longer it is delayed the more people will be killed or injured on this section of highway.
   - We do not have an Interstate route providing for safe and efficient movement of people, goods and services in the north/south direction through this area - critical for the economy, etc.
   - Delays also increase the cost (example: North Spokane Corridor project)
2. I would have preferred that the "preferred alternative" in the Silverwood/Athol area would have stayed east of existing US95 - leaving the existing hwy as a frontage road/main street for development/businesses in Athol.

Signature: R E Bockstruck

I understand, however, the reasoning for not doing this - I think this will prove to be a "poor" decision in the future.

019

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 26 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Dora Arnold, Manager Alpine Country Stores & RV Park

Address: 17568 N. Hiway 95

City and State: Hayden Lake, Id. 83835

Hiway 53 Interchange Should be straightened out as in yellow plan, or brown plan. But frontage road on blue plan off that we could be extended from overpass at Hiway 53 on E side of Hiway, could be brought around between Ela property & Wilcox property to connect with Huddow Rd to come around and connect to Garwood Rd. Providing access to our property.

All plans have their benefits and downfalls. Combine some from ea. instead of going with strictly one or another. Use Blue plan for the Ohio Match interchange. Less property being purchased for Riley Creek's Chics mill and subsequent businesses utilize old Hiway 95 for West side of Hiway frontage Rd. Interchange on blue plan at Ohio Match Rd should be adopted due to Natl Forest Entrance, for recreational use and Logging truck traffic - the Impact of Logging truck traffic past homes will have to be dealt with with all the alternatives as the population and growth will continue in this area.

Signature: Dora Arnold

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

020

JAN 26 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: JIM FLEISCHACKER

Address: P.O. BOX 8

City and State: ATHOL ID

BASICALLY THE (BROWN) PLAN SEEM TO BE THE BEST - EXCEPT IN THE ATHOL AREA AROUND SILVERWOOD THEME PARK. IN MY OPINION THE BLUE ROUTE AROUND THE PARK LOOKS BETTER. JUST LOOKS LIKE THE TRAFFIC WOULD BEST ON THE WEST SIDE OF THE PARK.

ANOTHER QUESTION - WHAT IS GOING TO HAPPEN TO HIWAY 54 FROM ATHOL TO SPRIT LAKE - THE TRUCK TRAFFIC ALONE HAS INCREASED SUBSTANTIALLY IN THE LAST FEW YEARS, it IS ONLY GOING TO GET WORSE WITH ALL THE BUILDING GOING ON. THE HIWAY NEED A CENTER TURN LANE EITHER A 3 OR 5 LANE HIWAY.

WHATEVER IS DONE - THE SOONER THE BETTER AND MOST LIKELY CHEAPER (OK Cost EFFECTIVE)

THANK YOU

Signature: Jim Fleischacker

021

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 6 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Flora M. Morris

Address: 3800 E. Chilco Rd.

City and State: Athol, Idaho 83801

Brown View of map. = You are wanting To take Land off The front of our place on Chilco Rd = "No" I dont Think it's a good idea To have such a big curve for Large Trucks or car's. = They (truck's) are turning into The Log Yard at a 90° curve now and are having no problem. Since Chilco Rd. has been paved To Ramsey, Chilco Rd. is a speed way for Truck's & Car's both.

The best idea for Hwy. 95 is To make a good road with 4 or 6 Lanes of Traffic with Turn off's and a good divider between North and South Traffic Like in other states have (Not) a freeway with so much money wasted

Thank You

Home owner

Flora Morris

Signature: _____

022

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 2 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Cliff and Cathy Keller

Address: 406 Sand Road

City and State: Pullman, WA 99163

We purchased 5 acres on Overlake View Road less than a year ago. One of the reasons we purchased it was because it was on a dead end road. We would very much like to see the aspect of the area not change. Proposals brown and blue would add a lot of traffic to Overlake View road which is NOT why we bought property there. We think the frontage road should stay along the highway - as in plan yellow. We believe that it's in the best interest of the environment to place cars and their emissions and noise all in the same area rather than spreading them throughout the countryside. Thank you.

Signature: Cathy Keller

Cliff Keller

023

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 2 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: [redacted]

Address:

City and State:

Very Much in Favor
of Re Construction on #95

Owner of 10Ac on #95 + Cty Trunk Rd
Commonly referred to as Arthur Rd
or Roberts Rd.

Signature: Richard Fedash

1.23.2007
024

Dear Idaho Transportation Dept.,

JAN 2 5 2007

This letter is regarding US 95 Garwood to Sagle project. Please no more million dollar studies. There is no sense in changing the route. The highway is already in place. Simple solutions abound. Using K-Rail in the center to divide traffic. Adding a center lane to move traffic further from opposing traffic. Plain widening of the road.

These suggestions are simple and cost effective. The rumble strips were placed to close in the lanes. Causing traffic to come even more dangerously close. In some cases the strip is on the inside of the white line. This doesn't make any sense either, when there is 8-10 feet of pavement outside the white lines.

The rumble strips would be an attorneys dream, for the next person who dies on this highway.

Thank-you for considering my input.

Sincerely,

Tanya Willoughby

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 5 2007
025a

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Gregory & Judy Lynn Such

Address: PO Box 249, 325 Hamblin Drakehpi

City and State: Cocolalla ID 83813

I believe the entire road expansion project is a big, huge joke. I have been told about this before I retired here 3 1/2 years ago and I can guarantee the project will not happen in my lifetime. You should consider moving the entire project west. The only road north and south is Hwy 95 and the only way across the lake is the Long Bridge or going around out on Great Arrow. That will you do when and if, probably when, something happens to the Long Bridge. Another issue is I know for a fact that business along Hwy 95 are stock piling equipment in the

Signature: Judy Lynn Such

over

~~first~~ and 100 yards because the highway department will pay them for the amount of land they are using. I also have seen, as you are hopefully aware, people are building houses just a few hundred yards off Hwy 95. Houses that for how many years were not there. You can't tell me suddenly people absolutely have to build a house off Hwy 95 - because the view is all so wonderful. One wrong move and you have a car in your bedroom. No - there are building because they know they will get more money from the highway department, the state or who ever. No this entire highway expansion is about a smart as ~~tunneling~~ under the city of Sandpoint for a highway!

Thank you for your consideration.

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

626

JAN 2 5 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Gary & Thelma Gill

Address: 40705 Hwy. 95

City and State: Coeur d'Alene, Id. 83813

I have lived at this address for seven years and Gary has been here for seventeen years. Gary has been in three accidents, right in front of our drive way, not his fault. Every one is fighting for front place either going North or South. The four lanes ends going North, right at our drive way, and going South it begins at our drive way! I have seen so many accidents and people being killed on them. Traffic is getting so heavy no it's a real problem to make a left hand turn. This is a race way out here.

Gary is trying to retire and cannot sell because this project is in suspension. Please, Please, Please, let's get things going.

Signature: Thelma Gill

027

JAN 26 2007

Molly O'Reilly
206 N. Fourth Avenue PMB 213
Sandpoint, ID 83864
(208) 255-7336
(208) 610-6642 - cell
YachtHalo@yahoo.com

January 24, 2007

Design Team,
Garwood to Sagle Project

Thank you for holding open houses. I regret that I was unable to attend either. I would like to give my input via this letter.

I have every confidence that your remodeled Highway 95 section will move traffic swiftly and effectively. I also realize that is your primary goal. It will have a detrimental effect on the communities it crosses, as it puts long distance travel above local connectivity. Highway crossings will be scarce, for those not in motor vehicles.

It concerns me especially that one has to live on the east side of the roadway to have their bicycle or pedestrian mobility enhanced. There should be full bike/pedestrian lanes on both sides of the highway. For these slower modes, the inability to travel safely paralleling the highway with frequent access the other side of the highway will often be insurmountable barriers. You would not design a highway that lacked vehicular access to and from both sides; yet, you are doing exactly that for bicycles and pedestrians.

Sagle School will be even more cut off from the families and students living west of the highway who attend it. Since the ones living at the west end of Sagle Road are within walking distance of the school, this is especially sad. It is expensive for the school district to maintain neighborhood schools, and when they are separated from their "neighborhoods" the money is pretty wasted. ITD should be reluctant to spend funds that increase the need for (Idaho State paid) school safety busing. I encourage you to provide safe, convenient highway crossing to Sagle School.

Thank you,

Molly O'Reilly

028

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 29 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: _____

Address: City Of Athol
PO Box 249

City and State: Athol, ID 83801-0249
208-683-2101

The City of Athol has accepted the brown plan as their preferred plan with the Hwy route going to the east of present Hwy 95 about/at least 1300 creating a lot between the present Hwy 95 and proposed Hwy. the city has asked the next proposed Hwy stay to the east of the present Hwy to Remington Rd allow Remington Rd be access to the present Hwy 95 after the freeway is complete so cars can enter town from Remington Rd

Signature: Charlotte Hooper Clerk/Treasurer

029

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Scott Lair

Address: _____

City and State: Sagle

- We feel the "Brown Rt." is the most functional for safety and traffic flow. It would also meet emergency needs for the area of Hwy 95, Gun Club Rd + Sagle Rd.
- The "other" routes you are considering do NOT serve the area as well and do not function for long term growth AND have a definit negative impact on the surrounding homes / neighborhoods.
- The intersections of Hwy 95 in all of Sagle are death traps and something like the "Brown Rt." needs to be done right away.

Signature: Scott Lair

030

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Manuela Eiring

Address: P.O. Box 241

City and State: Coeur d'Alene ID 83813

I like the brown alternative, since it gives us an interchange on both, the south and North end of Coeur d'Alene loop road. Although I would like to see you eliminate the at-grade railroadcrossings at the southend as well as at the North end of Coeur d'Alene loop road. At this time an average of four trains an hour all day and night pass through this area blowing the whistle, creating incredible noise pollution. If ITD moves US 95 to the east (brown & blue alternative) Burlington Northern will be able to put a second track in through the Coeur d'Alene/Westmond area and connect with the second track south and north from there. Which will allow BNSF to run even more trains a day. Increasing day and night noise pollution.

Signature: Also with increased housing developement on the West side of Lake Coeur d'Alene traffic over these two RR crossing will greatly increase Manuela Eiring

031

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Bill White

Address: E 11510 Wunn Rd

City and State: Athol, Ida 83801

I think IDT should give the area of the new Hwy back to the landowners to, making it into a dradend Road will just be a mess when s. Derwood Lots with traffic going there think they can get out on the new Road, not to say how the kids will use it as a party area, once they find it. There is no need for a Road to now where. Remove it so the farmers can put it to good use.

Signature: _____

032

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: MEL'S MOBILE PARK MEL BERTSCH

Address: P. O. BOX 9 P. O. BOX 9

City and State: ATHOL, ID 83801 ATHOL, ID 83801
PH. 683-2543 PH. (208) 683-2543

We, Melvin E. Bertsch
and Jeanette M. Bertsch

We approve the improvement of US 95 Highway from Garwood to Sagle, Idaho.

Please proceed as soon as possible.

Sincerely yours

Mel & Jeanette Bertsch

Jan. 24-2007

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Lee and Adelaide Taylor

Address: P.O. Box 26

City and State: Careywood, Idaho 83809

We are the owners of Sec. 13 Tp 54N R3W, west of the Burlington Railroad. We went to the meeting at the Athol Elementary School Jan. 23, 2007 concerning this project and are very concerned about the loss of tree planting land along the railroad tracks and about the frontage road being so close to the two houses up here, causing additional noise and pollution. Also there could be a problem with our water supply due to this road construction so close to our houses. The water supply is from springs close to your proposed road construction. We also irrigate our nursery and Christmas Trees from this same source. We do hope you would move the road as far to the east as possible. We also want to mention our need for road access for large 53' tractor trailer trucks and also doubles. This is a wholesale operation and we load 20+ of these trucks a year.

We prefer the brown plans you displayed

Signature: Lee Taylor 1/26/07
Adelaide J Taylor

034

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: AL KYLE

Address: 25249 N. HATCH RD

City and State: ATHOL ID 83801

I HAVE REVIEWED THE INFORMATION PROVIDED ON 1/23/07 AT THE ATHOL ELEMENTARY SCHOOL AS WELL AS THE CD I RECEIVED THAT NIGHT. I APPRECIATE THE WORK DONE ON THIS PROJECT SO FAR. AFTER REVIEWING THE THREE ALTERNATIVES PRESENTED, I TOO WOULD PREFER THE "BROWN" ALTERNATIVE. I DID NOT SEE AN ANALYSIS OF THE COSTS OF EACH ALTERNATIVE, BUT THAT MAY BE ELSEWHERE OR LATER. I DON'T KNOW HOW THE COSTS FACTOR IN BUT I ASSUME THEY WILL BE CONSIDERED AT SOME POINT.

I DO WONDER HOW THE POTENTIAL DEVELOPMENT ON THE FORMER RICKLE RANCH (S. OF BUNCO RD) MAY AFFECT THESE PLANS. WE LIVE 2 MILES EAST OF 95 ON BUNCO RD, AND THE BROWN ALTERNATIVE WOULD CERTAINLY HELP THE CURRENT TRAFFIC SITUATION, ESPECIALLY IN THE SUMMER WHEN SILVERWOOD TRAFFIC OVERWHELMS THE SYSTEM.

THANKS FOR THE OPPORTUNITY TO COMMENT.

Signature: Al Kyle

035

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Dave and Barbara Ankrum

Address: P.O. Box 23 - 34898 Hwy 95 North

City and State: Athol, Idaho 83801

Going North out of Athol there is more land on the West side of the Road. This would not affect as many people using the land on the west side, and probally be a little cheaper.

Also using the T-Walls or Cement Barriers seems like this would save on the cost of Buying up land. They work on a lot of Road ways Through out the US, Canada and Iraq. And Saving Land for Personel use.

We are personally in favor of the Brown Road, As it utilizes the West Portion of the existing Road, Hwy 95 north.

Signature: Dave Ankrum Barbara Ankrum

036

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: S. Alan & Dorie Mallory

Address: 5585 E. Parks Rd. P.O. Box 984

City and State: Athol, Id 83801

We love the "brown" Choice!
Lets get Started. (11)

Signature: Dorie Mallory

037

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Bonita Anderson

Address: SO 261 Sequoia

City and State: Post Falls, Id 83854

We own lake property on the southwest area of Cocolalla Lake.

1) No service road should be established between South Cocolalla Loop Road across the wetlands to the east side of Cocolalla Lake, secondary to the integrity of the wetland.

2) New freeway should follow the course of the existing road the entire length. This would eliminate bridge & service roads through the West end wetlands. These are beautiful wetlands we need to protect.

3) Interchange should be south of South Cocolalla Loop Road to protect wetlands on both sides of highway.

Signature: Bonita Anderson

0382

Jan 29, 2007

ITD Testimony

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

From:
Dick Hernandez
5525 W. Coeur d'Alene Dr.
Spirit Lake, ID 83869

I'm pleased to say the public hearing presentation for the above project given on January 23rd at the Athol Elementary School was well done and met with my approval. Of the four alternatives presented to the public, I definitely would pick the preferred (Brown) alternative. It seems to present a well balanced decision in comparing with the other three alternatives. Although not perfect, these are some of my comments:

1. The typical section, Figure 4 of the Executive Summary, depicts a R/W width of 240 feet with a median width of 50 feet. This distance allows for a safe "Clear Zone" recovery area without barriers and minimum glare from oncoming vehicle headlights at night. However, Figure 5 reduces the median width to 22 feet to minimize encroachment to wetlands. I find this somewhat irresponsible. For the sake of safety, maintain the 50 foot median width that would eliminate those crashes with barriers and glaring headlights. For safety sake, it would be better to mitigate for additional wetlands, which you need to do anyways, than to sacrifice injury or lives of the traveling public. Come on guys, lets do it right.
2. Full control of access is a very good decision. It appears the preferred alternative provides ample frontage roads for access to most communities and interchanges to access US-95.
3. The Emergency Service District Board should not be concerned to relocation of their emergency facilities as the Right-of-Way department will deal with them. Their access to and from US-95 would most likely improve due to an improved capacity rating with the new preferred alternative.

4. The re-construction of US-95 will not have so much of an effect on wildlife crossing since wildlife will most likely still try to cross in the same location, and yes, there will still be collisions. Still, wildlife crossings should be provided. The rate and density of development adjacent to the highway in coming years will probably play a more deciding role as to where and when wildlife will try to cross the highway.
5. State and federal government agencies should stop haggling over the amount of wetland take. Take what is necessary to maintain a continuous R/W zone for safety and mitigate for the take of additional wetlands. Safety first!

039

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Dick Hernandez

Address: 5525 W. Cd'A Dr.

City and State: Spirit Lake, ID 83869

See attached sheet

Signature: _____

040

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Alton Howell

Address: 7956 Blacktail Rd

City and State: Careywood, Idaho 83809

I like the Brown Route, except the interchange should be at the Bayview Road, because of the wet land that would be destroyed at the end of the Blacktail Rd. Also the trafic is heavier at the Bayview Road, because it is one of the main Roads to Bayview and the Lake and Farragut State Park.

The Blue Route makes more sense at Granite & Careywood

Due to wildlife crossing on the proposed brown route your accident rate would be higher.

Use the Blue Route at Careywood

Signature: _____

041

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Herman + Dorothy Hebert

Address: 56 HIDDEN CRK. RD.

City and State: SAGLE, ID. 83860

IN OUR OPINION, WE THINK THE YELLOW PLAN LOOKS THE BEST AS IT IS THE SIMPLEST THE NEXT THE BLUE

Dorothy Hebert

Herman R. Hebert

Signature: _____

042

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

Careywood \ Granite

JAN 29 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Arlene Leona Howell

Address: 7956 Blacktail Rd

City and State: CAREY Wood ID 83809

The Brown Route looks to be a favorable Route - EXCEPT Through GRANITE Careywood area - I would implore you to use the Blue Route - The Brown Route PUTS ENterchange at BlackTAiL Rd + cuts Through middle of several folks Agricultural Land - The INterchange at BlackTail IS BAD It is a highly SENSITIVE WETLANDS - Raccoon, Rabbit otter Muskrat Beaver deer - Moose + multitude of Birds + ducks NEST IN That area - That is also a deer crossing - The Blue Route would split the traffic from The Bayview + Blacktail - All folks going to Farragut + Bayview To Lake Pend Oreille use the Bayview Road (even 1 of your folks) That road was Paved Long Before Blacktail - The Blue Route also follows the Railroad closer + does NOT impact so many folks having Their Property sliced IN half - much Less Negative impact ON Property OWNERS - less congestion

Signature: Arlene Howell

043

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Helen A. Hilby

Address: PO Box 1071

City and State: Spirit Lake ID 83869

I really liked your preferred route. It will be just what state hwy 95 needs for our future.

Signature: _____

044

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Jewel L Tassie

Address: 235 Glengary Bay Road

City and State: Sagle, Idaho 83860

After reviewing the 3 options/alternates - I find The Brown selection to be complete & correct. My only desire at present is - "get on with the program." I am entirely supportive of this road project.

Signature: Jewel L. Tassie

045

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

1/29/2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: LAWRENCE & JEWEL TASSIE

Address: 235 GLENGARY BAY RD

City and State: SAGLE, ID. 83860

The agencies involved & the engineers on the job have done a fantastic job of design, study, re-design & thorough research. This is enough. It is time to go forward & get the job done. We all need it now. The future that forecasts inadequacy is already upon us.

DO IT !! NOW !!

Thanks for your thoroughness & your clear picture of what is to be done. Wonderful.

Signature: Lawrence R Tassie

046

JAN 2 9 2007

January 25, 2007

Idaho Transportation Department
P.O. Box 7129
Boise, ID 83707 - 1129

Subject: Public Comment – U.S. 95 Garwood to Sagle Project, NH-5110(141)
Testimony Response

Attn: Public Involvement Coordinator,

Through this letter, I am submitting testimony to become part of the public record regarding the U.S 95 Garwood to Sagle Project. I am a property owner with frontage on US 95 just south of Sagle residing at 468226 Hwy 95, "Harbison's Rock & Gift Shop parcel." (Township 56N, Range 2W, Section 16 and 21, Algoma School Lot 6)

After reviewing the alternatives in the Sagle area, as shown in the Draft Environmental Impact Statement (DEIS), I support the alternative **"Sagle Yellow"** alignment with one stipulation. To gain my full support of the DEIS yellow alternative, the Idaho Transportation Department (ITD) must purchase my entire property during the right-of-way acquisition process. I do not support any alternative that doesn't require the complete acquisition of my parcel.

I am currently maintaining two single-family dwellings and one business on said property. I find it a hardship to maintain my personal property and would urge ITD to contact me to discuss my property acquisition. I feel that acquiring all of the Algoma parcels is key to the sensibility of constructing the preferred alternative in the Sagle area. Furthermore, I believe it is in the best interest of ITD to acquire my entire property not only for the project, but for a potential mitigation site, future ITD maintenance needs, or future highway design alternatives.

I appreciate any information you may provide and ask that I be kept current on all issues surrounding the project. Please add me to the newsletter mailing list to the address listed below.

Sincerely,

Lorna F. McNearney

Lorna F. McNearney
Landowner
Mailing Address: PO Box 1367
Sagle, ID 83860

Cc: Idaho Transportation Department
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 3 0 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Mercedes Marin

Address: 35180 Hwy. 95 N.

City and State: Athol, ID 83801

I feel we need to strongly address the unsafe traffic conditions of Hwy 95. The amount of traffic is way too much for the current roadway.

The lack of turn lanes contributes to the dangerous conditions.

I do hope that the plan that is selected will consider the amount of school bus traffic in the area.

The Brown Plan I believe can be achieved with less distress to the environment, business districts and general population. Also this plan indicates the safer and more economical way for both present and future needs

Signature: Mercedes Marin

048

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Laya Bleckwenn

Address: 425 Bleckwenn Blvd.

City and State: Cocolalla, ID.

All of the proposals are basically ridiculous. I see NO benefit in constructing a frontage road through a 5th generation family farm. We are not the only multi-generation farm in this area either. These frontage roads (especially in the yellow and brown plans) will destroy our livelyhood in so many ways. In our situation, they both go right over our well, wipe out large portions of our hay field and pasture, and are right out the front door. I don't see any way that can be allowed to happen. The blue proposal is the lesser of all 3 evils. It still goes through our pasture and hayfield, but it stays the farthest away from us and closest to the existing highway. Just widen the highway and let it go. These frontage roads ARE NOT ACCEPTABLE.

Signature: Laya Bleckwenn

049a

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 2 9 2007

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Idaho Transportation Department
Attn: Public Involvement Coordinator
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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: MICK BLAKELY SEE ATTACHE PLATMAP

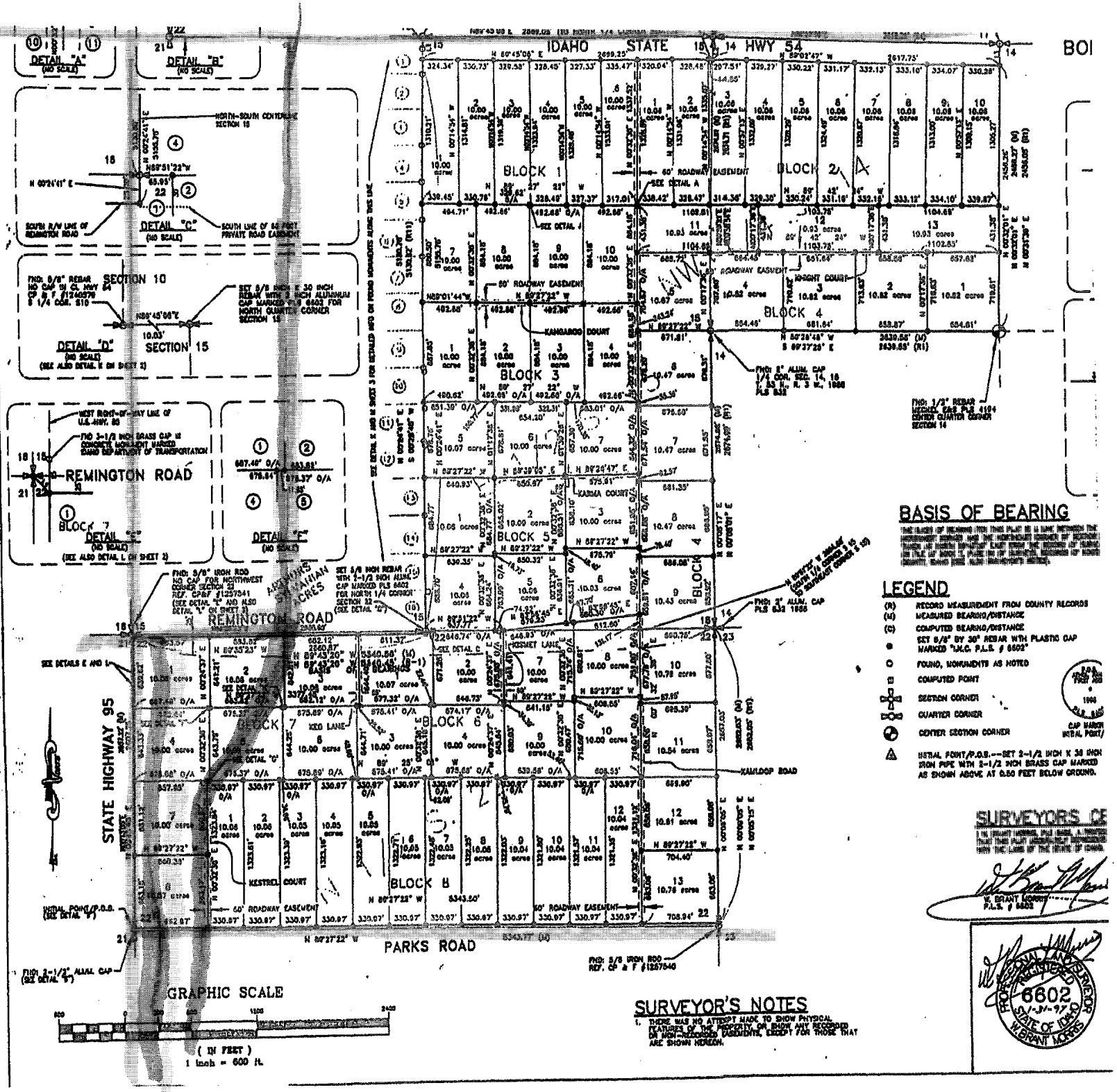
Address: 16284 RIMROCK RD.

City and State: HAYDEN, I.D. 83835

Having attended the highway mtg. at athol Jan. 23, I would like to Comment on the 4A8 portion of the athol segiment. I have included a plat map of a portion you intend to Cross with the "Brown" route. this plat was approved years ago and We intend to develope those parcels and provide Water from an existing well located near Center of the Plat. I have roughly drawn in your proposed route and you can see how badly it would mess up the Plat. We would prefer that you use your "Blue" Route as indicated at the mtg., But if you do use the brown Route we would like the frontage road to go West on Remington to the Hwy. then south staying as close to the new highway as possible, as indicated in yellow on our Plat map.

I manage this property, but you will be getting similar Comments from the owners.

Signature: _____


IDAHO STATE HWY 54
DETAIL "A"
DETAIL "B"
DETAIL "C"
DETAIL "D"
DETAIL "E"
DETAIL "F"
SECTION 10
SECTION 15
REMINGTON ROAD
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 5
BLOCK 6
BLOCK 7
BLOCK 8
KANGAROO COURT
KARMA COURT
KESSNET LANE
KEG LANE
KESTREL COURT
KAMLOOP ROAD
PARKS ROAD
STATE HIGHWAY 95
BASIS OF BEARING
LEGEND
SURVEYOR'S NOTES
GRAPHIC SCALE
1 inch = 600 ft.
W. BRANT MORRIS
P.L.S. # 6602

050

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 3 1 2007

LEAVE TESTIMONY OR MAIL TO:

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Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Robert S. & June E. Thompson

Address: P.O. Box 802

City and State: Hayden, Idaho 83835

We have attended all of the public meetings and have studied the maps pertaining to the Garwood - Chilco area, marking the changes to Highway 95, the interchanges & alternative routes proposed. We agree that the best proposal is the "Brown Alternative" with the interchanges at Chilco & Garwood.

Signature: June E. Thompson

051 a

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

page 1 of 2
Date: 1/27/07

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

JAN 3 1 2007

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: ERIC and MARY TAYLOR (DBA. Triple T Nursery)

Address: P.O. Box 26

City and State: Careywood, Idaho 83809

I own Triple T Nursery, located in T54N, R3W, Sec 13 West of the Burlington Northern Railroad. After reviewing all the plans, I am concerned about the loss of the nursery ground due to the location of the frontage road. I make my living on this farm, and the loss of this land would result in a big loss of income that I could not replace. Also I would like to see the frontage road moved to the east in front of our entrance gate to avoid digging into the hill and releasing the springs that supply the water on the farm. We irrigate our nursery with this water as well.

We need road access for large tractor trailor trucks which tend to be some of the longest trucks on the road (53' trailors, doubles, etc.). (See next page →)

Signature: Eric Taylor
Mary K Taylor

051 b

page (2)

Date 1/27/07

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

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JAN 3 1 2007

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: ERIC and Mary TAYLOR (D.B.A. Triple T Nursery)

Address: P.O. Box 26

City and State: Careywood, Idaho 83809

(continued) We use 20+ trucks a year for the nursery product as well as others for heavy equipment and logs.

We are also concerned about noise pollution, so therefore we prefer the brown plan, although we would like to see the frontage road moved as far east as possible to avoid the loss of nursery land and also to avoid the risk of lossing our water.

Signature: Eric Taylor
Mary K. Taylor

052 a

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 31 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: STEVE STRIETER

Address: 259 REMI RD.

City and State: SAGLE, ID 83860

THANKS FOR THE OPPORTUNITY TO SEE THE PROPOSALS FOR THE HWY 95 EXPANSION.

I'VE ATTACHED 2 PAGES OF OBSERVATIONS BASED IN PART UPON YEARS OF EXPERIENCE DRIVING IN MOST OF THE 48 STATES.

IT SHOULD ALSO BE NOTED THAT AS POORLY PLOWED AS 2 LANES OF 95 ARE IN SNOWY WEATHER, ONE WONDERS HOW 4 LANES COULD BE ADDRESSED.

PLEASE SEE THE ATTACHMENT

Signature:

052 b

JAN 3 1 2007

ADDENDUM TO ITD TESTIMONY FORM

I have the following observations:

1. I don't agree that the project needs to be some 200' wide, or that it needs a 50' median. The width greatly increases the cost of purchasing the land; don't think for a minute that Mr. May in Sagle is going to let his Honda dealership site go cheaply, and the new Avista substation behind Mays Honda could pose a problem. The other Sagle residents I've spoken with would not miss the trailer park at 95 & the northern Gun Club Road, though. That land will also be less expensive than Mays', I'm sure.

2. The 200' width also "Californicates" the area, turning a beautiful and unique area into another faceless highway. I don't live here because I need a grandiose highway. The population and traffic density do not require this much construction. A few more passing areas would be an improvement. I commute from Sagle to Spokane daily and am rarely held up by a significant amount, but widening the area south of Cocolalla, south of the Athol intersection (95/54), and between Garwood & Hayden would be improvements. Most traffic is south of the Athol intersection, where land development is. This can be done using much less space, with much less impact, and at much less cost, than the plans offerred.

3. The wide grassy median allows cars leaving the roadway at speed to actually speed up, and ramp upwards into oncoming traffic; I've seen this happen in areas of Illinois & Indiana. A short concrete barrier would be more effective at keeping traffic separated from the oncoming lanes, and would require much less space. If you check into the advances in racetrack safety, you'll see that grass is being replaced with sand, to slow cars down when they leave the paved surface.

4. I don't believe it's wise to run all this 4-lane into a 2-lane bridge at Sandpoint; this will destroy the commute over the bridge. The Sandpoint Byway needs to be completed before the expansion of 95. People on Lakeshore will find it all but impossible to get into town, too.

5. The curve at Granite Hill does need to be redone. It's rather tight during inclement weather but the real problem is it's cambered the wrong way and has an inconsistent radius. Whoever laid it out obviously paid no attention to road design that dates back to Germany

052 C

JAN 3 1 2007

in the 1930s.

6. Access across 95 could be effected by tunnels under it or scenic bridges over it.

Steve Strieter
259 Remi Rd
Sagle, ID 83860

053

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 3 1 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Ronald Smith, Chairman - Board of County Commissioners

Address: P.O. Box 419

City and State: Bonners Ferry, ID 83805

I would like to speak in support of the Garwood to Sagle project - Brown (preferred) alternative. These improvements are critical to the safety of Boundary County residents traveling to Coeur d'Alene and Spokane.

Controlled access and a median will save lives by providing a recovery zone. It seems like all accidents in that area involve fatalities.

Signature:

054

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 3 1 2007

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Attn: Public Involvement Coordinator
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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: E. Serene Stephens

Address: P.O. Box 1887

City and State: Bonners Ferry, ID 83805

I do hope for all cocerned that the proposed highway from Garwood to Sagle will be done - having four lanes with a divider between north and south bound lanes. There is a tremendous amount of traffic with US 95 being a major highway into Canada with a tremendous amount of accidents - alot being fatal. We would also hope that in the near future that four lanes will be addressed all the way to the Canadian boarder because of the many hazards - traffic especially - curvy and winding roads and animals crossing the road at nights creating alot of accidents also.

THANK YOU FOR YOUR CONSIDERATION.

Signature: E. Serene Stephens

055

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 3 1 2007

LEAVE TESTIMONY OR MAIL TO:

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Attn: Public Involvement Coordinator
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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Dan Dinning, Board Member - Boundary County Board of Commissioners

Address: P.O. Box 419

City and State: Bonners Ferry, ID 83805

I support the Garwood to Sagle project. The current situation involving intermittent passing lanes seems to promote erratic driver behavior. We need four lanes of divided highway for the entire distance. This is not a Boundary County project but is very important to the safety of our citizens who drive regularly to Spokane and Coeur d'Alene.

Signature: Dan C. Dinning

056a

JAN 3 1 2007

To Whom It May Concern:

Your plan for reconstructing US 95 between Garwood and Sagle is a vast overkill and shows irresponsibility with the taxpayers' money. I feel it is a very poor case of engineering with many items that are not needed.

At Careywood, there is a complete disregard for wetlands. The connecting road coming from US 95 to Chilco Road is poorly thought out and totally not needed. I asked why it was in the project. I was told it was needed to carry traffic from US 95 to Chilco Road going Westbound. They said they were not concerned with the Eastbound traffic on Chilco Road. They could direct the traffic down the frontage road and onto Chilco Road. They were concerned with the truck traffic going West on Chilco Road. I really believe this has to do with hinging a waste transfer station out on Ramsey Road. The people (voters) said "NO' to that waste transfer station once and this should be sufficient. I believe you people are dealing and proposing issues that you are not sharing with the public. If you do go through with this road, it could certainly be thought out and engineered much better. This road will impact our property by removing a good portion of land from our property, placing Chilco Road closer to our home, increasing road and traffic noise, which is bad enough already.

Chilco Road is a race track now and this plan will make it worse. This speeding involves both trucks and car traffic.

I think you can imagine the noise when trucks go into that curve with their "jake" brakes on.

This project would adversely affect wildlife. Especially as far as migration routes. Fencing would also be a factor.

056 b

JAN 3 1 2007

Last year, 2006, sixteen traffic deaths occurred on this section of Highway 95 between Garwood and Sagle. The previous year, 2005, thirty-two deaths occurred. I feel the death rate was reduced by patrols and I believe the rumble strips also helped.

I have not had an opportunity to study the complete plan. I believe from what I have studied so far, there are many more items I would not agree with.

I believe this project is poorly engineered and poorly planned. I do not believe we need any one of the three plans you have shown. I think all that is needed, is a good four-lane highway with a median in the middle and good turnout lanes for exits and approaches.

Sincerely,

Dale L. Morris

Dale L. Morris

3800 E. Chilco Road

Athol, ID 83801

208-772-5648

057

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 3 1 2007

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P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: John + Diana Daum

Address: 50575 N. Old Hiway 95

City and State: Rathdrum ID 83858

We own J+D Automotive at the above address. We have concerns over the lack of access if Garwood Road is changed.

We would also like to know if you will require any of our land

Signature: Diana Daum

Parcel 52N04W252630

058

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 3 1 2007

LEAVE TESTIMONY OR MAIL TO:

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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Frank & Tammy Quinn

Address: 21988 N. Estates Dr

City and State: ~~Athol~~ Id. 83801

We looked over the different maps and we felt that the perferred plan (Brown) seemed to be the best for us.

Thanks for the meeting

Signature: Frank & Tammy Quinn

059

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

JAN 3 1 2007

LEAVE TESTIMONY OR MAIL TO:

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Attn: Public Involvement Coordinator
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U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Sonja Browning

Address: 299 Jerry's Way

City and State: Sagle, ID 83860

Thank you for the public hearing at the Sagle School. I see the need for improvement on Hwy 95 for safety reasons. Cocolalla especially and the volume in Athol. Anytime I drive through the Cocolalla stretch, and a few others where there are only two lanes and no shoulders I am concerned for the people whose roads and driveways turn off. I do not see such a need in Sagle however, with two north bound and two southbound lanes plus the turning median - and the fact that there seem to be no intentions of widening long range. The problem in Sagle is 4m traffic condensing to a single lane. Spend the money further South, where safety is the issue.

Signature: Sonja Browning

060

JAN 31 2007

1318 W Cherrywood Ct
Spokane, WA 99218
January 27, 2007

Idaho Transportation Department
Att: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1229

I am opposed to having an access road to the north of Cocolalla Loop Road and west of the railroad tracks at the south end of Lake Cocolalla, because of the adverse effects such a road would have on established or proposed wetlands and on the quality of water entering the lake. The Brown alternative as proposed by the Idaho Transportation Department does not presently include a road in that area. For this and other reasons, I support the Brown alternative. Thanks you for consideration of my comments.

Sincerely,

John R. McBride

Leone H. McBride

061

FEB 02 2007

Lakes Highway District
Mailing: P.O. Box 460 • Hayden, Idaho 83835
11341 N. Ramsey Road • Hayden, Idaho 83835
E-mail: info@lakeshwy.com

(208) 772-7527
Fax (208) 772-7411

January 29, 2007

Idaho Transportation Dept.
ATTN: Public Involvement Coordinator
P O Box 7129
Boise, Idaho 83707-9933

RE: GARWOOD TO SAGLE PROJECT

Dear Don:

At the special Board Meeting of the Lakes Highway District held on January 29, 2007, the District Commissioners re-visited the alternatives for the frontage road adjacent to the Chilco Mill site. The Board has concerns regarding the Brown alternative which would utilize the Old Hwy 95 alignment. The location of the proposed frontage road for the brown alternative is between the actual mill site on the west and the railroad to the east and may present safety and confinement issues as the railroad spur that accesses the mill for loading and unloading railcars crosses Old Hwy 95 at this point. Therefore, the Board supports the yellow alternative whereas the frontage road would be located to the west and around the actual mill site. This would alleviate the safety and confinement concerns the brown alternative would present due to the close proximity of the mill and the railroad and railroad spur to the proposed frontage road.

Sincerely,

Mark R Soderling

Mark R. Soderling, Chairman
Lakes Highway District Board of Commissioners

MRS/bf

cc: Don Davis, Planner, ITD, W. 600 Prairie Ave., Coeur d'Alene, Idaho 83815
Lou Krug, P.E., HDR Engineering, 412 E. Park Center Blvd., Ste 100, Boise, Idaho 83706
Robert E. Boeh, Sr. Vice President, Riley Creek Lumber Co., PO Box 220, Laclede, Id 83841-0220

W:\Roads\Highway 95\Garwood to Sagle Project\ITD Yellow Alternative Support Ltr 1.29.07.doc

062 a

FEB 02 2007

US 95 GARWOOD TO SAGLE COMMITTEE

WE HAVE ALL SEEN THE TRAFFIC INCREASE ALOT OVER THE YEARS.

YOU COULD END ALOT OF THE TRAFFIC BUILD UP BY

1) PUTTING 4 LANES (2 EACH WAY) WITH TURN LANES ON THE SIDES AND IN THE MIDDLE (ALREADY HAVE MOST OF THE EASEMENT)

2) STOP and OR TRAFFIC LIGHTS ALL THE WAY FROM GARWOOD TO SANDPOINT - HELP TRAFFIC from SIDE ROADS GET ON THE HIGHWAY, NOT QUITE AS DANGEROUS FOR THE Hwy driver getting cut OFF.

3) GET THE SILVERWOOD EXIT OFF THE HIGHWAY - MAYBE A SEPERATE LANE OR TAKE TRAFFIC DOWN THE COUNTY ROAD AND INTO THEIR PARKING LOT. IN THE BACK CORNER OF THEIR PARKING LOT

4) USE THE LONG BRIDGE THAT IS NOW FOR WALKERS AND BICYCLISTS. EACH SIDE WOULD GO 1 WAY. TAKE ALL THE 1 WAY

SPOT
Silverwood
Garfield
Silverwood
Blanchard
Dufort
Sagle
Bottle Bay
Lakeshore

4) TAKE ALL THE ONE WAY STREETS OUT OF SANDPOINT (CITY)
ALSO
5) PUT 2 LANES OUT, TOWARDS CLARK FORK AND BONNER FERRY, ALL THE WAY TO THE LIGHT.
ALSO TWO LANES INTO TOWN.
(NOTE)* PUT THE SIGNS AT THE LIGHT ON OAK + HWY 2 TO PRIEST RIVER/SPOKANE AND COEUR D ALENE: IF WE CAN'T GET RID OF ONE WAY STREETS

YOU ALREADY HAVE THE PROPERTY AND ALOT OF THE EASEMENTS.
SO FOR THE PRICE OF A LITTLE ASPHALT YOU COULD END ALOT OF THE TRAFFIC PROBLEMS AND ACCIDENTS, UNTIL WE GET THE BY PASS (WHICH WILL BE NEVER).

THANK YOU

LAURA AHLERS
824 GEENEN ROAD
COCOLALLA, ID 83813

063

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 0 2 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Philip G. Tuma

Address: 443 Gun Club Road

City and State: Sagle, ID 83860

Dear Planning Team,

At the Athol Public Hearing (open house) on Jan 23, 2007 I discussed the Sagle Brown alternative map (Fig 2-19) with Project Engineer Don Davis. This map indicates that a frontage road would be built west of the freeway in the vicinity of N. Gun Club Rd and would connect with this N. Gun Club interchange and adjacent Mr. Davis indicated that this was currently a part of the preferred alternative. I support this alternative as depicted on Fig 2-19 pg. 2-44 dated 12/06/2006. This alternative with its 3 interchanges appears to best meet the document's short and long term goals for safety, access, and traffic dispersal. I applaud the interchange at S. Gun Club Road w/ access to the Spades Intersection. Please refer to pg. 2-45, Sagle Brown Alternative: This IP needs a sentence to support the ~~alignment~~ changed frontage road alignment (near N. Gun Club and west of freeway) in Preferred Alt. from previous Sagle Yellow #4.

Signature: Philip G Tuma

064

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 0 2 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Sonia Gladish

Address: P. O. Box 427

City and State: Cocolalla, ID 83813

The Brown alternative proposed by ITD would be my choice for the US 95 Garwood to Sagle realignment. This would have the least impact on the wetlands West of the railroad tracks at the Southend of Lake Cocolalla. Both the Blue and the Yellow alternatives have an access road going through an area of current and proposed wetlands. This would impact the quality of the water reaching Cocolalla Lake.

Thank you for your consideration

Signature: Sonia Gladish

065

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 02 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: CHARLES F GLADISH

Address: P. O. Box 427

City and State: COCOLALLA, ID 83813

I AM OPPOSED TO BOTH THE YELLOW & THE BLUE ALTERNATIVES TO THIS HIGHWAY REALIGNMENT BECAUSE THEY BOTH HAVE AN ACCESS ROAD WEST OF THE RAILROAD AND NORTH OF THE SOUTH COCOLALLA LOOP Rd. THIS ACCESS Rd WOULD NEGATIVELY EFFECT THE PROPOSED OR ESTABLISED WETLANDS THROUGH WHICH COCOLALLA & FISH CREEKS GO TO LAKE COCOLALLA, THUS ADVERSELY EFFECTING THE WATER QUALITY IN THE LAKE.

I STRONGLY SUPPORT THE BROWN ALTERNATIVE WHICH DOES NOT INCLUDE THIS ACCESS ROAD.

THANK YOU FOR YOUR CONSIDERATION OF MY COMMENTS.

Signature: Charles F Gladish

066

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TESTIMONY FORM

FEB 02 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Carol J and Isaac V. Robinson

Address: P.O. Box 54

City and State: Moyie Springs, ID 83845-0054

We strongly support the Garwood to Sagle project.

Although this is not a Boundary County project, for the safety of our many residence who need to seek specialyid medical treatment in the Coeur d'Alene and Spokane areas, the safety factor of a divided four (4) lane road would be a definate benefit.

Signature: x Isaac V Robinson

Carol J Robinson

067

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 02 2007

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Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Marlene J Fletcher

Address: 30035 N. Davis Lane

City and State: Athol, Id 83801

I believe that the Brown Route is to be the best for the area; especially between L.P to the Granite Hill (area.) I would say that the area also would be chosen to be the 1st part to be worked on. Especially with the Silverwood area. To me this area has had the most accidents.

Signature: Marlene J Fletcher Jan 28, 2007

068

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 0 2 2007

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Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
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Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Deborah A Hansen

Address:

City and State: Sagle Idaho

Please make the road 4 lane. My Whole family has had a near death experience on that short road - either at Bushay Road or Lakeshore Drive and the Granite hill. Fix it soon!!

Signature:

Thank you again for writing.

From: Terry Menshek <tmenshek@cfk.com>
Date: Mon, 29 Jan 2007 16:49:15 -0800
To: Idaho Transportation Department <comments@itd.idaho.gov>
Subject: U.S. 95 Garwood to Sagle

Dear Transportation Department:

I have ten acres on the hill overlooking Lake Cocalalla. I had purchased it years ago as a retirement property. With a freeway being built downhill from my property, it will not be the restful home I had anticipated. From my reading, I believe the Transportation Department has already decided that Highway 95 is the most suitable route. I, of course, would like to see the alternative route through open land where it will not so significantly impact the home and property owners of the area. This was done in California with Highway 5. Rather than disrupting families and homes along Highway 101 to increase the size of the freeway, CalTrans built a whole new highway through farm and grazing land. Thank you.

Terry Menshek
16615 Jade Court
Hidden Valley Lake, California 95467
Tel: (707) 987-9654

Subject: RE: U.S. 95 Garwood to Sagle
Date: Friday, February 2, 2007 9:55 AM
From: Terry Menshek <tmenshek@cfk.com>
To: 'Gwen Smith' <Gwen.Smith@itd.idaho.gov>
Conversation: U.S. 95 Garwood to Sagle

Thank you Gwen. As I mentioned in my earlier e-mail, it sounds as if the decision has really already been made. If the highway does go right below my property, is there some consideration for a sound wall?

Terry Menshek
CLEMENT, FITZPATRICK & KENWORTHY
3333 Mendocino Avenue, Suite 200
Santa Rosa, California 95403
Tel: (707) 523-1181
Fax: (707) 546-1360

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From: Gwen Smith [mailto:Gwen.Smith@itd.idaho.gov]
Sent: Friday, February 02, 2007 8:49 AM
To: Terry Menshek
Subject: Re: U.S. 95 Garwood to Sagle

Thank you for your comments. I have added them to the hearing record. After all comments have been considered, ITD will forward a recommendation to the Federal Highway Administration and they if they agree/approve, they will issue a Record of Decision. All of this will take several months; however, we will keep updates on our project Web site: http://itd.idaho.gov/Projects/D1/US95GarwoodToSagleProject/default.asp

Gwen Smith
Public Involvement Coordinator
PO Box 7129
Boise, ID 83707
office: (208) 334-4444
cell: (208) 559-0814
Fax: (208) 334-8563
gwen.smith@itd.idaho.gov

To John McHugh,

John, thank you for reading my comment. This is in concern for Athol. Athol needs to have a Business Loop or the ITD will force Athol to become a Ghost Town! We, and I speak for all Athol Residents, need a second on ramp. The brown revision using Parks Road as our Business Loop, will be great. However, Silverwood should be incorporated into our Business Loop.

I look forward to your return statement and/or discussion.

Thank You,

Kelly A. Trumble

kattrumble@intergate.com
(208)683-2621

Gwen Smith Fri, Feb 2, 2007 9:28 AM

Subject: U S 95 Garwood to Sagle
Date: Tuesday, January 23, 2007 2:41 PM
From: idahoharris@peoplepc.com
To: <comments@itd.idaho.gov>
Conversation: U S 95 Garwood to Sagle

We are senior citizens living in Athol and unable to attend the public hearing scheduled for this evening 1/23/07 here in Athol. (We only got our mailout yesterday!)

Put us down as completely in favor of the project!!!! It can't happen too soon.

Thank you,

Kenneth and Gail Harris 32640 Sheep Springs Rd
Athol, ID 83801

C73

Edgewood
LOG STRUCTURES

Unparalleled architectural log crafting.

FEB 05 2007

Idaho Transportation Dept.
Atttn: Public Involvement Coordinator
POB 7129
Boise, ID 83707-99363

January 23, 2007

Dear Sir or Madam:

As President of Edgewood Log Structures I look forward to the improved highway and the access it will bring us.

My primary concern is the current plan as drawn has a Parks Road interchange on-ramp running squarely through our modular offices, fire retention pond, and a water well. The three office buildings (no permanent foundations), associated utilities, and landscaping can be moved but will cause us to incur both expense and hardship due to loss of work time and the effort involved to relocate the buildings and their utilities.

While I agree fully with the onramp location, I would like to better understand what assistance is available for us to accommodate the onramp.

Upon reviewing the 3 potential options for the new highway between Garwood and Sagle, we prefer and will vote for the "Brown" Plan or as presented the most likely at this time.

Sincerely,

Brian L. Schafer
President
Edgewood Log Structures

www.edgewoodlog.com

P.O. Box 1030
Coeur d'Alene
Idaho
83816-1030
Phone: (208) 683-3330
Fax: (208) 683-3333

C7.4

FEB 0 5 2007

January 25, 2007

Idaho Transportation Department
P.O. Box 7129
Boise, ID 83707 - 1129

Subject: Public Comment – U.S. 95 Garwood to Sagle Project, NH-5110(141)
Testimony Response

Attn: Public Involvement Coordinator,

Through this letter, we are submitting testimony to become part of the public record regarding the U.S 95 Garwood to Sagle Project. We currently own personal property (mobile home residence) just south of Sagle residing at 468226 Hwy 95, "Harbison's Rock & Gift Shop parcel." (Township 56N, Range 2W, Section 16 and 21, Algoma School Lot 6)

After reviewing the alternatives in the Sagle area, as shown in the Draft Environmental Impact Statement (DEIS), we support the alternative "Sagle Yellow" alignment. We understand that the Sagle yellow alignment alternative would require the relocation of our personal property. We do **not support** the preferred alternative, "Sagle Brown" alignment, as this will create two roadways (highway and frontage road) on each side of our residence.

I appreciate any information you may provide and ask that we be kept current on all issues surrounding the project. Please add each of us to the newsletter mailing list to the addresses listed below.

Sincerely,

Mark McNearney
Personal Property Owner
940 Terrence Road
Helena, MT 59602

Lisa McNearney
Personal Property Owner
HCR 85 Box 8778
Bonners Ferry, ID 83805

Cc: Idaho Transportation Department
600 W. Prairie Ave.
Coeur d'Alene, ID 83815-8764

VISa

FEB 05 2007

Idaho Transportation Department
Attn: Public Involvement Coordinator
PO Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

To Whom It May Concern:

We are the landowners of 457676 Highway 95, Cocolalla which is on the South end of the Granite-Careywood DEIS Alternative map, which I have attached. According to your map, the frontage road is slated to go over our existing leech field, with the right of way encompassing our home on all alternatives. Needless to say, if this is your plan, it would render the home inhabitable. If this has already been decided, there is little we can do. However, there is an existing easement just to the East of the intended route, which would avoid the leech field, fence and home. I would be happy to walk this area with a representative if you are interested. It would be nice to know if your plans include the destruction of our home, to avoid making anymore costly repairs to the home and the yard.

We can be reached by phone at 208-683-1782

Sincerely,

Marla Howard

Anthony and Marla Howard
PO Box 582
Cocolalla, ID 83813

DEIS Alternative
May 13, 2005
Granite*Careywood
Brown Alternative
(Recommended Preferred Alternative)
LEGEND

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 07 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Douglas C. Toland

Address: 667 Meadowview Rd

City and State: Sagle, ID 83860

(1) The brown route option for Rte 95 between Garwood and Sagle appears to be the best of those under consideration. However, in my opinion, better long term planning could have saved time and money by deflecting Rte 95 to the west of Sagle, bringing it across a narrower stretch of the Pend O'Reille River, merging it with an improved Rte 2 west of Dover and routing the combined roads around the west side of Sandpoint, then splicing the new route into existing roadways at Kootenai Cutoff (Wallmart intersection).

In lieu of this dream, I must ask: What are the state's plans and timeline for improving Rte 95 between Sagle and Sandpoint? The area around the south end of Long Bridge is already proving to be a bottleneck at times. (I have empathy for drivers trying to enter Rte 95 from Lakeshore Drive and Battle Bay Road.) A costly new, 1¾ mile long bridge will be needed as will an elaborate frontage road-intersection combination for Lakeshore and Battle Bay Roads. Although this segment is an entirely different issue than the Garwood to Sagle project, it will seriously compromise traffic flow coming from the upgraded stretch.

(2) I presume that several years or more will be needed to complete this project. In the interim, please consider installing a few more upgrades to the existing highway (safety upgrades already in place have saved lives!) (a) Please put a short bypass lane to the right of the northbound lane at Homestead Road! This would allow traffic to ease around vehicles waiting to cross southbound (uphill) traffic. The two orange "mouse ear" reflectors on the "turning traffic" warning sign at the top of the hill are a grossly inadequate "fix" to this dangerous situation.

(b) Pave an additional two or three feet of shoulder along one side of the four lane stretches in the Chilco and Silverwood areas, then re-position the lane markings to increase the separation between opposing traffic. Currently, vehicles with a closing speed of 130+ mph only have a couple of feet between them. (c) Use higher quality paint pigments for making lane markings. If you can't find any marking materials that can withstand the ravages of studded tires, consider banning studded tires as some other northern states have done. Studs give drivers an inflated sense of security so they tend to drive too fast for conditions. While destroying road surfaces, studs create grooves that trap water, causing hydroplaning and reduced steering control. (d) The intersection of Ray and 27th in Spokane's South Hill has a short safety "island" in the middle of Ray for north-turning traffic. The island and lane are protected by curbs and markers. North turning drivers can negotiate one direction of traffic at a time, improving traffic flow and reducing stress. Consider installing a similar island lane for north-turning traffic entering Lakeshore Drive, Rte 95 from

Signature: Douglas C. Toland

077a

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 07 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Mary L. Toland

Address: 1617 Meadowview DR.

City and State: Sagle, ID. 83860

embed + insert reflectors as done on WA Hwy 2 between Dover Spokane

All things considered, the proposed route (preferred "Brown" route) seems reasonable. I appreciate attention / statistics related to wetland, riparian habitat impact.

I feel it is imperative to provide adequate lane width and safe spacing of lanes. As movement has limited access will be for some folks it is essential to safety!

And, as we wait for this project to reach completion, please provide the following now + throughout construction:

① improved lane paint + more frequent application

② @ 4 lane stretches wider shoulders + wider lanes (Chilco is so tight) so that Hwy 95 may be made safer during construction process

③ Maintain "rumble strips"

Thank you. Mary L. Toland

Signature:

Consider greater separation between N-5 lanes on Granite Hill/Hanover Rd area

command the hiway left for the upgrades, however modest, that have been done to Hwy 95. They have saved lives!

078

FEB 07 200

My name is: Brian Pixler
My address is:
426 Overlake View rd.
Cocolalla, Idaho 83813

I live at the north end of Cocolalla lake in Westmond. My property is one of the lots on Overlake view rd. between Overlake View rd. and the hwy. I opposed to the yellow and blue plans that have been developed. I believe the Brown Plan is the best plan posible as this one has the least impact to the property owners in this section. It leaves most of the properties between the hwy and Overlake View rd. intact by improving the hwy and putting the frontage road where Overlake view rd already exists. If the yellow plan is approved this would cost the state a lot of money as all of the lots would have to be purchased between the two roads and force all of us here to relocate. We could not at the current property values replace the view or location with access to town and living out of town.

I also believe that the frontage road from the north end really needs not make the climb up the hill at the PP&E Gas Line. It would be a lot of excavation to make the grade. I no that none of us here along the lake would mind accessing our lots/homes by way of south side at the south end of Cocolalla lake to access to the frontage road. At the north end of this at Overlake View rd could be a coldesack. There is plenty of room for emergency vehicles to turn around with out backing up. And would mean less cost to the state in excavation costs and in accusistion of property. For the most part, most of the road, Overlake View rd could be left as is. With little or no impact to the property owners, and virtually no cost to the state. There would be no paving or removing of or relocating of phone and power lines along this section. The application used here with the Brown Plan. Best suits the State and the property owners on both sides of Overlake View rd. It is most cost effective for the State of Idaho.

Sincerely Brian V Pixler

Brian V. Pixler

079a

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 0 8 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Jay & Diane Dennis

Address: 502 Overlake View Rd.

City and State: Cocolalla, ID 83813

Our property is identified, on all three alternative routes, as a residence and property that will be aquired by the ITD. We understand the need for a safer highway corridor, know that many other homeowners are affected and have accepted the inevitable, that we will sell and relocate. After attending the most recent public hearing, I understand that our section will probably not be aquired for 10-13 years. Having built this home in 1993 to meet all of our needs for retirement, we are now left in limbo. We are not faced with just loosing a section of our land, but with our residence. Unable to sell, without disclosing this as an identified property to be bought by the state, reduces it's market value. As we are within ten years of retirement, the financial feasibility of buying and/or building is contingent on the sale of this property. Remaining here, maintaining or improving our home, does not allow us to move forward - I would urge you to consider the effect on all home owners who share in our situation. (continued on back)

Signature: Jay Dennis Diane Dennis

If the primary home is certain to be aquired, no mater what "phase" we are in, aquire all identified property prior to any money being used for construction of this highway it would make the loss of a residence much more palatable, specially for people nearing retirement age.

080

IDAHO TRANSPORTATION DEPARTMENT
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Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Jerry Hunt

Address: P.O Box 756

City and State: Post Falls, Idaho 83877

Prefer Frontage Road

Signature: Jerry Hunt

0081

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 08 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Jerry Hunt

Address: P.O. Box 414

City and State: Athol Id. 83801

Prefer Brown Plan

Signature:

082

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 0 8 2007

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Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: ROBERT F. VINCENT

Address: P.O. BOX 184

City and State: COCOLALLA, ID 83813

I believe the Brown Alternative as proposed now, would cause the least enviromental haem to the existing wetlands in the Cocolalla AREA. I Am opposed to having an access ROAD to the North of Cocolalla Loop ROAD and I'm also opposed to an access ROAD west of the Railroad tracks at the south end of Lake Cocolalla due to the adverse effect such roads would have on the quality of water entering the lake through existing or proposed wetlands. Again, I would support the Brown Alternative as currently proposed. Thank you for consideration of my comments

Signature: Robert F. Vincent

083

UNION PACIFIC RAILROAD COMPANY

ENGINEERING SERVICES DEPARTMENT

J. W. TRUMBULL
Manager
Industrial & Public Projects

5424 S. E. McLoughlin Blvd.
Portland, OR 97202
(503) 872-1809
Fax: (503) 872-1900

February 5, 2007

FEB 0 8 2007

Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129
Attn: Ms. Gwen Smith – Public Involvement Coordinator

Dear Ms. Smith:

Subject: US-95 Improvements, Garwood to Sagle, Project #: NH-5110(141), Key 8473

I have the following comments regarding the proposed roadway alignment project noted above:

1. Riley Creek Lumber products is a major customer of ours in North Idaho. The proposed roadway alignment will affect the way we serve this customer.

2. A frontage road through the existing mill site and across our spur track would render the use of their spur track useless and severely cripple our business with this company

3. The Union Pacific Railroad would support an alternative that locates the frontage road West of the mill site. This would save the State and Public dollars that could be used elsewhere. The mill site could then operate for future growth in rail traffic.

If you have any questions, please give me a call at 503-872-1809.

Sincerely,

John W. Trumbull
Manager Industry and Public Projects

Cc: Riley Creek

084a

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 08 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Gertrude M. Story (AKA Chris Story) & Esther Gilchrist

Address: 491 Overlake View Road

City and State: Cocolalla, Idaho

We agree that the "brown proposal" is the best choice of the three. HOWEVER, we are not at all pleased with the widened ROW as shown on the east side of Overlake View. The existing ROW of the county road is 60 feet. IF your assurances that Overlake View as a frontage road would not "carry that much traffic" (your words) why not just improve the existing road bed with paving & leave the ROW alone? This would be in keeping with the avowed desire of all to maintain the rural character of Bonner County. KEEP IN MIND that our house is less than 75' from the east ROW line. ALSO, our septic drainfield is even closer but within the building practices at the time (1991). There aren't any other locations for this drainfield that still maintain 100' from the well. Would ITD also pay to relocate both the well and drainfield including the necessary

Signature: Gertrude M. Story (AKA Chris Story) & Esther Gilchrist

OVER

pumps and so forth plus the maintenance for 20 years or so? AND would ITD undertake the restoration of our landscaping and natural areas of our 4.85 acres?

Does anybody answer these concerns?

085

IDAHO TRANSPORTATION DEPARTMENT TESTIMONY FORM

FEB 0 8 2007

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Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: FRANK ZIMMERMAN

Address: 459560 HWY 95 mailing address: P.O. Box 1545

City and State: COCOLALLA, ID 83813 HAYDEN, ID 83835

I have met with State reps regarding frontage road location. I was assured that the location would be west and above the "Valley Vista" Barn so as not to disturb the historical barn. I just want to remind all concerned that there is a better alternate route anyway.

Thank you.
Frank Zimmerman

Signature: _____

Ms. SHAWN KEOUGH
STATE SENATOR
DISTRICT 1
BONNER & BOUNDARY
COUNTIES
STATE CAPITOL
P.O. BOX 83720
BOISE, IDAHO 83720-0081
(208) 332-1000
(SESSION ONLY)

086

HOME ADDRESS
P.O. BOX 101
SANDPOINT, IDAHO 83864
(208) 263-1839
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COUNTIES ONLY
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FEB 0 8 2007

Idaho State Senate

State Capitol
P.O. Box 83720
Boise, Idaho 83720-0081

February 5, 2007

Idaho Transportation Department
Gwen Smith, Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

RE: US 95 Improvements. Garwood to Sagle, Project #NH-5110(141), Key #8473

Dear Ms. Smith:

This letter is to support the request of Riley Creek Lumber asking that the alternative selected near their mill at Chilco be changed from the "Brown Alternative" to the "Yellow Alternative."

Using the Yellow Alternative on that portion around Riley Creek Lumber's Chilco mill would be less expensive to the state. This is because the Brown Alternative has the potential to cost millions of dollars not currently planned for because it will severely impact the sawmill. Utilizing the Yellow Alternative will not impact the mill in the severe manner the Brown Alternative would.

Riley Creek Lumber Company is the largest lumber producer in Idaho, employing 480 people in our 3 Northern counties. The Chilco mill is a critical mill and the Brown Alternative could effectively shut the mill down. Idaho can ill afford the economic loss that would result with implementation of the Brown Alternative and the Chilco mill.

It is my hope that this portion of the improvement could be revisited.

Sincerely,

Shawn Keough
State Senator, District 1
Bonner and Boundary Counties

CC: Bob Boeh, Riley Creek Lumber
Darrell Manning, ITD Board Chairman
Pam Lowe, ITD Director

JAMES W. CLARK
DISTRICT 3
KOOTENAI COUNTY

HOME ADDRESS
8798 N. CLARKVIEW PLACE
HAYDEN LAKE, IDAHO 83835
(208) 772-5992
FAX (208) 772-7718
EMAIL: jimclark@clarkforidaho.com
HOME PAGE: www.clarkforidaho.com

FEB 1 2 2007

087a

COMMITTEES

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JUDICIARY, RULES & ADMINISTRATION

LOCAL GOVERNMENT

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JOINT MILLENNIUM FUND

IDAHO STATE CHAIRMAN, A.L.E.C.

House of Representatives
State of Idaho

February 08, 2007

Ms. Gwen Smith
Idaho Transportation Department
Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

RE: US 95 Improvements, Garwood to Sagle, Project #: NH-5110 (141), Key #: 8473

Dear Ms. Gwen Smith:

I am writing to you regarding the above project and ask that you carefully consider the following:

1. The proposed frontage right-of-way between railroad right-of-way and the Riley Creek, Chilco mill operations/lumber shipping and storage area is too confined for human safety and facility efficiency;
2. State condemnation would be required to proceed with the ITD Preferred Alternative ("Brown Alternative") and would come at significant expense to the State and the taxpayer;
3. Funds for road building should be used for road building, not condemnation which is not warranted;
4. The "Yellow Alternative" providing an access to the west of the Riley Creek Chilco mill site would be the least costly and most efficient avenue to proceed with this project.

Riley Creek Lumber Company is a lumber milling company with 3 mills in Idaho, producing over 500 million board feet of lumber, employing approximately 480 people in three (3) counties in Idaho. Riley Creek is the largest lumber milling company in Idaho. They are a very important member of our north Idaho community and large contributor to the economy of this region.

The favored "Brown Alternative" provides for a frontage road to be built at the eastern edge of Riley Creek Lumber Company's Chilco sawmill. Under the "Brown Alternative", the upgraded road would be placed between the mill, and the railroad right-of-way that is currently adjacent to US-95. The location of this east side frontage road should not be financially acceptable to the ITD as the cost of purchasing the right-of-way is expected to be high. It is certainly not the preferred alternative for the mill, which will have to re-locate major parts of the facility.

Riley Creek recently spent several million dollars to upgrade the Chilco facility and has recently finalized discussions with the Union Pacific Railroad to improve the

crossing in ways that will improve the safety of the crossing and efficiencies of the mill. In addition to increasing the costs to the State of Idaho, the "Brown Alternative" will force a change of the mill facility itself disrupting mill operations. It is not possible to construct a frontage road on the east side of the mill without significantly compromising the safety of Riley Creek's employees and interfering with the operations of their plant.

The alternative route for the Chilco section, generally identified as the "Yellow Alternative", could be built in a manner which better provides for public safety, minimizes public expense, and would be supported by Riley Creek. Using the "Yellow Alternative", the Riley Creek property on the west side of the plant could fully accommodate an access route. Riley Creek has indicated its willingness to participate in good faith discussions regarding the establishment a right-of-way on the west side of their property.

I urge you to select and implement the "Yellow Alternative." Please call me with any questions or issues.

Sincerely,

Representative James W. Clark
District 3

Cc: Kootenai County Commission
Idaho Congressional Delegation
Governor C.L. "Butch" Otter

088

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 12 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: JERALYN L. MIRE

Address: 1948 Lignite Rd.

City and State: Sagle, ID 83860

I wish you luck - I would not like to see tons of stoplights. I also would not like a major freeway - I am not sure how you can do it. Perhaps widen what we have and put in some frontage roads to go to a few stoplights.

Good luck!

Signature: Jeralyn L Mire

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IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 2 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: Bjarne B. Larsen

Address: P.O. Box 1239

City and State: Hayden, ID 83835

I understand that funds are now available for the project portion Wayoming to Highway 53 on Highway 95 I believe at all costs a fast track implementation should be a priority at this critical time, before anymore people are killed.

Signature: B. Larsen

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IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 2 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: DON NASH

Address: 4412 E. LUPIN LANE

City and State: ATHOL, I.D. 83801

AFTER ATTENDING A NUMBER OF THE MEETINGS ON THE HWY. 95 PROJECT THE 1. BROWN ALTERNATIVE APPEARS TO BE A VERY GOOD COMPROMISE THAT WOULD SOLVE MOST OF THE PROBLEMS NOW EXPERIENCED BY DRIVERS ON HWY. 95 IN THE ATHOL AREA. INCLUDING THE CONGESTION IN THE SILVERWOOD THEME PARK AREA.

MY NEXT CHOICE WOULD BE 2. YELLOW AS IT WOULD BE VERY COST EFFECTIVE, AND HAVE MINIMAL DISRUPTION OF EXISTING HOMES AND BUSINESSES.

LAST WOULD BE THE 3. BLUE ALTERNATIVE.

THANKS FOR THE OPPORTUNITY TO PROVIDE INPUT ON THIS IMPORTANT PROJECT.

Signature: Don Nash

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IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 2 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department Attn: Public Involvement Coordinator P.O. Box 7129 Boise, ID 83707-1129	U.S. 95, Garwood to Sagle Project Number: NH-5110(141) Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Joanne Nash

Address: 4412 E. Lupin Lane

City and State: Athol ID 83801

After attending several meetings and reviewing the Draft Environmental Impact Statement, I believe the following alternatives listed in the best order would benefit the Athol Community and businesses the most:

#1 Athol Brown Alternative

#2 Athol Yellow Alternative

#3 Athol Blue Alternative

Since I am not familiar with the other areas, I do not have a comment on those Alternatives.

Thank you for the opportunity to submit my input on the plan.

Signature: Joanne Nash

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

092

FEB 1 2 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: Glen E. Eich

Address: The Visual Cafe Mile Post 462 N. Hwy. 95

City and State: Coeur d'Alene Ida. 83813

Continue with turning Center lane left and right (example mile post 465 N. and 468 N.)

Put a merge lane North And South as needed or all the way.

Note = Garwood TO Sagle is a Safe Highway at 65 mph.

Thanks You

Signature: Glen E Eich

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 2 2007
093a

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Neil + Julie Leonard

Address: 19831 N. williams Rd

City and State: Hayden, ID 83835

Please see attached typed addendum to this form.

Signature: Neil Leonard

0936

February 6, 2007

Idaho Transportation Department Testimony Form Addendum

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

RE: U.S. 95 Garwood to Sagle
Project Number: NH-5110 (141)
Key Number: 8473

Testimony From: Neil & Julie Leonard
19831 N. Williams Rd.
Hayden, ID 83835

Although an expansion of the freeway is necessary, we believe there is a better alternative than the "Preferred" Chilco Brown. Personally it will affect us greatly, as we have only purchased our property as of June 05' and neither realtor, Coldwell Banker Schneidmiller and Keller Williams, disclosed this expansion to us. At the time of our purchase, the Yellow Alternative was one of the proposed alternatives that cut through the middle of our property and home. We have pursued all avenues to reconcile this situation, but to no avail. Even though specific informational meetings were conducted at the Coldwell Banker Schneidmiller office, as per Don Davis, the selling realtor Dennis White denies any knowledge of the situation. Had we been aware of the alternatives we would have never purchased this property. Currently we are land-locked and have no outside access from the sides of our property and are greatly grieved at the idea of being opened up to a frontage road and a freeway overpass.

After review of the Draft Environmental Impact Statement (DEIS) we have some concerns we would like to address that not only affect our immediate personal grievances, but affect the community as a whole. We hope you will consider them in your final decision making process. We believe the Chilco Blue Alternative is the better choice for cost, water quality issues and visual effects and noise pollution.

First, the displacement of job compared to the Chilco Blue Alternative over the Chilco Brown Alternative will save approximately $500,000 as per the cost comparisons on page 4-53 of the DEIS. However, the numbers of temporary jobs created are similar, DEIS Page 4-59 states, "the three alternatives have similar overall effects generating between 208 to 236 temporary construction-related jobs..." Given this fact the Blue Alternative seems like the best option. Also stated on page 4-128, "Of the alternatives, the Blue Alternative would have the least temporary construction effects."

Secondly, the contamination of water quality for over 100 people is a great risk. On the NE corner of our property, North Kootenai Water District has leased this corner; there is a well that feeds another well on the NW adjacent property. These wells feed 34 residences, affecting over 100 people in this community. They could be in danger, "the

water quality of groundwater could be affected by increased roadway/runoff pollution, wetland fills, removal of vegetation and well contamination. Well contamination can occur from pollutants entering wells which are a direct injection to the aquifer", as indicated on page 4-70 of the DEIS. Also, "soil disturbance during construction could result in land and water erosion that affects the water quality. (pg. 4-125).

Thirdly, the visual effect would have a negative impact on the value of our home and those on N. Williams Rd. and surrounding areas. "The Chilco Blue Alternative would be slightly less than the Chilco Yellow Alternative, because the Chilco Blue Alternative would cut a smaller swath through the existing evergreen tree stand before bridging over the Union Pacific railroad tracks." (Pg. 4-107) The structural elements of the Preferred Brown Alternative would cut down trees on my property and on the property next to mine, opening up the unsightly view of the overpass.

This brings me to my final point, the increased noise pollution. The removal of trees would not only affect the visual, but the noise pollution, thus allowing the increased highway noise to travel further and faster. Currently this noise pollution is dispersed between numerous exits along the highway and would now be at this one point, resulting in greatly increased noise pollution. As well, we fear that an overpass leading to a dead-end road backed-up to a forested area where a lake is present will only increase people to come and "hang-out" and take part in illegal activities, opening up my property and family to dangerous circumstances.

In summary, we would like you to consider the Chilco Blue Alternative as the alternative of choice, as there is already an exit at Ohio Match, as well as a direct access to the national forest, and it will have the least loss of jobs and businesses affected. It also provides the least construction inconveniences for all residences, and no chance of valuable water contamination for over 100 people in the community. For the record, we would like to state that we greatly disagree with the number of residences that will be effected in the DEIS, of only 9-13 for any alternative.(table 4-14 and table 4-15) There are 10 properties on N. Williams Rd. alone, not to mention all the properties adjacent to this frontage road off Ohio Match and further north on U.S. 95 that will be effected greatly. Also stated in the report is the assumption that north of Garwood will become commercial property. Currently there are very few commercial properties compared to the number of residences and although it is not a specific development, the people in this "community" are building their dream homes, and the area has a lot of "character". The population growth of the DEIS shows the Chilco area as one of the highest growth areas, if this is true, why is the assumption of more commercial properties assumed? (Pg. 4-52) If this does happen then it will have a negative impact on the value of all our properties. Our hope is that you will seriously consider these concerns as you finalize your decision.

Sincerely,

Neil Leonard

Julie Leonard

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 2 2007
094

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: JAMES & KAREN JENSEN

Address: Po Box 943 7150 JENSEN LANE

City and State: ATHOL ID 83801

When will the final decision be made? Two of the projects will cut very near us, one (the brown) will not. We are looking at refinance and cannot tell anyone whether we will even have property when this is finished. We did not move out of town to have a freeway take away our dream.

Signature: Karen Jensen

095

FEB 1 2 2007

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: TROSIN, Butch & Kathy

Address: PO Box 327

City and State: Hope ID 83836

The Brown "Preferred Rt" appears to provide the greater benefit to the Sagle area. We think it addresses growth and safety issues that are critical to the way this area is growing and expanding.

Hwy 95 and Gun Club Rd. is an intersection which you risk your life each day you use it. It needs your most immediate and critical attention.

Signature: [signature]

096a

FEB 12 2007

INTERMOUNTAIN FOREST ASSOCIATION

350 N. 9th Street, Suite 304E
Boise, Idaho 83702
208•342•3454
Fax 208•424•0759
www.intforest.org

February 7, 2007

Ms. Gwen Smith
Idaho Transportation Department
Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

RE: US 95 Improvements, Garwood to Sagle, Project #: NH-5110 (141), Key # : 8473

Dear Ms. Smith:

The Intermountain Forest Association (IFA) is an organization of wood product manufacturers, timberland owners and related businesses in the northern Rockies. The Association develops and implements solution-oriented policies aimed at securing and transporting a stable and sustainable supply of timber on both public and private lands.

One of our highest priorities is improvement of the state and county transportation system in north Idaho and as such we have fully supported the GARVEE program and funding from its inception. We are happy to see it being implemented in north Idaho.

As part of the public comment process associated the Draft Environmental Impact Statement (DEIS) for this program, we respectfully submit the following comments to the Idaho Transportation Department (ITD) with regards to Project #: NH-5110 (141), Key # : 8473.

ITD's preferred Alternative; the "Brown Alternative" appears to be, overall, a good choice for much all of the Garwood-to-Sagle stretch. Unfortunately, this Brown Alternative provides for a frontage road to be built at the eastern edge of Riley Creek's Chilco sawmill, between the mill and US-95. The location of this frontage road on the east side of the mill is not an acceptable situation.

It is not possible to construct a frontage road on the vacated right-of-way (R/W) along the eastern edge of Riley Creek's Chilco sawmill without significantly compromising the safety of Riley Creek's employees and interfering with the operations of the facility.

An alternative route, generally identified by the Yellow Alternative for the Chilco stretch, could be built in a manner which better provides for public safety, minimizes public expense, and would be supported by both Riley Creek and IFA. Riley Creek property on the west side of the plant could fully accommodate such a route, and they are willing to participate in good faith discussions about establishing a right-of-way.

We recognize the need for a widened US-95, and are supportive of efforts to bring this goal to completion. We are requesting that, from Chilco road north to the end of Riley Creek's

property boundary, ITD consider the so-called "Yellow Alternative," which would create a frontage road *around* the Chilco mill site. We prefer this alternative because it allows ITD's goals for this site (improved access to US-95, a frontage road to decrease highway traffic, etc) to be reached in a way that does not affect Riley Creek's ability to maintain and operate a working sawmill during the construction phases of the road improvement process.

We look forward to further discussions with ITD on this matter in the near future. Please call me (208-342-3454) with any questions or issues.

Sincerely,

Jane Wittmeyer
VP Idaho Affairs
Intermountain Forest Association

Cc: Kootenai County Commission
Idaho Congressional Delegation
Governor C.L. "Butch" Otter

Gwen Smith Tue, Feb 13, 2007 8:17 AM

Subject: Garwood Testimony
Date: Monday, February 12, 2007 5:02 PM
From: Barbara Babic <Barbara.Babic@itd.idaho.gov>
To: Gwen Smith <Gwen.Smith@itd.idaho.gov>
Conversation: Garwood Testimony

Gwen - I received a phone call from a local resident who was unable to attend the Garwood hearing. She asked me to forward the following comments to you:

1) She wants the project extended south to include Wyoming Ave to Ohio Match Road and the Lancaster Interchange
2) She would like us to use as much of the current alignment as possible.

Cora Marks
1042 E. Lancaster Road
Hayden ID 83835

Barbara Babic
Public Involvement Coordinator
District One
600 West Prairie Ave.
Coeur d'Alene ID 83815
Office 208-772-1288
Mobile 208- 699-4193
Fax 208-772-1203

098a

To: Public Involvement Coordinator
Idaho Dept of Transportation
Garwood to Sagle

From: Ramona Judy

Re: Proposed construction

pages to, cover 3

0986

456714 Highway 95
Careywood, Idaho 83809
13 February, 2007

Public Involvement Coordinator
PO Box 7129
Boise, Idaho 83707-1129

Re: US 95, Garwood to Sagle

Dear Coordinator:

I have attended the meeting at Athol regarding this section of road and have made visits to the information office in Sandpoint. My sisters and I own land at Careywood (the Judy Farm) and my comments regard my interest in our land and in the highway project as I understand it.

First choice, I urge you to dismiss the idea of planning various alternatives for frontage on a controlled access highway. You do not have the money for this project now. When you get the money, the rapid changes in the area will have effected feasibility of constructing what you are now considering. With the right-of-way you now have, a 5 lane highway could be constructed – two lanes going north, two going south and a turn lane in the middle. Yes, someone would try to pass in the turn lane. Yes, people will do risky, illegal behaviors no matter what type highway exists. Making this type of improvement will cost far less, will impact the environment less and will not ruin our farm.

IF a controlled access freeway must exist, we prefer the Blue Alternative over the others. However, we note none of them actually follows the railroad right-of-way. In summer 2005 and again in the winter of 2005/2006 we met with Richard Flink, Burlington Northern and Santa Fe employee responsible for crossing and access safety. He proposed the railroad wanted to build an access road across our farm. We urged him to combine this with the frontage road being proposed by the highway department if roads there must be. Richard did then meet with us and Don Davis in Sandpoint. IF there must be a frontage road, please work further with the railroad to put it on their right-of-way which was their intention when Richard first visited us on our farm to discuss this issue.

We are aware Brown Plan at Careywood is preferred primarily due to wetland issues. I am also aware there are different classifications of wetlands. The area we prefer for the access road (Blue Plan or even better, on the RR right-of-way) is classified as wetland. I am sure the soil type there would show wetland type ground. However, one can drive a two wheel drive tractor across that ground from mid to late June until spring thaw. The vegetation is not wetland type vegetation. In fact, the location on our farm which is actually very wet is near the "preferred" course, closer to the forested hill where the road is planned to be. We are also aware of the option of mitkigated wetlands, of using

098c

wetland grounds for road location and designating/improving other areas to compensate for the impact of construction.

Researching this road issue, I have come to realize our farm is not considered "prime" as defined by the USDA. As I read the Idaho Transportation Department's plan for Garwood to Sagle, I note there is reference after reference to "prime" farmland and the implication is the farmland not so designated is not valuable, respected nor protected. Seems it is considered easily dispensable. Had we realized this would be an issue, we might have asked for evaluation of our farm, as we believe some of our acreage might qualify. That aside, we do farm our ground. There has not been a year when a crop was not taken off the farm. We are growing hay, not because the soil is too poor to grow grains, but because we do not have the farm equipment for growing grain, because there is not an elevator accessible. Our neighbors (Picketts and Bleckwenns are closest), as well, do still harvest a crop each year. Back to the issue of classification of farmland: if we are able to have our farms evaluated and more acreage is considered prime, we understand there is then the possibility of having mitigated farmland, of our farmland being replaced at state cost.

For us the worst case scenario is Brown Plan, currently preferred. It destroys our south field which usually is the one with the best yield. The frontage access is shown as being in the middle of this field. IF this exchange must be on our property, please put it next to the railroad, not in the middle of the field. There is already a county road at Barnhart Rd. Please use it rather than destroy our field.

Other issues of concern not directly effecting our farm include the exchange on the east side of the road at Blacktail Road which will effect wetlands, the exchange at Sagle putting all the traffic past the Gunter Property rather than using the road past Badger Building Supply. That odd little loop actually adds to the length of the road. I am depressed looking at the miles and miles of frontage road paralleling the highway and destroying farmland and habitat alike. In essence, there will be three roads and a railroad. If that has to happen, put them as close to each other as possible and impact a minimal slice of the valley.

Sincerely,
Tamara Judy

099

Lakes Highway District
Mailing: P.O. Box 460 • Hayden, Idaho 83835
11341 N. Ramsey Road • Hayden, Idaho 83835
E-mail: info@lakeshwy.com

(208) 772-7527
Fax (208) 772-7411

February 12, 2007

IDAHO DEPARTMENT OF TRANSPORTATION
Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

VIA FACSIMILE: (208)334-8563; ORIGINAL LETTER TO FOLLOW BY U.S. MAIL

RE: U.S. 95 GARWOOD TO SAGLE PROJECT

Gentlemen:

The Lakes Highway District is very supportive of the Garwood to Sagle Project. The construction of this project is greatly needed to relieve congestion, access problems from both Highway District roads and private driveways, and to increase the capacity and safety as the traffic volumes continue to grow.

The District supports the brown alternative labeled "The recommended preferred alignment" except as noted in the next paragraph for the corridor alignment within Kootenai County as this alignment utilizes the existing highway right-of-way as much as possible and places the frontage roads adjacent to and parallel with the new alignment. The District also supports the interchange and overpass locations as shown on this alignment.

The one exception we would like to see incorporated into the final alignment is incorporating the yellow alternative around the north and west side of the Chilco Mill in the Chilco Road vicinity. By locating the frontage road around the mill site it would alleviate the safety and confinement concerns the brown alternative would present by squeezing the frontage road between the mill site and the railroad. It would also eliminate an "at grade crossing" for the railroad spur. The frontage road crossing the railroad spur presents two issues. One, the train may block the crossing for extended periods of time while the rail cars are being switched and the train being made up. Second, the spur will cross at a skew which presents additional safety problems.

Sincerely,

Mark R Soderling

Mark R. Soderling
Chairman, Lakes Highway District

MRS/df

W:\Projects\US 95 Garwood to Sagle.doc

Post-it® Fax Note 7671	Date 02/14/07	# of pages ▶ 14
To GWEN SMITH	From TRANS INFO OFFICE	
Co./Dept. ITD	Co. WGI, SANDPOINT	
Phone # 208-334-4444	Phone # 208-265-0897	
Fax # 208-334-8563	Fax # 208-255-7036	

100a

Feb 13, 2007

To: Idaho Transportation Department
From: Several Residents and Businessmen affected by changes to the intersection of Sagle Road and U.S. Highway 95; compiled by Jeremy Smith, Sagle resident and businessman.
Regarding: U.S. 95 Garwood to Sagle Project Public Comment.

The following is a compilation of observations relevant to choosing a direction and ultimate plan for a portion of the U.S. 95 Garwood to Sagle Project. The information contained here was gathered and compiled by Jeremy Smith and may not reflect the ideals of every party referred to; however no party reached voiced objection to the recommendation of the Yellow Plan Option 4 over the Brown Option (From the ITD public hearing on Wed., Jan. 24, 2007 at Sagle Elementary School. Not all parties referred to were reached, necessitating several extrapolations of a final solution based on the common sense approach that is central to Sagle's character. **The compiler believes these observations to be consistent with the majority opinion, based on his contact with local businessmen and residents.**

Questions for the compiler may be directed to the following:

Jeremy Smith
402 Keepa Way
Sagle, ID 83860
(208) 946-4600
Jeremy.smith@intermaxnetworks.com

100b

Yellow Plan Option # 4 for the North bound side from Mile Marker 468 to 470 is much better for Sagle than the Brown Plan. Traffic patterns make much more sense, businesses will maintain traffic levels and accessibility, and long standing family farms are not impinged on.

Sagle benefit/loss factors

- Does it make sense?
  - Currently, Highway 95 is dangerous. Our on-grade crossings have proven deadly, and the non-divided nature invites head-on collisions. While the bike trail is a great local feature, sharing a portion with a frontage road is an acceptable alternative. It makes sense to improve the highway to freeway status.
  - The Brown option, for this portion of roadway, does not make sense. It takes a community that has built itself up around a 'crossroads' for generations and removes that landmark. If Sagle road does not intersect a contiguous frontage road, our geographic identity is lost – for all community interests.
  - Option 4 from the Yellow plan makes sense for this portion of road. A contiguous frontage that mimics the current highway will save Sagle's identity and value. Simple, common sense plans like this are in line with Sagle's community spirit.
- What will happen to local property values?
  - Current: Unchanged, property values will rise with the local index. Sagle is acceptably accessible at the moment.
  - Under the Brown Plan, most developed commercial property in Sagle will lose inherent value, due to loss of accessibility and exposure. Empty commercial space does not help home values beyond.
  - With the Yellow Plan, Option 4, Sagle's commercial property values will continue to rise, possibly at a rate higher than the local index for a time due to the increased access and safety a divided highway and proper frontage road can provide.
- Does it uphold current community standards?
  - Current solutions in Sagle are clean, simple and display common sense.
  - Under the Brown Plan for this segment, Sagle will lose the part of it's identity that centers around the 'crossroads' idea. Almost all services on the Northbound side will be adversely affected, with none enjoying a true benefit. Even the Post Office will suffer.
  - The Yellow Plan Option 4 does uphold community standards. It keeps to a common sense, minimally invasive ideal. The 'crossroads effect' is maintained. Directions to community locations and businesses will stay simple and straightforward – the way the people are.

I have prepared several summaries of local businesses and the effects that they would see:

100c

Blue Dog Espresso

- Distance from highway:
  - Current: 20'
  - Brown Plan: ¾ Mile
  - Yellow Plan Option 4: ¼ Mile
- Traffic flow change:
  - Current: All traffic on Sagle Road, and immediate access from 95
  - Brown Plan: only traffic on broken frontage road; much more difficult to reach. Sagle Road traffic considerably reduced at this point.
  - Yellow Plan Option 4: All traffic on Sagle Road, unbroken frontage road will make virtually no difference in highway traffic.
- Visibility
  - Current: Strong visibility with 'crossroads effect'.
  - Brown Plan: Highway visibility ok, Sagle Road greatly reduced.
  - Yellow Plan Option 4: No real change from current.
- Ease of access
  - Current: Easy, convenient access from Sagle Road and Highway 95.
  - Brown Plan: Easy access from Sagle Road, backtracking will discourage commuters from stopping.
  - Yellow Plan Option 4: Easy, convenient access from Sagle Road and Highway 95.
- Is the business still viable under this plan?
  - Current: Certainly.
  - Brown Plan: It is likely that the business would have to move.
  - Yellow Plan Option 4: This business would get stronger under this plan.
- Overall business effects:
  - Current: Strong traffic, ease of access and a sensible road layout makes this a very strong business site that caters to commuters.
  - Brown Plan: Greatly reduced traffic, restricted access and non-standard frontage would choke this business that depends on commuters.
  - Yellow Plan: This plan would strengthen this business and assure it's continuance for years to come.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

100d

Eagles Nest Security Company

- Distance from freeway
  - Current: 20'
  - Brown Plan: ¾ Mile
  - Yellow Plan Option 4: ¼ Mile
- Traffic flow change
  - Current: All traffic on Sagle Road, and immediate access from 95
  - Brown Plan: only traffic on broken frontage road; much more difficult to reach. Sagle Road traffic considerably reduced at this point.
  - Yellow Plan Option 4: All traffic on Sagle Road, unbroken frontage road will make virtually no difference in highway traffic.
- Visibility
  - Current: Strong visibility with 'crossroads effect'.
  - Brown Plan: Highway visibility ok, Sagle Road greatly reduced.
  - Yellow Plan Option 4: No real change from current.
- Ease of access
  - Current: Easy, convenient access from Sagle Road and Highway 95.
  - Brown Plan: Easy access from Sagle Road, confusing access from 95.
  - Yellow Plan Option 4: Easy, convenient access from Sagle Road and Highway 95.
- Is the business still viable under this plan?
  - Current: Yes.
  - Brown Plan: Probably.
  - Yellow Plan Option 4: Yes
- Overall business effects:
  - This business is not dependent on freeway access. While the Yellow Plan Option 4 would allow better access, it would not have a major effect in this case.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

100e

Heritage Shores Realty, Inc.

- Distance from freeway
  - Current: 20'
  - Brown Plan: ¾ Mile
  - Yellow Plan Option 4: ¼ Mile
- Traffic flow change
  - Current: All traffic on Sagle Road, and immediate access from 95
  - Brown Plan: only traffic on broken frontage road; much more difficult to reach. Sagle Road traffic considerably reduced at this point.
  - Yellow Plan Option 4: All traffic on Sagle Road, unbroken frontage road will make virtually no difference in highway traffic.
- Visibility
  - Current: Strong visibility with 'crossroads effect'.
  - Brown Plan: Highway visibility ok, Sagle Road greatly reduced.
  - Yellow Plan Option 4: No real change from current.
- Ease of access
  - Current: Easy, convenient access from Sagle Road and Highway 95.
  - Brown Plan: Easy access from Sagle Road, confusing access from 95.
  - Yellow Plan Option 4: Easy, convenient access from Sagle Road and Highway 95.
- Is the business still viable under this plan?
  - Current: Strong traffic, ease of access and a sensible road layout makes this a very strong business site that serves the local community.
  - Brown Plan: Greatly reduced traffic, restricted access and non-standard frontage would limit the value of this business storefront.
  - Yellow Plan: This plan would strengthen this business and assure it's continuance for years to come.
- Overall business effects:
  - Rule # 1 of real estate: Location, Location, Location! The Brown Plan greatly reduces this location's value – the Yellow Plan, Option 4 greatly enhances it. This business will continue to thrive unless the Brown plan is enacted at this location.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

100f

Alpine Mobile Home Park

- Distance from freeway
  - Current: 20'
  - Brown Plan: ¾ Mile
  - Yellow Plan Option 4: ¼ Mile
- Traffic flow change
  - Current: All traffic on Sagle Road, and immediate access from 95
  - Brown Plan: only traffic on broken frontage road; much more difficult to reach. Sagle Road traffic considerably reduced at this point.
  - Yellow Plan Option 4: All traffic on Sagle Road, unbroken frontage road will make virtually no difference in highway traffic.
- Visibility
  - Current: Strong visibility with 'crossroads effect'.
  - Brown Plan: Highway visibility ok, Sagle Road greatly reduced.
  - Yellow Plan Option 4: No real change from current.
- Ease of access
  - Current: Easy, convenient access from Sagle Road and Highway 95.
  - Brown Plan: Easy access from Sagle Road, confusing access from 95.
  - Yellow Plan Option 4: Easy, convenient access from Sagle Road and Highway 95.
- Is the business still viable under this plan?
  - Under all plans, this business will be viable –however the Yellow Option 4 offers the best effects.
- Overall business effects:
  - Current: nearly capacity occupancy, consistently.
  - Brown Plan: Vacancies will take longer to fill as finding the entrance will be confusing.
  - Yellow Plan Option 4: Should be very similar to current levels.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

1009

Sagle Elementary School

- Distance from freeway:
  - Current: ¼ mile
  - Brown Plan: ¾ mile
  - Yellow Plan Option 4: ¾ mile
- Traffic flow change
  - Current: Sagle Road connects directly to the highway, allowing easy, one-turn access to the school.
  - Brown Plan: Two turns from the highway on roads without a clear line of sight will make finding the school slightly difficult.
  - Yellow Plan Option 4: Turning from the highway onto the frontage road, the directions to the school would remain the same as at present.
- Visibility
  - No real change with any options.
- Ease of access
  - Current: Access is quite reasonable and straightforward.
  - Brown Plan: An extra turn, with two side streets to get to the school. Added complexity makes for more difficult access.
  - Yellow Plan Option 4: Keeping the major community center easy to find by just turning off the frontage road has ramifications for the community that will last decades.
- Is the business still viable under this plan?
  - Under all options, this school will continue to operate strongly.
- Overall business effects:
  - Sagle Elementary is the largest gathering place in Sagle, and for miles around. It is central to the continued vitality of this community, and simple, close access is essential for community health.

BEST PLAN FOR THIS SCHOOL: YELLOW PLAN OPTION #4

100h

Sagle Senior Citizens, Inc.

- Distance from freeway
  - Current: ½ Mile
  - Brown Plan: ¾ Mile
  - Yellow Plan Option 4: ¾ Mile
- Traffic flow change
  - No real change in traffic flow with any option.
- Visibility
  - No real change in visibility with any option.
- Ease of access
  - Current: Two turns from the highway, simple access.
  - Brown Plan: Four turns off the highway – complex access.
  - Yellow Plan Option 4: Three turns off the highway – reasonable access.
- Is the business still viable under this plan?
  - Current: Certainly.
  - Brown Plan: Access would be impeded, but not lost to the secondary community center.
  - Yellow Plan Option 4: Access would be only slightly more difficult from current efforts; if the frontage road serves the same local purpose that the highway does now, there is no real difference.
- Overall business effects:
  - The Senior Center is the true secondary community center for Sagle. Maintaining easy and sensible access means continuing use of a vital community resource.

BEST PLAN FOR THIS CENTER: YELLOW PLAN OPTION #4

100i

Cocolalla Cowboy Church

- Distance from freeway
  - Current: ½ Mile
  - Brown Plan: ¾ Mile
  - Yellow Plan Option 4: ¾ Mile
- Traffic flow change
  - No real change in traffic flow with any option.
- Visibility
  - No real change in visibility with any option.
- Ease of access
  - Current: Two turns from the highway, simple access.
  - Brown Plan: Four turns off the highway – complex access.
  - Yellow Plan Option 4: Three turns off the highway – reasonable access.
- Is the business still viable under this plan?
  - Current: Certainly.
  - Brown Plan: Access would be impeded, but not lost to the secondary community center.
  - Yellow Plan Option 4: Access would be only slightly more difficult from current efforts; if the frontage road serves the same local purpose that the highway does now, there is no real difference.
- Overall business effects:
  - Houses of worship are important to community health. A small community like ours needs these places to come together, and those places need to be easy to access. The Yellow Plan Option 4 allows for large scale progress while maintaining small scale civic traditions.

BEST PLAN FOR THIS CENTER: YELLOW PLAN OPTION #4

100j

Troy's Mini Barns

- Distance from freeway
  - Current: 20'
  - Brown Plan: ¾ Mile
  - Yellow Plan Option 4: 1/3 Mile
- Traffic flow change
  - Current: Traffic flows right by on the highway, with the opportunity to stop.
  - Brown Plan: Traffic goes by, but cannot run past the driveway without making several turns.
  - Yellow Plan Option 4: Traffic flows by with the opportunity to stop.
- Visibility
  - Current: Visible from Highway.
  - Brown Plan: Visible from highway and limited traffic on broken frontage road.
  - Yellow Plan Option 4: Visible from Highway AND frontage road where slower traffic has MORE opportunity to stop.
- Ease of access
  - Current: Immediate access off the freeway makes Troy's a great place to store your extra possessions.
  - Brown Plan: Four turns off the highway and the need to backtrack to return removes all convenience.
  - Yellow Plan Option 4: One turn off the highway retains easy access. PLUS, Two way traffic in front of the business means people will drive by.
- Is the business still viable under this plan?
  - Yes, under all plans the business is still viable. Vacancy rates will be lower and rents can be higher under the Yellow Plan Option 4.
- Overall business effects:
  - Yellow Plan Option 4 will only serve to enhance the value of Troy's as a business. The Brown Plan will throw several wrenches into the works.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

100K

Lucky Dog Trailers

- Distance from freeway
  - Current: 20'
  - Brown Plan: ¾ Mile
  - Yellow Plan Option 4: 1/2 Mile
- Traffic flow change
  - Current: Traffic flows right by on the highway, with the opportunity to stop.
  - Brown Plan: Traffic goes by, but cannot run past the driveway without making several turns.
  - Yellow Plan Option 4: Traffic flows by with the opportunity to stop.
- Visibility
  - Current: Visible from Highway.
  - Brown Plan: Visible from highway and limited traffic on broken frontage road.
  - Yellow Plan Option 4: Visible from Highway AND frontage road where slower traffic has MORE opportunity to stop.
- Ease of access
  - Current: Immediate access off the freeway makes Lucky Dog an attractive place to buy your trailer.
  - Brown Plan: Four turns off the highway and the need to backtrack to return removes all convenience.
  - Yellow Plan Option 4: One turn off the highway retains easy access. PLUS, Two way traffic in front of the business means people will drive by in both directions.
- Is the business still viable under this plan?
  - Current: Certainly
  - Brown Plan: It is difficult to sell trailers when it is difficult to arrive and depart with a trailer. The less turns, the better. The trailer business would be quite difficult under this plan.
  - Yellow Plan Option 4: Losing direct highway traffic will hurt sales inherently, but gaining a 2-way frontage road will likely offset those losses due to slower drive-by traffic.
- Overall business effects:
  - The Brown Plan would impair business, while the Yellow Plan Option 4 may improve things.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

A note on Lucky Dog Trailers: Two years ago the owner had to spend roughly $10,000 improving his driveway to ITD standards. It would be a waste to make that improvement useless by not making a frontage road.

100L

Mac's Custom Tie Downs

- Distance from the freeway
  - Current: 100'
  - Brown Plan: 8/10ths Mile
  - Yellow Plan Option 4: ¼ Mile
- Traffic Flow Change
  - Current: Easy access for several freight trucks daily.
  - Brown Plan: Impeded access for large trucks with varied drivers – hard to find location means delayed shipments in and out.
  - Yellow Plan Option 4: Standard Frontage Road with two way traffic ensures easy access for truck drivers to pick up and drop off.
- Visibility
  - No change with any option.
- Ease of Access
  - Current: Easy access for several freight trucks daily.
  - Brown Plan: Impeded access for large trucks with varied drivers – hard to find location means delayed shipments in and out.
  - Yellow Plan Option 4: Standard Frontage Road with two way traffic ensures easy access for truck drivers to pick up and drop off.
- Is the business still viable under this plan?
  - Current: Yes
  - Brown Plan: Yes, but considerations for moving would have to be made.
  - Yellow Plan Option 4: Yes, with no real effect.
- Overall Business effects
  - The Yellow Plan offers the best long-term alternative here – allowing for freeway progress while maintaining tight production and delivery schedules.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

100M

Badger Building Supply

- Distance from freeway
  - Current: 2/10th Mile
  - Brown Plan: 2/10th Mile
  - Yellow Plan Option 4: 1/10th Mile
- Traffic flow change
  - Current: Badger's Customers must take two turns from the highway to reach them.
  - Brown Plan: Badger's Customer's must take two turns from the highway to reach them.
  - Yellow Plan Option 4: Badger's customers could turn into his business directly from the frontage road.
- Visibility
  - Current: Badger has strong visibility currently.
  - Brown Plan: Badger continues to have strong visibility.
  - Yellow Plan Option 4: Badger's visibility gains from being the first business at the interchange.
- Ease of access
  - Fairly easy access.
  - Brown Plan: No Change
  - Yellow Plan Option 4: Increased access from both sides of property.
- Is the business still viable under this plan?
  - Current: Badger is a very viable business.
  - Brown Plan: No Change.
  - Yellow Plan Option 4: Badger has possibly the most to gain from having a near corner lot at the highway interchange, and direct access to the frontage road.
- Overall business effects:
  - The Brown Plan will not hurt Badger, but the Yellow Plan Option 4 allows for a stronger, long term growth that integrates Badger as an 'anchor' of the community.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

100N

Northern Lights

- Distance from freeway
  - No change
- Traffic flow change
  - Current: Minimal traffic.
  - Brown Plan: Considerable traffic added to a business that does not depend on drive-by traffic.
  - Yellow Plan Option 4: No change from current.
- Visibility
  - No Change.
- Ease of access
  - No Change
- Is the business still viable under this plan?
  - Yes, in all instances.
- Overall business effects:
  - Aside from the nuisance of unnecessary added traffic from the Brown Plan, no option presents a significant issue for Northern Lights. From the standpoint of "A healthier Sagle means a healthier Northern Lights," The Yellow Plan Option 4 is the best solution.

BEST PLAN FOR THIS BUSINESS: YELLOW PLAN OPTION #4

Ann Jurcevich
53195 N Old Highway 95
Rathdrum ID 83858

FEB 1 4 2007

February 10, 2007

Testimony

Idaho Transportation Department
Attn: Public Involvement Coordinator
POB 7129
Boise, ID 83707-1129

RE: US 95 Garwood to Sagle
Project # NH 5110(141)
Key Number 8473

Thank you for the opportunity to comment on the Garwood to Sagle project.

I think there needs to be more enhancements focused on creating biking and walking trails. As you know, the highway and any enhancement of it creates an environment that detracts from the natural setting. I moved to Idaho from Medical Lake, WA. The circumstance that never ceases to disappoint me is how beautiful everything is, yet how limited we are to enjoying it by bicycle or by foot.

As you plan for trails, I would do as much as possible to have the trails wander from the precise parallel of the highway. In addition, I think there needs to be the ability to get across the highway by way of catwalks and/or tunnels in addition to the intersections designed for street traffic. These should be at frequent enough intervals to allow the community to make use of it. In addition, an occasional park and bike area would be very valuable with primitive or better restroom facilities.

In summary, I am advocating the following:

- Enhanced bike trails to make the best use of the scenic environment (not merely parallel trails)
- Additional catwalks or tunnels to enable crossing the highway at reasonable intervals
- Park and bike (or park and walk) sites at occasional intervals which might include at least primitive restroom facilities.

Sincerely,

Ann Jurcevich

102A

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 4 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Venie McGill

Address: 4142 E. Timberland Rd

City and State: Athol, Id. 83801

1. Why not build the south lanes west of the railroad and the North lanes east of the railroad. Then when the rail is abandoned use it to build an excursion railroad. If not there would the land between the highways 5 to be used to expand the highway when necessary.

2. Ten years ago when we refinanced our property, we were told we had to have flood insurance as we were in a 100 yr flood plain. Planning + Zoning also told us if something were to happen to our home we couldn't rebuild because of the flood plain designation by Fema. According to your pamplet the only "flood plains" are Algoma and Coeur d'Alene Creek area. If that be the case, why are we required to carry flood insurance by the lending institutions?

Signature:

102B

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 4 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department Attn: Public Involvement Coordinator P.O. Box 7129 Boise, ID 83707-1129	U.S. 95, Garwood to Sagle Project Number: NH-5110(141) Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Vonie McGill

Address: 4143 E. Timberland Rd.

City and State: Athol, Id. 83801

3. When "95" was built years ago why were there no culverts put under the road at mile marker 444? They effectively shut off the natural drainage. In other words a mini dam. When this idea of building "95" came about we gave one of your people a picture of what happened to our road (flooded), because of no culverts, back in 1996. Is this picture no where to be found? If so please let us know & still have others.

4. Stay within the original 60 ft + take some from the railroad. We prefer not to sell or have our home taken from us.

Signature: Vonie McGill Etux

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FEB 1 4 2007

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Delay Farms, Inc. Ray Delay, President

Address: 1401 Northshore Dr.

City and State: Sandpoint, ID 83864

Project Coordinator, my comments regarding this project will be narrowly focus to the section identify as mile post 454 thru 456. But for a general comment about the project in total is "what's taking so long. We needed this improvement 15 years ago."

Granite - the Delays are favoring the yellow alternative, it has the lest impact the our ownership. We favor the placement of the interchanges in Granite and Careywood. We favor the configuration of the divided highway with fifty foot medians. We favor the frontage road from interchange to interchange on both sides of the highway. We favor above grade railroad crossings. We favor minimal effects to wetlands. However, the interchange at Blacktail appears to impact the wetlands and flood plains of Cocolalla Creek. The population served from Bayview Road must be as much as the Blacktail Road. The use of "old Hwy 95" going south from Blacktail would have less of an impact to wet lands; if the interchange was moved a few hundred yards south of our current drawn interchange then you would accommodate both major communities without wet land interference.

Thank you for allowing comments.

Signature: Raymond Jr Delay
President

104A

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Lynn Franck

Address: 515 W. Garfield Bay Rd.

City and State: Sagle, ID 83860

1. I think the IDT could easily remedy the factor of safety in the sections of Hwy 95 Garwood → Sagle with REDUCING SPEED! 65mph is WAY TOO FAST due to heavy interchanges in areas of homes. Research has shown slower speeds make better gas mileage - in an era of higher oil prices - the IDT could be consumer-conscious in 2 ways - Speed lowered for SAFETY and Economy! Safety was one of your so-called reasons to spend so many tax dollars to widen the road. I feel there are plenty of places between Garwood and Sagle where drivers who want to "get ahead" can do so. There are 3 (I think) places where it is 4-lanes and people can pass. (They often go 70-75mph in

Signature: Lynn Franck

those areas.) I think better uses of $$ are to ENFORCE speed limits, keeping safety down. In Wisconsin - it is a well-known fact that speeds are <u>enforced</u> - go over the speed limit and you will get ticketed! In northern IDaho, it is <u>easy</u> to speed and get away with it. (I realize the funding for enforcement is in a different department.)

I am opposed to spending my tax dollars to widen roads <u>just</u> because people from other places (Calif) are used to driving high speeds on "interstates". We don't <u>have to</u> CHANGE IDaho roads to <u>please them</u> - OR developers who come here from <u>other places</u> to destroy our "2-lane-type" lifestyle. Not all of us are agreeing with lawmakers who encourage road building and development <u>JUST</u> to bring revenue to the state!! That's what this road development is for.

Sagle Road is a much better Hwy 95 entrance than Monarch Road. It is an already established commercial corner and well-trafficed. Monarch Road as an interchange on-off ramps means destroying some of the Gunter property - a family who has maintained heritage - roots for generations. IF you proceed with your plans, the Sagle Road exit onto Hwy 95 would suit our local traffic - to and from Sagle Elem School in a more efficient way.

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IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 4 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Kim Bristlin

Address: 32251 N. Humia Lane

City and State: Athol, ID; 83801

The time frame for the frontage road in front of my property so there is access to the proposed freeway is a concern. This frontage road needs to come first or we have no access out. At the public meeting in Athol this concern was not able to be answered.

I am also concerned about the decrease of property values.

I have an existing tree barrier on the west side of my property which is a noise barrier for the current Hwy 95. What is the noise barrier going to be when the freeway is completed and the trees have been removed?

Signature: Kim Bristlin

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: Virginia Ueberroth

Address: 10082 E. Nunn Road

City and State: Athol, ID 83801

We have been out of town and just returned - that is why this is late. We hope you will still consider our remarks. As a large property owner in Athol, we would like to comment on the 448 portion of the plat map. We have included a plat map of the area you propose to cross with the "Brown Route". The property had been platted and approved before we bought it in 1997, a compelling reason to buy. The Brown Route would impact at least seven of the parcels. The water source comes from the center of the property and it would be very difficult to extend it beyond the proposed Hwy. These lots on Hwy 95 are choice property. The Blue Route is undoubtedly the most beneficial for us. If the Brown was chosen, the frontage road should go west at Remington Road to the Hwy. We feel choosing the Brown Route is a very expensive

Signature: Virginia Ueberroth

(over)

option, and has a tremendous impact on many homes in the area. This area has always been rural, and most of us would like to continue to have that rural feeling. Thank you.

106C


US-95
DEIS Alternative
May 13, 2005
Athol
Brown Alternative
(Recommended Preferred Alternative)
LEGEND
OC water source
Our property

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IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 5 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

DATE: 2-13-07

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Athol Seventh Day Adventist Church-Upper Columbia Corporation
P O Box 160
Athol, Idaho 83801

Parcel #002000010070 Arthurs Sylvanian Acres Lt 7 Blk 1

During our church business meeting discussion of the new proposed highway development, know as the Brown Hwy 95 project from Garwood to Sagle, Idaho, we have determined the following items that will impact our property on Hwy 95.

(1) We realize that in keeping with the eminent domain law, the IDT State of Idaho will consider all the facts regarding each property in establishing the value for the land taken to develop the new Highway, however, Kootenai County has become an extremely desirable area for development which lends to the property value increase since 2005. We know that the assessed value does not determine market value and since we have the only commercial 9.98 acre parcel in close walking proximity to the City of Athol and the only grandfathered double Highway 95 driveway entrance makes this a prime parcel that has a significantly higher value than the neighboring residential parcels who do not have legal access from Hwy 95.

(2) Your highway placement plan runs North and South almost splitting our parcel in half impacting our exiting building usability, creating a loss. If at all possible we would like this not to happen. If the usability of our existing building does create a loss we feel we should be compensated.

(3) This property was purchased for the express purpose of building a church and Christian school, which would bring an asset to the community. With added Highway traffic surrounding our property the Highways will create a safety issue with school children so close to the new and old highway. We would like this important safety factor considered; that the ingress and egress driveways from the highway and sylvanian entrances, should have ample lightening and no loss of our double driveway on the west side of our property accessed from Hwy 95.

(4) The Highway 95 and Sylvanian road entering the property driveways be blacktopped at least 10 to 15 feet for dust control.

Signature: Yvette Rainey, Co-Chair Building Committee

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FEB 15 2007

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: CODY BLECKWENN

Address: 985 BLECKWENN BLVD

City and State: Cocolalla, IDAHO 83813

All the proposals that have been presented are not acceptable. The Blue alternative is the only one that would benefit our farm. Less pasture and hayfields will be destroyed.

Signature: Cody Bleckwenn

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 15 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Nova Bleckwenn

Address: 285 Bleckwenn Blvd

City and State: Cocolalla, ID 83813

None of the proposals presented are acceptable.
The Blue Alternative is the least destructive. Less hay fields and pasture will be destroyed and less chance of pollution of our water system.
If you have to take land from the farmers, please consider the Blue Alternative that seems the least invasive on the farmers

Signature: Nova Bleckwenn, Land Owner

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IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 15 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Ben & Elizabeth Reese

Address: 565 Westmond Rd

City and State: Sagle Id 83860

It appears to us that the Yellow Alternative is the most logical choice & would create less turmoil.

As we said on our Comment Form on 1/27/05, Westmond is considered by some to be an old established community. Actually it is a mish-mash of small businesses, temporary residences & trailers not connected in any way as a community.

Signature: Ben Reese Elizabeth Reese

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 15 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Mrs. Bob (Eloise) Wieber

Address: 200 Eagle Road

City and State: Eagle, Idaho 83860

My 3 choices for the Eagle alternative Route are:

Eagle Blue #1 — 1st choice

Eagle Brown #2 — 2nd choice

Eagle Yellow #4 — 3rd choice

I prefer Eagle Blue because of less traffic and noise to us and all wildlife we have. We definitely are against Yellow 5 alternative as it would completely destroy our whole property which we not only have lots Wildlife, but we have been here 40 years or more and longer than others that have just moved into the area. Having been first ones on pety. & developed it from scratch & put lot hard work into building a business here for many years as well!

Signature: Mrs. Bob Wieber

FEB 15 2007

Lakes Highway District
Mailing: P.O. Box 460 • Hayden, Idaho 83835
11341 N. Ramsey Road • Hayden, Idaho 83835
E-mail: info@lakeshwy.com

(208) 772-7527
Fax (208) 772-7411

February 12, 2007

IDAHO DEPARTMENT OF TRANSPORTATION
Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

VIA FACSIMILE: (208)334-8563; ORIGINAL LETTER TO FOLLOW BY U.S. MAIL

RE: U.S. 95 GARWOOD TO SAGLE PROJECT

Gentlemen:

The Lakes Highway District is very supportive of the Garwood to Sagle Project. The construction of this project is greatly needed to relieve congestion, access problems from both Highway District roads and private driveways, and to increase the capacity and safety as the traffic volumes continue to grow.

The District supports the brown alternative labeled "The recommended preferred alignment" except as noted in the next paragraph for the corridor alignment within Kootenai County as this alignment utilizes the existing highway right-of-way as much as possible and places the frontage roads adjacent to and parallel with the new alignment. The District also supports the interchange and overpass locations as shown on this alignment.

The one exception we would like to see incorporated into the final alignment is incorporating the yellow alternative around the north and west side of the Chilco Mill in the Chilco Road vicinity. By locating the frontage road around the mill site it would alleviate the safety and confinement concerns the brown alternative would present by squeezing the frontage road between the mill site and the railroad. It would also eliminate an "at grade crossing" for the railroad spur. The frontage road crossing the railroad spur presents two issues. One, the train may block the crossing for extended periods of time while the rail cars are being switched and the train being made up. Second, the spur will cross at a skew which presents additional safety problems.

Sincerely,

Mark R Soderling

Mark R. Soderling
Chairman, Lakes Highway District

MRS/df

W:\Projects\US 95 Garwood to Sagle.doc

113A

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 15 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Debbie Wieber

Address: 200 Sagle Road

City and State: Sagle IDAHO

My 1ST 3 choices in order for the Sagle Highway Improvement are:

#1 - Sagle Blue

#2 - Sagle Brown

#3 - Sagle Yellow 4

Having lived and developed our property over 35 yrs ago, we feel that this should give us a little more "clout" than the person who may have only lived on their land a much shorter time. I am definately against "Yellow 5" as this goes right thru our property, also taking out 38 years of memories, not to mention destroying all the wildlife that have made this their home as well for years.

Signature: Debra Wieber

over →

Saqle Blue and Saqle Brown, My 1st & 2nd choice might be a bit quietier in traffic for us, personnonally speaking. I suppose my ideal would be to not impact ~~in~~ our tract of land personally and destroying what my late father and our family developed. We, as well as many of our Saqle neighbors, have kept our properties as forested as possible for the abundance of wildlife that we do have in this area, and by having too much done for a freeway will no doubt destroy also them as well.

DISTRICT 3
KOOTENAI COUNTY

OFFICE ADDRESS
1677 E. MILES AVENUE, SUITE 205
HAYDEN LAKE, IDAHO 83835
(208) 762-7784
CELL (208) 699-0730
FAX (208) 762-1485

OFFICE ADDRESS
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BOISE, IDAHO 83720-0081
CDACONSULTING@MSN.COM

FEB 15 2007

Idaho State Senate

SENATOR MIKE JORGENSON

February 12, 2007

Ms. Gwen Smith
Idaho Transportation Department
Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

RE: US 95 Improvements, Garwood to Sagle, Project #: NH-5110 (141), Key #: 8473

Dear Ms. Gwen Smith:

As a State Senator from North Idaho, I am writing to you regarding the above project and ask that you carefully consider the following:

1. **The proposed frontage right-of-way between railroad right-of-way and the Riley Creek, Chilco mill operations/lumber shipping and storage area is too confined for human safety and facility efficiency;**

2. **State condemnation would be required to proceed with the ITD Preferred Alternative ("Brown Alternative") and would come at significant expense to the State and the taxpayer;**

3. **Funds for road building should be used for road building, not condemnation which is not warranted;**

4. **The "Yellow Alternative" providing an access to the west of the Riley Creek Chilco mill site would be the least costly and most efficient avenue to proceed with this project.**

Riley Creek Lumber Company is a lumber milling company with three (3) mills in Idaho, producing more than 500 million board feet of lumber, employing approximately 480 people in three (3) counties in Idaho. Riley Creek is the largest lumber milling company in Idaho. They are very important members of our north Idaho community and large contributor to the economy of this region.

The favored "Brown Alternative" provides for a frontage road to be built at the eastern edge of Riley Creek Lumber Company's Chilco sawmill. Under the "Brown Alternative," the upgraded road would be placed between the mill, and the railroad right-of-way that is currently adjacent to US-95. The location of this east side frontage road should not be financially acceptable to the ITD as the cost of purchasing the right-of-way is expected to be high. It is certainly not the preferred alternative for the mill, which will have to relocate major parts of the facility.

Riley Creek recently spent several million dollars to upgrade the Chilco facility and has recently finalized discussions with the Union Pacific Railroad to improve the crossing in ways that will improve the safety of the crossing and efficiencies of the mill. In addition to increasing the costs to the State of Idaho, the "Brown Alternative" will force a change of the mill facility itself disrupting mill operations. It is not possible to construct a frontage road on the east side of the mill without significantly compromising the safety of Riley Creek's employees and interfering with the operations of their plant.

The alternative route for the Chilco section, generally identified as the "Yellow Alternative," could be built in a manner which better provides for public safety, minimizes public expense, and would be supported by Riley Creek. Using the "Yellow Alternative," the Riley Creek property on the west side of the plant could fully accommodate an access route. Riley Creek has indicated its willingness to participate in good faith discussions regarding the establishment a right-of-way on the west side of their property.

I urge you to select and implement the "Yellow Alternative." Please call me with any questions or issues.

Sincerely,

Mike Jorgenson
Senator, District 3

Cc: Kootenai County Commissioners
Idaho Congressional Delegation
Governor C.L. "Butch" Otter

Post-it® Fax Note 7671	Date 02/15/07	# of pages ▶ 8
To GWEN SMITH	From TRANS. INFO. OFFICE	
Co./Dept. ITD	Co. WGI, SANDPOINT	
Phone # 208-334-4444	Phone # 208-265-0897	
Fax # 208-334-8563	Fax # 208-255-7036	

IDAHO TRANSPORTATIC TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Jennifer Costich-Thompson

Address: P.O. Box 508

City and State: Sagle, ID 83860

(See attached, 7-page document in response to your DEIS.)

Please keep me on the mailing list for this project. I would like to receive any future proposals or environmental analysis documents. Thank you!

Signature: Jennifer Costich-Thompson

TO: Idaho Transportation Department, Public Involvement Coordinator

FROM: Jennifer Costich-Thompson, Lifetime resident,
Forester & Natural Resource Consultant

RE: US-95 Garwood to Sagle Project

DATE: February 12, 2007

I am a lifetime resident of the Westmond/Cocolalla area. Before I begin with specific issues and concerns, I would like to express my disappointment with the Idaho Transportation Department (ITD) for pursuing what amounts to the development of a "freeway" between Coeur d'Alene and Sagle. I'm sure there are much better ways of spending our taxpayer and grant dollars. I can not support the project and preferred alternative as described.

As a lifetime resident of this area, I have seen my share of vehicle collisions on the stretch of Highway 95 between Coeur d'Alene and Sandpoint, many of them indeed involving fatalities. However, the ITD is promoting this project and their "preferred alternative" under the guise of reducing congestion and accidents, which is very misleading to the general public. If you receive testimony from the Idaho State Police, I believe you'll find that the majority of collisions are directly the result of "driving under the influence", "following too close", or "excessive speed for the road conditions", *not* the highway condition itself. Many other collisions involve wildlife in the area. Creating a four-lane, divided freeway *will not* reduce the quantity of any of those causes for collisions. On the contrary, it may in fact give many motorists the false impression that they can drive even faster and could result in increased speed-related collisions! Our communities and highway would be much safer if rather than creating a divided freeway, we invested more money for law enforcement on that stretch of highway.

You are correct in saying that northern Idaho has undergone a dramatic population increase in the last twenty years, and will likely continue to do so. I am satisfied with ITD's efforts to-date to improve the capacity and safety of the existing highway corridor. I have seen a dramatic decrease in congestion recently, with the exception of the area within a three-mile radius of Sandpoint. Within the last twenty years, ITD has created a four-lane highway from Garwood to Chilco and added passing lanes near Silverwood, Athol, Granite Hill, the Cocolalla valley, and Sagle, which have increased the capacity and safety of those stretches of road. More recently, ITD has created and improved turning lanes at Westmond Road, Dufort Roads, S. Cocolalla Loop Road, Southside School Road, Beers-Humbird Road, Lakeshore Drive, and Sagle Road. ITD also just completed the long-overdue new "Westmond Bridge" overpass over the Burlington Northern Railroad tracks north of the Beers-Humbird Road. All of the ITD's recent projects in this area have focused on widening shoulders and lanes, adding/improving turn lanes, and improving the "crown", super, and drainage of the highway—all of which (if given the time to evaluate) have greatly improved and will continue to improve the safety and capacity of Highway 95.

You state that this project would reduce congestion between Coeur d'Alene and Sandpoint, which is not entirely true. Increasing the number of lanes and adding turn lanes would decrease congestion in some areas. I'm sure ITD is aware of the most congested areas. The areas I find most congested are Coeur d'Alene to Garwood, and intermittently near Chilco, Athol, Sagle, Lakeshore Drive, and Sandpoint. Since I grew up near Sandpoint, I can tell you that even if you

created a four-lane highway up to Sandpoint, that would not decrease the congestion and frustration of the highway approaches (1-2 mile approaches) both from the north and south ends of that town. Until the town of Sandpoint is redesigned (maybe with a bypass), there simply is not the capacity within town to accommodate the number and type of vehicles in that area during "peak" times or community events (like "Lost in the 50s"). So, creating your divided, four-lane freeway from Garwood to Sagle will not impact congestion entering or leaving Sandpoint, as you implied in your draft environmental impact statement. Those statements are deceptive, at best.

Also, what is the purpose of dividing the highway (in essence creating a freeway) and creating frontage roads to access points? How do you think this will increase the capacity of the highway and improve safety? At best, a divided freeway would only decrease the number of head-on vehicle collisions and would not eliminate head-on collisions entirely. As I stated before, most of the collisions result from following too close, excessive speed for road conditions, driving under the influence, or abundant wildlife. In effect, by increasing the road density (with the addition of frontage roads and access point interchanges) you will not only negatively impact many natural resources and social values, but will only *displace* the traffic congestion to access points/ interchanges and create an added financial burden to taxpayers (whether county or state) for maintaining the additional frontage roads.

I am very strongly opposed to the creation of a *divided*, four-lane freeway, especially in the stretch of US 95 from Granite Hill to Sagle. This is NOT necessary to improve safety and reduce congestion, nor will it be in the future. In addition, the creation of a divided freeway would **very negatively impact** several natural resources and social values, including wetlands (most of which are federally-listed), the health and resilience of natural floodplains, groundwater aquifers and private wells, wildlife populations, soil resources, archaeological/ heritage sites, and social values like noise pollution, aesthetic values, and quality of life for area residents. I am also strongly opposed to creating a divided freeway because it would require the development of interchanges, frontage roads, and additional overpasses. I feel the analysis in the DEIS was inadequate pertaining to the effects of the alternatives on many resources and values, and at times the DEIS was misleading in its evaluation and disclosure.

I request that you consider and choose an additional alternative as the preferred alternative. Such an alternative might entail widening the existing highway corridor to include four-lanes, with a middle turn lane and exit lanes to primary roads. Such an alternative would eliminate the need for frontage roads, improve flow of traffic, reduce congestion, improve safety, and reduce the negative effects to both environmental and social values.

Because I am not as familiar with natural resource conditions and social values elsewhere, I will primarily address specific concerns related to the Cocolalla and Westmond portions of this project proposal and DEIS. However, many of the issues I raise about effects to environmental and social values could be conveyed for the entire length of the proposed project. I am **strongly opposed to the preferred (Brown) alternative** for the Cocolalla and Westmond segments of this proposed project.

Cocolalla Area

If you only give the citizens of this area the option of one of the three alternatives you proposed, your project could have significant negative impacts to the health and resilience of Cocolalla Creek and the associated wetlands. By only giving the options of the Brown, Yellow, and Blue alternatives- all of which are divided, four-lane freeways- a significant number of functioning floodplain acres will be placed under asphalt (or concrete). I surmise that your Yellow alternative was an attempt at reducing those acres by reducing the width of the divider between two-way traffic, yet from a hydrologic sense that reduction is still not enough. No divider is necessary.

By increasing the "footprint" of the US95 corridor in that area (from its present impact) and forcing Cocolalla Creek to function in a narrower floodplain, the stream, which floods readily almost every spring, will flood more frequently, at more substantial depths, and could potentially have flooding effects further upstream or downstream from the current trends. I disagree with the DEIS when in states that 0 acres of "floodplain" would be impacted by any of the alternatives. What measure was used for this interpretation? Many families east of US95 in the Cocolalla valley can attest to the fact that almost every spring Cocolalla Creek floods the majority of the hay/pasture ground that comprises that valley. Some families keep a boat handy because their driveways even flood.

Those fertile, frequently flooded floodplains adjacent to Cocolalla Creek have great value- not only to the landowners who hay and graze it, but also to those of us who travel that corridor and value open-space, the aesthetics of the pastoral setting, and properly functioning riparian areas.

In addition, with the increase in the proposed US95 "footprint" in that area and the additional road density (with new interchanges and frontage roads), the project will also impact the natural hydrology of the area in other ways.

- Increased area under asphalt equates to less available area for soil water recharge, potentially decreasing the function of the soils in the area. That could lead to a decreased ability of the floodplain to accommodate fluctuations in stream flow, storm and run-off events, and sediment delivery.
- As all road engineers should know, asphalt does not allow for infiltration of precipitation into the soil profile and will result in "overland" flow to a point at which infiltration can occur. That increase in overland flow has the potential to significantly increase sediment delivery, erosion potential, and pollutant delivery to the wetlands and stream. In other words, the lesser the area we put under asphalt, the better!
- Under this proposal, a substantial number of acres of land adjacent to the corridor, frontage roads, and interchanges will be directly affected by the construction project. As such, soils will undergo significant compaction, displacement, and physical structure (bulk density) change, which would likely be irreversible. Such significant soil resource detrimental effects would also reduce the ability of the soils to not only accommodate soil water recharge, but also the water-holding capacity and nutrient availability to sustain the plants necessary for proper hydrologic function.
- The native and suitable, introduced plant species which are currently thriving in the Cocolalla Creek floodplain function in very important roles. By increasing the width of the US95 corridor and its impacts, the quantity of these plants would be reduced. Fewer plants would reduce the ability of the floodplain to accommodate run-off, storm, and flood events. In addition, plants (especially the grass and sedge species in the Cocolalla floodplain) act as

filters for sediment and pollutants which will increase as a result of the runoff potential from the highway or freeway itself.

Such a proposal in this floodplain would also require construction to include bringing in substantial quantities of fill from other areas to raise the road level. Such fill often comes with issues. Certainly as I mentioned above, the construction and fill would have negative impacts to soil resources in the area and the hydrologic function of Cocolalla Creek. However, in addition, fill often brings in weeds previously not introduced to this area. Please analyze the potential for noxious weeds and the environmental impacts of those weeds. This project should not only minimize the likelihood of weed seeds being brought in with fill, but should also mitigate the negative impacts of weeds by requiring pretreatment of vehicle AND equipment used in the construction project (**prior to each entry** into the area). Noxious or weedy plant species introductions to this area could be complicated by the fact that there are fewer herbicides available to control weeds in wet areas. Keep in mind, this entire floodplain is wet usually through at least July. Weeds brought in along the highway are not only an issue for ITD maintenance, but also for the landowners near the highway and especially adjacent farmers, whose economic livelihood could be dependent upon healthy, weed-free pasture and hay.

The ITD is required to minimize negative impacts to federally-listed wetlands, so for the Cocolalla segment of the US95 proposal, I urge you to consider an additional alternative. An alternative entailing widening the existing corridor to accommodate four-lanes, with a center turnlane, and turnout/exit lanes for primary intersections might serve such purposes. Such an alternative would eliminate the need for frontage roads and interchanges, reduce the road density and US95 "footprint" of the project, and would minimize detrimental effects to environmental and social values. In addition, such an alternative would still meet the purpose and need for the project including improved safety and reduced congestion.

Should you choose to ignore my suggestion of an additional alternative for this segment, I urge you to minimize at all costs the negative impacts to the hydrologic resources in the area. As a result the Yellow alternative in this area would be less impactive (and a lesser evil) than the Blue alternative.

Westmond Area

I have numerous concerns regarding the ITD proposal for the Westmond segment of the US95 Garwood to Sagle project. I am VERY familiar with this area, as I grew up north of Cocolalla Lake on Beers-Humbird Road and have spent countless hours studying the flora, fauna, and other natural resources in this area.

First of all, as I stated before, I do not think the public would benefit from either creating a *divided*, four-lane freeway with associated frontage roads and interchanges or from realigning a new freeway or highway outside of the existing US95 footprint. I believe the least impactive approach would be to create a four-lane highway with center turn lane and turnout/exit lanes. However, I have numerous, specific concerns regarding both environmental and social values, and I would like each issue analyzed, effects disclosed, and detrimental effects eliminated or minimized through modification to the alternatives proposed, effective design criteria, or appropriate, science-based mitigation measures.

In the DEIS, I did not see any analysis or disclosure of effects to potential heritage/ archaeological sites (with the exception of the Westmond Cemetery.) Have you even inventoried the potential sites, or have you just relied on known locations already on file with Idaho State Historic Preservation Office (SHPO)? Many sites are likely not on record at SHPO. Please inventory, analyze, and disclose the effects of each alternative on old farmsteads, homes, cemeteries, old mines and excavations, and historic lumber camp (Humbird Lumber Company) locations. Many of these potential sites are located adjacent to the Overlake View Rd., Westmond Road, Beers-Humbird Road, and East Dufort Road.

In the DEIS, ITD claims that the preferred (Brown) alternative would impact fewer displacements than the other two alternatives. I believe that is inaccurate. In some instances, what the ITD claims as household or business displacement appears to merely be impact to land *not* impact to actual homes or businesses. If that's true, the DEIS is misleading. It appears that the displacement being claimed by the Yellow alternative would primarily be a result of the location of the proposed interchange. By proposing the Westmond interchange in the Yellow alternative to be located directly over Westmond Creek and the associated wetlands, approaches to and from the interchange would tend to affect more residences, as many homes/businesses are clustered just north of the Westmond Store & Gas Station. Couldn't the alignment for the proposed freeway or highway remain on the existing corridor (as in the Yellow alternative), and the placement of the Westmond interchange be located south of the Westmond Store, just on the north end of the corner? In this way, by keeping on the existing alignment but moving the interchange south of Westmond, there would be less impact to not only environmental resources but also less household and business displacement. Please consider and analyze this option.

Both the Brown and Blue alternative propose realigning the stretch of US95 from Westmond north to the Westmond Bridge (RR overpass) and propose moving the highway/freeway east. These alternatives also suggest modifying the corner near the northern end of Cocolalla Lake by moving the freeway up onto the toe slope of the hill just to the East of the lake. This concerns me for many different reasons. **Moving the alignment** of the freeway/highway corridor further to the east **would negatively impact many values** or resources.

Environmental Concerns:

- Even with the addition of a bridge over Westmond Creek, the proposal would increase the detrimental impacts to Westmond Creek and the associated wetlands. As stated in my opinion about Cocolalla Creek, the DEIS does not propose restoring the existing crossing, only adding a new crossing. This additional crossing to the east of the existing alignment would result in increased road density; increased potential for overland flow, sediment and pollutant delivery potential to the stream; compaction, displacement and physical change of adjacent soils and riparian areas; decreased capacity for soil water recharge; decreased ability of the stream to function correctly and accommodate run-off, storm, and flood events; and indirect effects to the riparian plant communities in the Westmond Creek floodplain and associated wetlands. The DEIS disclosed only ½ acre more of impacted wetland under the Brown alternative, when compared to the Yellow alternative. Although that only accounts for federally-listed wetlands and really only accounts for direct impacts, that ½ acre of reduced impact is still worth it. I urge you (on this issue alone) to reject the Brown and Blue alternatives. If you must choose an alternative from the three you propose, the yellow alternative (maintaining existing alignment) has less detrimental impact to wetlands and streams and should be the preferred alternative.

- The area around Westmond Creek and the wetlands adjacent to the Beers-Humbird Road are the result of shallow water tables and the glacial/lacustrine geomorphology and are primary tributaries to Cocolalla Lake. Cocolalla Lake is very close to being in a eutrophic condition (a dying lake that has less water coming into it than going out). Because of the tenuous condition of the lake and its tributaries, you need to be especially careful to limit or eliminate negative impacts to both the tributaries and the soils in the area. If you compact the soils, you could detrimentally affect the groundwater supplies which feed not only the streams and wetlands, but also private wells in the area. Compaction near the highway corridor could also result in a completely altered hydrologic system and negative indirect effects to groundwater further away from the highway, as well as Westmond Creek and the lake itself.
- The proposal basically promotes a wide, divided, four-lane freeway, as well as adding frontage roads adjacent to the freeway. All of these parallel roads create a HUGE corridor which wildlife (particularly deer and moose) will have to cross during cyclical trips to and from feeding areas and hiding cover. The alternatives proposed will not only decrease suitable wildlife habitat, but will also increase the stress to animals and the likelihood of them being involved in collisions on the freeway or frontage roads.
- Moving the alignment of the freeway/highway up onto the toe slope to the East of Cocolalla Lake would result in significant compaction and displacement of soils. That in turn, could negatively impact other resources as listed above, but would also have the potential to irreversibly damage potential heritage/archaeological sites.
- As I stated in discussions about the Cocolalla area, noxious weeds should also be considered here (and throughout the proposed project area). As a potentially affected adjacent landowner, I am concerned about the potential for new invasive and/or noxious weeds in this area—not only because of my requirement by law to treat them where possible, but also because of their detrimental effect on native plant populations.

Social Concerns:

- As stated above, there are numerous private wells in the area (many of them shallow-including ours), and any change in soil densities or physical structure could detrimentally impact the volume and quality of water available to area landowners. Water in the area is primarily used for households, although many landowners also water livestock and have water rights from area ponds and streams to irrigate agricultural/horticultural crops.
- By moving the alignment of the proposed freeway east of the existing corridor, ITD would have to construct US95 over the existing gas line corridor for a significant distance. Couldn't this be a safety concern? Also, wouldn't this create potential difficulties with future maintenance of both the freeway and the gas line?
- By moving the alignment of the proposed freeway east of the existing corridor, ITD will also have to change the approach to the new Westmond Bridge (unless they plan on rebuilding the bridge by the time this project would be implemented). The alignment proposed would result in a significant S-curve just south of the Westmond Bridge, which could present an additional safety hazard for travelers (especially during winter months).
- Many homes (accessed from Beers-Humbird Road) would be negatively affected if the freeway alignment were shifted east in this area- either through displacement or other social issues like increased noise, visibility, and decreased aesthetics and quality of life.
- From a personal perspective, my family and I would be negatively impacted if the Brown or Blue alternative were chosen. By moving the alignment in this stretch further east, and developing a raised freeway as proposed, many elements to our quality of life would be detrimentally impacted. From our family homesite, a raised freeway/highway would be

fully visible. The aesthetic values in our sheltered valley and pastoral area would be greatly diminished. Please analyze, properly disclose, and minimize or eliminate the potential detrimental effects to aesthetic values in the area.

- By raising the roadway, other factors would also be exponentially worsened for us and other area landowners, including noise pollution. The higher off the ground any roadway is, the further away the noise pollution will carry. Our family farm was built on the premise of being in our own peaceful, secluded spot- far removed from the "rat race". By proposing the new, raised freeway further east of the existing corridor, ITD will be putting it "in our face." Please analyze the potential impacts more fully prior to a decision and development of a final EIS. Once you begin the project, mitigating freeway noise by better insulating homes will not reduce the effects to our quality of life. Therefore, ITD should pursue all efforts to avoid an increase in noise pollution. Noise pollution is also an issue with wildlife and livestock, at least until they are forced to adapt.

As you can see my concerns are centered on minimizing negative impacts to both environmental resources and social values. I am particularly concerned about the ITD "preferred" (Brown) alternative and its potential impacts in the Cocolalla and Westmond areas. **I request that ITD consider and seek public comment on an additional alternative** that would entail widening the existing corridor only where necessary to create a four-lane highway, with center turn lanes and turn-outs/exit lanes at primary intersections. This would eliminate the need for increased road density (frontage roads and interchanges), decrease displacement of homes and businesses, and dramatically decrease the huge footprint (and additional negative impacts) of the proposed freeway. Such an alternative would still meet your project's purpose and need, while balancing both the social values and minimizing negative impacts to natural resources in the area.

In the event that ITD only allows citizens to choose from the three alternatives presented, my preference through the Cocolalla and Westmond areas would be the Yellow alternative (staying on the existing alignment), with minor modifications. I believe in the Yellow alternative, the Westmond interchange should be relocated so that it exists just south of the Westmond Store and Gas Station, just north of the corner on the north end of Cocolalla Lake. In this way, fewer homes and businesses would be displaced and fewer detrimental effects to natural resources and social values would occur. Please consider and select this modification to the Yellow alternative.

Although, I don't truly believe your proposal (of a *divided* freeway) is necessary to accommodate current and expected traffic and reduce congestion, I realize that safety should be improved were feasible. Unfortunately, ITD would like to keep us safe by trying to put us in a bubble, and engineers seem to believe the only good highway is a freeway. None of the alternatives proposed in the ITD DEIS will eliminate collisions (as they don't address the primary causes of vehicle collisions on US95); nor will they completely eliminate traffic congestion (especially in busy areas like Garwood, Athol, Sagle and Sandpoint.)

We need to find a happy medium between catering to all the folks moving out into the country and the natural resources and social values we'll be detrimentally impacting in order to do so. As human beings, we have the responsibility to acts as stewards of our natural resources and minimize our negative impacts to those resources... even if that means minor inconveniences on our part. In other words, we should be able to deal with a slight inconvenience of longer wait time to merge on the highway or even some traffic congestion in order to reduce our negative impacts to our environment. I am willing to accept my responsibility for living in the country; why aren't you?

Gwen Smith Tue, Feb 20, 2007 8:19 AM

Subject: Fw: Fwd: RE: US-95 Garwood to Sagle Wetlands (UNCLASSIFIED)
Date: Sunday, February 18, 2007 8:09 PM
From: Michelle Anderson <anderenv@hughes.net>
Reply-To: Michelle Anderson <anderenv@hughes.net>
To: <gwen.smith@itd.idaho.gov>
Conversation: US-95 Garwood to Sagle Wetlands (UNCLASSIFIED)

Gwen,

This comment is via an email David Armes. How would you like to handle it? Would it be entered into the official comment tracking? I believe the Corps may be submitting additional comments.

Thank you,

Michelle Anderson

----Original Message----
From: Dejg@deainc.com
Date: 02/12/2007 16:46
To:
Subj: Fwd: RE: US-95 Garwood to Sagle Wetlands (UNCLASSIFIED)

Fwd: RE: US-95 Garwood to Sagle Wetlands (UNCLASSIFIED)

Michelle; Please forward to Gwen to give an ID number to.
Corps says "put something in front of Wetland Delineation that Nov 2005 is the official JD call." and more comments are coming from them.
This is entered into our database.

Denna Grangaard
Environmental Planner
DEA| Hayden 208.762.2200

-----Original Message-----
Date: 02/12/2007 01:56 pm -0800 (Monday)
From: David Armes
To: Grangaard, Denna
Subject: Fwd: RE: US-95 Garwood to Sagle Wetlands (UNCLASSIFIED)

Hi Denna. Can you please add this to the comment list or track it so we make sure it gets done? Thanks!!

Best Regards,

David A. Armes

Project Manager/Biologist

David Evans & Associates Inc.
908 North Howard Suite 300
Spokane, WA 99201
Office 509.327.8697
Cell 509.995.8110
Fax 509.327.7345
daar@deainc.com

-----Original Message-----
Date: 02/12/2007 01:21 pm -0800 (Monday)
From: Braspennickx, Nicholle M NWW
To: David Armes
CC: Krug. Lou
Subject: RE: US-95 Garwood to Sagle Wetlands (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Hi David !

I read this for comprehension this afternoon. I think something should be put in front of the Wetland Delineation Report explaining the Nov. 2005 JD is the official call. I like that for now.

I haven't gotten through the entire Draft at the moment. But Worley north is off my desk - so I can turn my attention to this this week and next.

Nicholle

-----Original Message-----
From: David Armes [mailto:Daar@deainc.com]
Sent: Tuesday, February 06, 2007 12:40 PM
To: Braspennickx, Nicholle M NWW
Cc: Lou.Krug@hdrinc.com
Subject: US-95 Garwood to Sagle Wetlands

Hi Nicholle!!

I wanted to provide some clarification on your question about the US-95 Wetlands in the DEIS.

The Wetland Delineation Report was completed and finalized in August 2005. The Report provided suggestive jurisdictional determinations on the wetlands based upon connectivity or proximity to waters of the U.S

(15 jurisdictional and 11 non-jurisdictional). The final determination, as you know, is up to the USACE.

The Approved Jurisdictional Determination from the USACE was issued in November 2005 (13 J and 13 NJ). This JD differed slightly from what was suggested in the Wetland Delineation Report. As you may remember the lengthy discussions and meetings about some of the specific wetlands.
The team agreed to leave the August 2005 Wetland Delineation Report as is.

The DEIS reflects the JD you issued (13 J and 13 NJ). The November 2005 JD letter is located in Appendix A and is referred to in the text of the DEIS.

If you like we could add some additional clarification in the DEIS, or slip a sheet in the front of the attached Wetland Delineation Report explaining the November 2005 JD is the official call. Let me know what you think.

Please let me know if this clarifies things. Also feel free to call me with any additional questions or comments.

Thanks!!!!

David
Classification: UNCLASSIFIED
Caveats: NONE

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Gwen Smith Thu, Feb 15, 2007 2:39 PM

Subject: Garwood to Sagle comment
Date: Wednesday, February 14, 2007 5:59 PM
From: Susan Kiebert <smkbyway@sandpoint.net>
To: Gwen Smith <gwen.smith@itd.idaho.gov>
Conversation: Garwood to Sagle comment

Gwen- I told this stakeholder that I would get this comment to you by the 15th.

From: Donna Johnson [mailto:donnajj@omnicast.net]
Sent: Saturday, February 10, 2007 6:44 PM
To: Susan
Subject: letter

U.S.Highway 95 - IDAHO

I own a large antique shop on 6.4 acres located on the corner of highway 95 and the north Cocolalla Loop Road in the Westmond area. I have owned this business since 1980. Therefore I'm most interested in the highway 95 project.

I have studied the maps, read the Environmental Impact Statement and considered all the alternatives. Although it would not be in MY best business interests, I agree, the "Brown" route will have the least impact through the Westmond area.

My property is for sale but because of the proposed highway in 2004 a cash sale fell through; in 2005 I had another firm prospect from Colorado and that deal fell through; in 2006 I had two very qualified buyers interested until they too were informed of the proposed highway change.

At this point my frustration level is extremely high and I feel I'm being held hostage by the Idaho Transportation Dept. I will be 70 years old this

year and the sale of my property is my retirement fund.

So as I understand it, when the Record of Decision is issued in the summer of 2007, the selected route will be a legal line placed on a map indicating where the new highway will someday be. Recently I have been informed the Transportation Board has not allocated money to buy any properties that are affected in Bonner County at this time. Do you have *any* provision for an early buyout?

Without a plan for design or acquisition or construction or even a time-line, you are making it impossible for me or other property owners to move on with our lives.
Therefore you need to make a decision as to where the new highway will be and purchase the necessary land now, not 10 years from now.

Respectfully yours,

Donna Johnson
3523 E. 18th Ave.
Spokane, WA. 99223

118A

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 16 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Tiayvette Hobbs

Address: 23856 N Ponderosa St.

City and State: Athol ID 83801

We don't want the highway any closer to our house than it already is. We would have to see a lay out of the proposed changes to be able to decide if its ok or not. The way its described dosn't make sense to us without seeing what is proposed. I think turnouts are a good idea. I think what makes 95 dangerouse is the stupid rumble strips, they were very poorly done and planned. Once they catch your tire you have to jerk out of them and if its slick you lose control. I also think the way the highway is maintained in winter is part to blame and if turned into 4 lanes it will be even worse because you can't see the lines. We see this in the passing sections.

Signature: Tiayvette Hobbs

over→

Also if the speed was reduced to 55 I think it would make it safer. If the road was to be widened it would be nice to have a concrete barrier to reduce traffic noise. We don't want to see the highway either. Right now we have trees (a thin section) between it and us. I don't want to see headlights all night long through our bay window. Again about the rumble strips having them solid and right on the lines very stupid. Thanks

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 1 6 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: DAVID B. IVY

Address: 221 SCHELL RD.

City and State: SAGLE ID.

The Blue Alternative TAKES the HIWAY very close to my Property. I HAVE Spent much time and money building a PATIO - BBQ SANCUARY IN my BACK YARD, the HIWAY will RUIN it and ~~my~~ RESALE VALUE IN My Home. I would EXPECT To be Compensated for my Losses IF the blue Alternative goes right past my house with ALL the NOISE AND AIR Pollution. The BROWN ALT, WILL RUIN OUR SMALL TOWN BUSSINESSES, GAS STATION, RESTAURANT, VIDO STORE, HONDA shop, ECT., But I would rather LOSE those than LOSE my BACK YARD SANTUARY.

Signature: David Ivy

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IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 16 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Les + Betty Lyon

Address: 7805 Dufort Rd

City and State: Sagle ID 83860

Sagle Area: Hwy 95 + Dufort

We prefer the Brown option if the frontage road is placed west of the power lines on the west side of existing Hwy

Interchange there at Hwy 95 + Dufort is badly needed!

Signature: _____

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

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FEB 16 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Sylvia + Don Eich

Address: 11 Southside School Rd

City and State: Cocolalla

Dear Sirs

We have ~~46~~ acres That This highway project will For The most part eliminate. We have been putting our life on hold for almost 5yr waiting for some solution from The Idaho Transportation Dp. To buy us out. We are 71 yrs + 76 yrs old and need To Retire from here but can't sell ~~our~~ our place because The highway is suppose To Take it. I Realize That we are prbably not The only one, but This does not make it any easier For us. We have lived on this 46 acres For over 40 yrs and we planned to sell + retire. We have missed many ~~opportunities~~ opportunities of higher realistate prices Recently To sell because of The highway going Through. It is not fair to expect people, especially older people like ourselves To do This. Any imput on This sitation would be welcome.

Signature: ~~Sincerely~~ Sincerely,

Don + Sylvia Eich

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IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 16 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department Attn: Public Involvement Coordinator P.O. Box 7129 Boise, ID 83707-1129	U.S. 95, Garwood to Sagle Project Number: NH-5110(141) Key Number: 8473

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Bill + Pam GAGE

Address: 463775 Hwy 95

City and State: Westmond ID 83860

To Whom it may Concern:

As owner of The Boondox Bar and Grill I am worried that you will cut me off from direct Hiway access effectively elimanating 25% of my business. This of course is not acceptable.

I have operated the Business for Five years and I have made it profitable, to Ruin that is ~~Are~~ UN Just. I Bought this Business with long Term goals in mine to provide a Retirement.

Left Alone it would, provide that, IF I am By passed it will take that away.

Obviously this concerns me greatly.

Yours Truly

Bill + Pam Gage

Signature: Bill Gage Pamela Gage

Post-it® Fax Note 7671	Date 02/15/07	# of pages ▶ 10
To GWEN SMITH	From TRANS. INFO. OFFICE	
Co./Dept. ITD	Co. WGI SANDPOINT	
Phone # 208-334-4444	Phone # 208-265-0897	
Fax # 208-334-8563	Fax # 208-255-7036	

Paul M Pickett
457162 Hwy 95
Cocolalla, Id 83813
Feb. 15, 2007

Public Involvement Coordinator
PO Box 7129
Boise, Id 83707-1129

Re: US-95 Garwood to Sagle
Granite/Careywood Area

To Whom it May Concern,

This cover letter is to inform you of the attached "Response to Draft Environmental Impact Statement" regarding a proposed frontage road and interchange on the DEIS Brown alternative in the Granit/Careywood Area. It should be read carefully and intently.

Copies of the enclosed document will be sent to all parties listed below.

Sincerely,
Paul M. Pickett

cc.	Kristen Thompson	Thompson Law Firm
	Eric Anderson	Idaho State Representative, District 1-A
	Shawn Keough	Idaho State Senate, District 1
	Don Davis	ITD
	Ronald Harvey	ITD
	Susan Kiebert	Washington Group
	Clair Marley	Bonner County Planning Director
	Todd Crosset	Bonner County Commission

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RESPONSE to Draft Environmental Impact Statement

U.S. Highway 95 Garwood to Sagle Project
Granite/Careywood Area Frontage

1. INTRODUCTION

This document is a response to the Draft Environmental Impact Statement (DEIS) for the U.S. Highway 95 Garwood to Sagle Project. In particular, it is a response to the Brown Alternatives (DEIS preferred) for:

- A frontage road on the west of the highway between about Milepost 456.6 (Blacktail Rd.) and Milepost 458.5 (about 1/2 mile south of Huckleberry Mountain Rd.)
- A proposed interchange at Blacktail Rd.

The following discussion will demonstrate in principle and in substance:

- That the adverse environmental effects of the Brown alternative outweighs the benefits of its supposed wetland avoidance.
- That the adverse effects on high quality agricultural land are in conflict with the stated goals of county planners and the USDA.
- That the adverse economic effects on small farms would be severe.
- That practical alternatives are available including:
  - Expansion within the existing highway right-of-way.
  - DEIS Blue Alternative in the Bayview Rd. to Huckleberry Mt. Rd. portion of the Granite/Careywood Area.
- That use of wetlands can be mitigated and such mitigation is possible on the affected parcels.
- That the decision for the Blacktail Rd. interchange may have involved conflicts of interest.
- That the decisions made for the DEIS Brown alternative include assumptions which may not reflect reality.

Alternatives have been presented verbally by Careywood residents in both public and private forums since November, 2005. This document will set forth these comments in writing and in substance for the public record. It will begin with a discussion of soil types in the included area, their sensitivity to disturbances, and their current uses. This will be followed by real-life observation of wildlife usage. Alternatives to the DEIS Brown alternative will be presented as well as a discussion of mitigation. Finally, the topic of farming and farmland will give valuable insight into the realities of small farming.

Clarification of terms used in the text:
The terms "Pywell soil type" and "marsh" denote the same areas.
The term "draw" is used to indicate the numerous large drainages between and among Bonner soil terraces. They are larger than gullies but smaller than canyons.
The terms "escarpment" and "slope" are used to indicate the Bonner soil type 3, 30 - 60% slopes.
The term "lowlands" refers to the land lying from the bottom of the terrace escarpments to Cocolalla Creek, and to the land in the bottoms of draws.
The term "uplands" refers to the land lying from the top of the terrace escarpments to the moraine.

RESPONSE to Draft Environmental Impact Statement

U.S. Highway 95 Garwood to Sagle Project
Granite/Careywood Area Frontage

2. SOIL TYPES, USES, & NEGATIVE ENVIRONMENTAL EFFECTS

Most route of the proposed frontage road traverses the edges of large, flat terraces that stretch from the moraine to the wetlands. The terraces are predominately Bonner gravelly silt loam Type 2, while the steep slopes leading to the wetlands are Bonner gravelly silt loam Type 3. The wetlands consist mainly of Hoodoo silt loam with Pywell soils in marshy depressions. Following is a detailed description of these soils with empirical notes and indisputable side effects of constructing the proposed road.

2.1 Soil Type 2--Bonner gravelly silt loam, 0 to 4 percent slopes

"This very deep, well drained, level to undulating soil is on terraces . . .. It formed in glacial outwash derived dominantly from granite, gneiss, and schist and has a mantle of volcanic ash and loess . . .. Permeability of this Bonner soil is moderate to a depth of about 29 inches and rapid to very rapid below this depth . . .. Available water capacity is low. Runoff is slow, and the hazard of water erosion is slight . . .. This unit is used mainly for timber production, cultivated crops, and hay and pasture. It is also used for livestock grazing, wildlife habitat, recreation, and, historically, farmsite development." *(United States Department of Agriculture (USDA), Soil Conservation Service, 'Soil Survey of the Bonner County Area, Idaho,' page 16).*

2.1.a *Empirical Evidence*

- Soil is sandy against the moraine and becomes gravelly as it approaches the escarpments.
- Predominate uses are hay and grazing, followed by farmsteads and small grain cultivation. Bonner Type 2 soil is considered prime agricultural land when under irrigation. This has been misrepresented by the DEIS to mean that the land is of little value without irrigation. More will be said about this matter of interpretation in Section 4 *FARMLAND & SMALL FARM ECONOMICS.*
- *The DEIS fails to note the following:*
  - So-called "sub-irrigation" is present over significant acreage within this soil type. In most cases, where present, it is significant near the moraines and varies as a descending curve to little or none between the halfway point and the escarpments.
  - Average annual rainfall in the area of 30-35 inches per year is high enough to allow average annual dry-matter production up to 3600 pounds per acre of hay using improved grass species and appropriate levels of nutrient. Irrigation after the hay crop provides fall grazing.
  - Idaho State Law permits irrigation of up to 10 acres without obtaining water rights. Some small farmers irrigate 10 acres or less from springs and wells. This would not be gleaned from interviews with public officials, government biologist, or from public documents.

2.1.b *Environmental hazards of proposed frontage road*

- Serious disturbances of wildlife habitat whether road is on top or on slopes of terraces.

RESPONSE to Draft Environmental Impact Statement

U.S. Highway 95 Garwood to Sagle Project
Granite/Careywood Area Frontage

2.2 Soil Type 3--Bonner gravelly silt loam, 30 to 60 percent slopes

"This very deep, well drained soil is on terraces and terrace escarpments. It formed in glacial outwash derived dominantly from granite, gneiss, and schist and has a mantle of volcanic ash and loess . . .. Permeability of this Bonner soil is moderate to a depth of about 29 inches and rapid to very rapid below this depth . . .. Available water capacity is low. *Runoff is rapid to very rapid, and the hazard of water erosion is very high* . . .. This unit is used for timber production, limited livestock grazing, and wildlife habitat." It is suited to production of dry land timber species such as Douglas-fir, ponderosa pine, western larch, and lodgepole pine. It is not suited to development or recreation due to steep slopes. "If roads are constructed on this unit, *slumping of cutbanks can be expected*." This unit is *highly susceptible to rilling and gullying*. *(United States Department of Agriculture (USDA), Soil Conservation Service, 'Soil Survey of the Bonner County Area, Idaho,' page 18).*

2.2.a *Empirical Evidence*

- Colluvium at toeslopes proves instability. In addition, each year a crop of rocks must be removed from these areas to avoid damage to farm implements.
- Gravel is smooth like river rock, having been polished by the action of glacial till. As opposed to broken, angular gravel, this Bonner soil is highly unstable. Unable to lock together, these rock and gravel fragments simply roll and slide past one another.
- Because of high average annual rainfall, Type 3 soil can be productive with regular applications of seed and nutrients. Reestablishment after large scale turf disturbance requires several years of attention, including control of noxious weed species. The steeper slopes can only be maintained by hand methods. Grazing is recommended only on the more gradual slopes.
- During the heat of summer these grasses go dormant, with some crown death during severe drought or if overgrazed. Self-seeding occurs if left to mature, but grasses become sparse over time, without persistent attention.
- Aspen and alder stands, and dense shrubbery along the escarpments point to the existence of natural springs.
  - These high-volume springs emerge at bottoms of slopes and feed the Pywell Muck soils and the Palestrine emergent scrub vegetation discussed later in the Soil Type 42 section of this document.
  - The water is gravel-filtered and pure. When placed in a clean container it retains its original sweetness for months, never becoming cloudy or forming sediments.
  - Water flows at such high volumes as to maintain year-round wetness of marshes and "muckiness" of Pywell soils even during driest of summers.
- Most of the affected escarpments are too steep for hay harvest.

2.2.b *Environmental hazards of proposed frontage road*

The DEIS does not mention Soil Type 3 or the potential consequences of its use for roadways. There are no guarantees against:

- Highly unstable because gravel is smooth rather than angular.
- Slippage.
- Gullying.
- Disturbance and rerouting of underground springs with consequential loss of wildlife habitat.

- Contamination of pristine spring water.
- Silting of proximate wetlands.
- Loss of wildlife breeding, nesting, sheltering, foraging, and hunting grounds.
- Extreme difficulty with establishment of vegetation--topsoil gone in a hot, dry landscape.
- During excavation:
  - Elimination of all plant life on slopes.
  - Mud and/or silt in springs.
  - Extreme silting of nearly pristine down-slope wetland marshes.
- Also see Section 4 Farmland and Farmland Economics.

2.3 Soil Type 15--Hoodoo silt loam, 0 to 1 percent slopes

"This very deep, poorly drained soil is in drainageways and on bottomlands. It formed in alluvium derived dominantly from volcanic ash . . .. Permeability of this Hoodoo soil is moderate to a depth of about 52 inches and moderately slow below this depth. Effective rooting depth is limited by a seasonal high water table that is at a depth of 12 to 24 inches from February to June. Available water capacity is high. Runoff is very slow, and the hazard of water erosion is slight . . .. This unit is used for crop production, hay and pasture, livestock grazing, and wildlife habitat." *(United States Department of Agriculture (USDA), Soil Conservation Service, 'Soil Survey of the Bonner County Area, Idaho,' pages 27, 28).*

2.3.a *Empirical Evidence*

- This is the main soil type of the wetlands in question.
- Palestrine Emergent areas are of Hoodoo soil in the area of the proposed frontage.
- Used predominantly for hay production and for livestock grazing.
- Rarely flooded except during periods of snowmelt and spring runoff.
- Has a water table conducive to habituation by pocket gophers on a year round basis.
- Becomes baked dry and hard during summer months.
- Has no value as aquatic or waterfowl habitat.
- Is rarely visited by waterfowl, even during flooded periods.
- Provides no nesting or shelter for waterfowl or aquatic species.
- Similar wildlife habitat as that of Soil Type 2.
- *Provides wetland mitigation opportunities.*
- *Hoodoo soil in draws, drainages, and cuts between and around Bonner soil terraces:*
  - Provides erosion-free drainage of moraine and ridge to the west (this ridge, extending south from Huckleberry Mountain, is the top of the watershed in the area under question.)
  - Provides cool, shaded habitat for wildlife during summer heat.
  - Supports growth of Palestrine emergent scrub-shrub.
  - Unpolluted watershed drains into wetlands and along drainages into Cocolalla Creek.

2.3.b *Environmental hazards of proposed frontage road*

- *Toxic Pollutants--Stay in the existing corridor alignment*
- This soil is largely unpolluted except in the railroad/highway corridor.
- It makes little sense to open a new avenue for toxic drainage to enter these wetlands. The alternatives discussed later in this document would confine additional pollutants to the corridor which is already compromised by the railroad and the highway.

- An upgrade to the current US 95 highway would avoid the included wetlands, altogether.
- Wildlife disruption and displacement--discussed in wildlife section.
- Draws, cuts, drainages require elevation of the roadbed with culverts--the end of pure water.
- *Most of the affected wetlands for the DEIS Blue alternative are designated as wetlands because of their potential for moisture retention and their high, underlying water table. It can be easily be demonstrated that for much of the year, a 4 foot deep post hole will bring up dry to moist soil. These are low value wetlands indeed.*

2.4 Soil Type 41--Pywell muck

These Pywell soils are of significantly higher value than the Hoodoo soils, from a purely wetland perspective, yet they will be seriously compromised by the proposed Brown alternative frontage.

"This very deep, very poorly drained organic soil is in depressional areas on drainageways, flood plains, and bottom lands. It formed in organic material derived dominantly from herbaceous plants but including some woody material . . .. Permeability of this Pywell soil is moderate . . .. Available water capacity is very high. Runoff is very slow, and the hazard of water erosion is none. The Pywell soil is very deep and very poorly drained. This soil is subject to very long periods of flooding in winter and spring." *(United States Department of Agriculture (USDA), Soil Conservation Service, 'Soil Survey of the Bonner County Area, Idaho,' page 48).*

2.5 Soil Type 42--Pywell-Hoodoo complex, 0 to 1 percent slopes.

"This map unit is in basins on flood plains and bottoms lands . . .. This unit is about 40 percent Pywell muck and 35 percent Hoodoo silt loam. The Pywell soil is in the slightly lower depressional areas, and the Hoodoo soil is on the slightly higher rims of basins. The components of this soil are so intricately intermingled that it was not practical to map them separately at the scale used." This unit includes areas of Wrencoe silty clay and Bonner gravelly silt loam. "The Pywell soil is very deep and very poorly drained. It formed in organic material derived dominantly from herbaceous plants but including some woody material . . .. Permeability of the Pywell soil is moderate. Runoff is very slow, and the hazard of water erosion is none. This soil is subject to very long periods of flooding in winter and spring." *(United States Department of Agriculture (USDA), Soil Conservation Service, 'Soil Survey of the Bonner County Area, Idaho,' page 49).*

2.5.a *Empirical Evidence*

- Much Pywell soil in affected area lies in pockets at the base of Bonner soil terrace escarpments (slopes).
- Pristine, high-volumes springs emerging at base of slopes feed many of these peat-filled depressions and, in many instances, maintain year-round flooded to saturated condition of the Pywell soils.
- Palestrine scrub species growing in the Pywell soils.
- Provide limited livestock grazing
  - Livestock prefer cultivated grasses on Hoodoo soils over Palestrine scrub species.
  - Large areas are too wet to support large animal weight.
- Hoodoo soil is found in draws, drainages, and cuts between and behind Bonner soil terraces. (See discussion of Hoodoo soils.)

RESPONSE to Draft Environmental Impact Statement

U.S. Highway 95 Garwood to Sagle Project
Granite/Careywood Area Frontage

2.5.b ***Environmental hazards of proposed frontage road***

- Toxic, automotive fluids and emissions that are currently restrained to the existing highway/railroad corridor will be given new avenues for encroachment into the high value, unpolluted Pywell soils.
- Cans, glass containers, plastics, bottles, baby diapers, litter of all sorts.
- *Provides wetland mitigation opportunities.*

3. WILDLIFE

The author has observed and identified all of the animals listed below on his property. This is not intended to be a complete listing of all that may be present.

3.1 Wildlife Observed

Mammals:

Whitetail deer	Mate, feed, fawn, shelter. Fawns found hidden in tall grass and dense brush throughout the range. Adolescent bucks seek cover of dense brush in lowlands and along slopes and tall grasses.
Moose	Occasional, temporary shelter and feeding in and near draws between terraces. Especially cows with calves.
Coyote	High population. Focus on gophers and carrion. Will catch adult turkeys. Kill most of the turkey chicks and poults.
Pocket gopher	High population. Found in Bonner and Hoodoo soils
Black Bear	Hibernate high on ridge. Travel downslope, mainly at night, to feed on things that bears feed on (just about anything). Seen only in secluded clearings, but sign evident from Creek to mountain top.

Birds:

Birds common to the area under question. Most are common. A few are noteworthy. All find nesting, feeding, sheltering habitat. Some prefer marshy areas, others like bushes along steep Bonner soil slopes, and still others like cavities in standing dead trees. Killdeer nests in gravel on terrace slopes.

Evening Grosbeak	Red Crossbill	Western Bluebird
Blackheaded Grosbeak	Brown-headed Cowbird	Mountain Bluebird
Cassin's Finch	Red-winged Blackbird	Piliated Woodpecker (rare)
House Finch	Eastern Kingbird	Downy Woodpecker
Black-capped Chickadee	Tree Swallow	Northern Flicker

RESPONSE to Draft Environmental Impact Statement

U.S. Highway 95 Garwood to Sagle Project
Granite/Careywood Area Frontage

Mountain Chickadee	Cliff Swallow	Hairy Woodpecker
Pine Siskin	Barn Swallow	Red-naped Sapsucker
Dark-eyed Junko	Fox Sparrow	Broad-tailed Hummingbird
American Goldfinch	White-Crowned Sparrow	Rufous Hummingbird
Killdeer	Chestnut-backed Sparrow	Calliope Hummingbird
Grey Jay	American Crow	Rock Dove (Pigeon)
Stellar's Jay	Common Raven	Mourning Dove
Robin		

Raptors:

Northern Harrier (formerly marsh hawk)	Nest, shelter in aspens on steep slopes overlooking marshy, Pywell area. Feed over entire area, particularly bottomland marshes.
American Kestrel	Nest, shelter in alder on steep slopes and drainages. Feed over entire area within relatively short distance of nest. Eat their weight in grasshoppers.
Red Hawk	Nest in tall pines on ridges, feed over entire region. Often seen circling with fledglings.
Great Horned Owl	Nest, feed, shelter.
Common Nighthawk	Seen and heard over marshes at dusk, mating and hunting. Nests on ground.
Bald Eagle	Seen often in winter when carrion is available. Will perch in tall trees for several days until carrion is gone. During these feasts, juveniles often seen in numbers with several adults.

Waterfowl and others:

Canadian Goose	No nesting. Flyovers rarely land, preferring floodplain north of Milepost 459 to Southside School.
Ducks, etc.	Only attempts to nest are in sewer between RR and Hwy 95. A few stay to swim during spring runoff while creek is out banks (2 - 3 weeks). Most often mallard.
Great Blue Heron	No nesting. Will stop to feed on snakes and gophers in bottomlands.
Wild Turkey	Feed on terraces, slopes, in draws. Nest along terrace edges near draws in tall grass. Population varies widely depending on coyote control.
Ruffed Grouse	Feed and shelter near brushy areas on slopes and terraces--also like dense cedar groves. Mate in secluded, densely vegetated areas higher up in drainages. Population fluctuates

	widely.

Reptiles:

Rubber Boa *(Charina bottae)*	Nocturnal, rarely seen. Under cover of decaying logs and leaves in moist areas at edges of shade, such as bottom of Bonner type 3 slopes near marshy areas.
Garter Snake (genus *Thamnophis*)	Throughout the affected areas of discussion.

3.2 More on wildlife patterns

- Tall grass at margins of fields and draws provide nest and shelter areas for wild turkey.
- Whitetail deer and the occasional moose (especially cows with calves) browse on cultivated grasses, legumes, and native forbs. They travel in ancient, hidden, safe corridors while feeding on grasses, forbs, berries, and tender shoots and leaves of woody plants.
- Tiny Whitetail fawns lie hidden in the tall grasses and dense shrubbery.
- Black bears search for berries, carrion, and rodents in dense shrubs surrounding moist areas above springs and around drainages. They travel to and from the bottomlands using the secrecy of the draws, along the way foraging on grasses and forbs.
- Ruffed grouse mate, and nest in the brushy areas of the draws. They find food and shelter and they raise their young along the slopes of the draws and on unfarmed areas of the terraces.
- Numerous small bird species feed, shelter, breed, and nest in dense brush, understory, and dead tree cavities. They feed on seeds, insects, snakes rodents, leaf buds, sap, berries and carrion.
- Northern harriers nest, shelter, and roost high in the tallest aspens overlooking springs and marshes (Pywell soil depressions). They hunt over the entire, hovering over lowlands, especially the marshes.
- American Kestrels nest and shelter in red alder stands surrounding drainages and springs. They often sit on fence posts watching for prey including mice, small gophers, and especially grasshoppers--lots and lots of grasshoppers.
- The draws are the main travel corridors of larger animals, including Whitetail deer, black bear, moose, coyote.
- This knowledge of safe travel and feeding areas has been transferred across countless generations of Whitetail does.
- Fawns are hidden in tall grass and shrubs while doe forages, sometimes far away. Many of these hiding places can be found in both the lowlands and the uplands.
- Dense understory on slopes of cool draws provides nesting and shelter for ruffed grouse.
- Most deer hit on US-95 in this area are subordinate males (fork-horned bucks) who have been alienated by the matriarchal society and who are looking for new territory of their own.
- Does, fawns, and yearlings still attached to the family unit get the best feeding areas. The mature bucks live (well, that part is secret). The young bucks must find new territory, over the mountain west, or across the highway. A doe rarely leads her family east of Cocolalla Creek.
- The "potential" game crossing under the existing bridge at Cocolalla Creek is a preposterous idea. The creek fills the full width under the bridge. Would the BNSF Railroad be willing to completely redesign and rebuild their bridge? Landowners' concerns for deer crossings have been met with this ludicrous tease, which is meant solely as pacification. Only a newly constructed underpass, spanning all lanes of a new highway, on dry ground, could provide

wildlife with a chance of escaping certain death. Look to the Alaskan Highway for guidance, lest this area become another California disaster.

4. FARMLAND & FARM ECONOMICS

"Agriculture is important in the region, particularly in Bonner County, which has a diversified agricultural base" *(DEIS page 3-36)*. "In general, Bonner County has a less diversified economy than Kootenai County with somewhat more dependence on traditional agriculture and lumber processing. Agriculture is important in the region, particularly in Bonner County, which has a diversified agricultural base" *(DEIS page 3-36)*. The DEIS makes this assertion, and then turns to the matter of disproving the value of the farmland in the affected area. The issue seems to be whether or not the Type 2 Bonner soils are "prime farmland". The following discussion will prove that they are.

4.1 BONNER SOIL TYPE 2 is "PRIME FARMLAND"

"Prime farmland, as defined by the Unites States Department of Agriculture, is the land that is best suited to producing food, feed, forage, fiber, and oilseed crops. It must either be used for producing food or fiber, or be available for these uses. It has the soil quality, length of growing season, and moisture supply needed to economically produce a sustained high yield of crops when it is managed properly. Prime farmland produces the highest yields with minimal energy and economic resources, and farming it results in the least disturbance of the environment." *(United States Department of Agriculture (USDA), Soil Conservation Service, 'Soil Survey of the Bonner County Area, Idaho,' page 69)*. ***Please note there is no mention of irrigation in the federal language.***

"A recent trend in land use in some parts of the area has been the loss of some prime farmland to urban uses." *(United States Department of Agriculture (USDA), Soil Conservation Service, 'Soil Survey of the Bonner County Area, Idaho,' page 69)*. The Soil Survey lists several soil types as prime farmland *when irrigated*. No soils are listed as prime farmland without irrigation. Furthermore, Soil Survey states that many prime farmland acres have been lost to development. And that was published in the early 1980's. So what is actually meant by "prime farmland"? ***Reason tells us that the Bonner soils are prime soils without artificial irrigation.*** Section 2.1.a of this document discusses types of irrigation which are currently available. They will produce maximum yields given the short growing season. Because it is almost always too wet to harvest hay before July, the cool season grasses grown are late in the bloom stage when cut. There is normally no water shortage and artificial irrigation is unneeded—even on the driest of soil. After harvest, some light irrigation or several timely summer rain showers bring forth abundant fall grazing. No irrigation is required on the Hoodoo soils.

What, there is more? Quoting again from the DEIS–
"The Farmland Protection Policy Act (FPPA) of 1981 (Environmental Analysis Bureau, 1997) addresses the subject of prime farmlands as applied to NEPA and states: 'The purpose of the Farmland Protection Policy is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural use . . ..'." There is ***no***

mention of "irrigation" or "prime" in the federal language. The word "prime" in that statement was added in by the authors of the DEIS.

Bonner County planners have expressed the desire to see the county's open spaces preserved. This goal includes the protection of the remaining large tracts of agricultural lands, both for their aesthetic appeal and their historical and economic significance. The lands along this corridor are some of the last remaining in Bonner County that are zoned agricultural. The proposed DEIS Brown Alternative frontage road would consume many acres of this highly productive, prime farmland along an important green belt corridor. *Even if the roadway were placed on the Bonner Type 3 slopes,* the upslope Bonner Type 2 acreage losses would equal those used if the roadway were constructed on the prime farmland of the terraces. This would be due to the requisite, consistent, gradual slope required to avoid massive landslides and sagging.

The DEIS, on page 3-19 states that land west of the highway in the Granite area is gravel quarry and other is railroad. It states that land east of the highway make up large agricultural tracts. *Why is there no mention of the large agricultural tracts west of the highway in the Careywood area?*

The technological advancements in farming and the growth of corporate farm (many are still family operations) are feeding the world. The small farmer can rarely sustain a modern lifestyle on the farm income alone. Indeed, the earnings from farm operations are supplemental to most. These earnings may pay the utilities, farmers insurance, property taxes, and/or pay for the winters heating needs. Most small farmers and/or their family members contribute to sustenance with outside jobs. The removal of even a few acres is lost productivity. And lost productivity on any size farm can mean negative vs. positive cash flow.

Lost and/or damaged springs for domestic, livestock and irrigation purposes would also be devastating. As discussed earlier, the damage to the marshes would be irreversible.

5. ALTERNATIVES

Stay in the existing corridor alignment. It makes little sense to open a new avenue for toxic drainage and litter to enter these wetlands. Three proposals are made below. Each is better than the DEIS Brown alternative. Each could be supported by the affected landowners. A DEIS Blue interchange and frontage would confine additional pollutants to the corridor which is already compromised by the railroad and the highway. *All of the following must include provisions for safe passage of wildlife.*

5.1 Upgrade US-95 in the existing corridor

This alternative is the number one choice of the affected residents. The DEIS mentions the numbers of slideoffs and loss-of-control accidents on US-95 today. It says nothing of the fact that these are almost exclusively associated with excessive speed and poor vehicle maintenance. These problems will not go away with the construction of a freeway.

- Constructed in the existing right-of-way.
- Identical to that which is found in Sagle today.
  - Five contiguous lanes, two northbound, two southbound, with center, left-turn lane.
  - At highway approaches, additional lanes for safe right turns onto and off of the highway.
  - Traffic control lights at major intersections.
  - Reduce speed from 65 mph to 55 mph.
    - Little more than 6 minutes extra for the Garwood to Sagle drive.
    - Worthwhile for the safety improvement.
    - Enforce speed strictly.
    - Implement state-wide vehicle inspection program.
- Little need for land acquisition would save millions of taxpayer dollars.
- No loss of wetland or farmland.
- Keeps pollution localized in already compromised setting.
- Easier, quicker access for emergency services.
- No reason for a freeway.
  - Limited resources will not bring industry of business on large scale.
  - Materials, manufacturing, and assembly costs overseas justify shipping abroad.
  - Today's fuel problems mean a larger role for railroads with trucking being more local.
  - Large-scale shipping to western U.S from Canada will use Interstate-5 and ocean shipping to ports in LA, Oakland, Portland, and Seattle.
  - Large-scale shipping the Midwest and East will route through Chicago, Detroit, Cleveland, and ports east.
- The future of the Idaho panhandle can be found in its past and present.
  - Tourism.
  - Timber.
  - Agriculture.
  - The tourists won't come when the forests are grown up with homesites.
  - The overly sub-divided land will be useless for timber production and agriculture.
  - There are enough sub-divided parcels today to last into the next century.
  - Stop the subdivision. It can never be put back
  - Do make North Idaho the next California.

5.2 Use the existing two lanes as a frontage road in this short stretch.

This alternative has been presented at private meetings and public hearings. Interest is shown and then forgotten.

- Place interchange at Bayview road.
- Purchase additional acreage from Rudolph Krepps.
  - Has demonstrated desire to sell parcels of land.
  - Has not demonstrated a desire to save a large tract of forest land.
  - Wishes to drain a Planned Unit Development on wetlands east of Cocolalla Creek using the existing highway/railroad drainage.
- Affected landowners are used to crossing RR tracks safely.
- Do not mind crossing RR tracks.
- Make BNSF responsible. They have already tried and failed to transfer their liability onto the landowners.
- No loss of wetland in affected area.
- Keeps pollution localized in already compromised setting.

5.3 Use the DEIS Blue Alternative in the Granite/Careywood Area:

China, India, and Latin America are probably the fastest growing economies in the world today--tomorrow, Southeast Asia, Africa. All of this development requires materials. Rising materials costs over the past several years, with no signs of major slowdown, have placed the feasibility of funding this project in jeopardy. Nonetheless an alternative must be proposed which would be far more realistic that the DEIS Brown alternative. *The Brown alternative actually saves affected landowner wetlands to use even more wetlands!*

- Uses 16.3 acres of wetlands while Brown alternative uses 25 acres of wetlands.
- Move the interchange from Blacktail Rd. to Bayview Rd.
  - Bayview interchange on flat Type 2 Bonner soil.
  - Blacktail Rd. interchange on scrub and scrub-shrub wetlands.
- Vastly larger landholding could better absorb economic losses.
- Keeps pollutants and litter localized along existing corridor and compromised drainage, thus avoiding new pathways into virtually unpolluted areas.

6 MITIGATION for DEIS Blue Alternative

Residents along the corridor from Blacktail road to Huckleberry Mountain Road were never informed of nor approached regarding the definition of or the possibilities for mitigation of the wetlands under question on their properties. The floodplain north of Milepost 459 to the Southside School seems to have been included in early decisions regarding mitigation. But the landowners in the area under discussion never heard the word mitigation until the release of the DEIS in January, 2007. That is unfair and must be challenged. Furthermore, the Brown alternative makes allowance for the building of an interchange over the low-lying, Palestrine emergent scrub-shrub at the convergence of Blacktail Rd. and US-95.

This section will present the opportunities available for wetland mitigation under a plan other than the Brown alternative. They must be seriously considered.

Bonner Soil

- Steepest slopes:
  - Plant and cultivate appropriate drought-tolerant native trees, shrubs, bushes, and improved grasses.
  - Restrict livestock access except as necessary for travel to/from upland/lowland pastures.
- More gradual slopes provide hay and grazing without erosion.
- Follow USDA-Natural Resources Conservation Services (NRCS) guidelines.

Hoodoo and Pywell Soils

- Areas adjacent to Cocolalla Creek:
  - Restrict livestock for a riparian zone on the eastern side of the creek in areas.
  - Where needed, provide improved livestock watering sites at the creek following NRCS and ACOE guidelines.
- Pywell soil depressions at foot of slopes and fed by springs:
  - Consult with NRCS regarding improvement to Class I Open water, aquatic environments.
  - Test bores by NRCS representatives in 2001 on the author's property revealed ideal conditions:
    - Year-round water supply.
    - Muck and peat at graduated depths to 60 inches
    - Claypan having Wrencoe silt clay characteristics, of depth and permeability to contain an open water, aquatic environment.
  - Would provide migratory waterfowl nesting, feeding, and fledging habitat not currently found in the affected area.
  - Excavated material would be used as top dressing on or incorporated into Bonner soils to increase marginal organic matter content (3% average). Would aid soil moisture and nutrient retention.

7 SUMMARY

This document has shown clearly:

- That the adverse environmental effects of the Brown alternative outweighs the benefits of its supposed wetland avoidance.
- That the adverse effects on high quality agricultural land are in conflict with the stated goals of county planners and the USDA.
- That the adverse economic effects on small farms would be severe.
- That practical alternatives are available including:
  - Expansion within the existing highway right-of-way.
  - DEIS Blue Alternative in the Bayview Rd. to Huckleberry Mt. Rd. portion of the Granite/Careywood Area.
- That use of wetlands can be mitigated and such mitigation is possible on the affected parcels.
- That the decision for the Blacktail Rd. interchange may have involved conflicts of interest.
- That the decisions made for the DEIS Brown alternative include assumptions which may not reflect reality.

RESPONSE to Draft Environmental Impact Statement

U.S. Highway 95 Garwood to Sagle Project
Granite/Careywood Area Frontage

Reflections:
Today, no thoughtful, informed citizen denies the need to conserve natural resources, lands, and wildlife. Overall, that goal is admirable and necessary. But in the microcosm of the individual landowner, farmer, or rancher, there must be room to negotiate. Who has greater incentive and the requisite knowledge of the land to provide the stewardship for such goals? We know what will grow where. We know how much water is available and when. We know which animals live where, and we know their struggles to survive. We care about healthy timber, clean water and stable soil.

We are being asked to suffer the load for wetland losses in other areas of the project by having our lands virtually "cut-in-two". Our land values would plummet, our safety would be in jeopardy. Our lifestyles would be ruined, and our livelihoods would be compromised. We raise trees for timber. We raise high-quality, affordable beef for local consumers. We provide boarding for horses, and training facilities, too. We are factory workers, lawyers, teachers, psychologists, and computer scientists who for governments, small businesses, and corporations. We practice agronomy, silvaculture, biology, horticulture, veterinary medicine and animal husbandry. But in our hearts and our lifestyles, we are first and foremost—farmers. We love the land. We love our animals. We love the wildlife. We love the ecology. We are conservationists who will fight for what we hold dear—our farms.

A Brief Anecdote:
Old farmer Paul. The youngsters around say he's as old as dirt. They think he's been here forever. As Paul rests in his recliner in front of the fire on a cold night in February, an arctic blast has sent temperatures to -20 with wind gusts to 30mph. As he drifts into that state between waking and sleep, he dreams of warmer days ahead:

- The cry of the Harrier as it leaps from a perch high in the aspens and swoops low over the marsh.
- The beautiful blue wings and the banded eyes of the Kestrel sitting on the post as the juveniles practice kiting and catching grasshoppers.
- The innocent eyes of the fawn he nearly stumbles over in the tall grass. It is still to young to jump and run.
- The old black bear eating all he can to get fat for winter

Suddenly, he awakes with a start. Oh, it was only a dream. They are all gone. And he fumes at the reality of the day. The road took away their shelter. I wonder how many fawns will get hit this year. The bear never ranges this far down any more. I haven't seen a Harrier or a Kestrel in years.

We used to leave our doors open at night. They would never have considered driving the half-mile up here when they didn't know who was home. But now, well, they think we are easy targets. The new road practically invites vandalism, theft, and burglary—day or night. Thank God, nobody has been killed... yet. They shoot at our buildings, they shoot at our tractors. They shoot at anything that moves up this isolated road. They steal our tools, our fuel, and our supplies. Some of the neighbors were so hear broken that subdivided and sold out.

Now we have lodgepole thickets, and junk cars on lots with broken down trailers. I wonder how clean that is affecting the water. Well, I guess the politicians and the biologists knew best. I wonder if I should stay. I seem to be a living anachronism these days.

FINAL THOUGHTS AND OTHER CONSIDERATIONS

In his State of the Union address on January 27, President Clinton announced a new Clean Water Initiative, with the following:

- "First, forge partnerships through an innovative approach that gets everybody to focus on entire regions -- not just on individual factories or individual sewage plants or individual farms, but an entire region – and come up with the most cost-effective way to meet the clean water goal."

The DEIS Brown alternative does nothing to meet a clean water goal. In fact, it would worsen any existing situation. And it is not cost-effective.

- Second, we want to work closely with states to identify the areas with the worst pollution problems and give local communities the tools and the resources they need to restore and protect those water resources.

I have shown that our land can be made better and I have shown how it can be accomplished.

- Third, we want to provide incentives to our farmers to take the actions that are needed to reduce polluted runoff from their fields and their pastures.

If the EPA and ACOE really want to do something in this area, get us the funds to carryout the available mitigation plans.

- And, fourth, we have to protect public health through new strategies to safeguard the water we drink and the fish we eat."

Ruining our marshes and our agricultural lands will do nothing to restore Cocolalla Creek.

(DEIS Alternatives page 2-49) Blue alternative uses less wetland, less floodplain, less agricultural land, less timberland, and less riparian area than the Brown. So why all the talk about the EPA demands this alternative? It is interesting that Marsha Phillips, ex-county commissioner was the greatest advocate for the interchange at Blacktail Road. She lives up Blacktail Road. ***"Smells of Pywell muck on a hot summer day."***

Highway maintenance issues:

- The draws blow full of snow during blizzards.
- The north side of the draws get little if any sun for six months--ICE.
- Maintenance costs. The county is already concerned. Wait until the road buckles due to frost heaving.
- And we will be asked to foot this bill, too.

LAND GRAB? Isolate the lowlands and make the resale values so low that they may eventually be abandoned and left for takeover by government.

This whole business ***"Smells of Pywell muck on a hot summer day."***

 124A

6947 Blacktail Rd
Careywood, Ida.
83809

Dear Coordinator, Feb 13, 07

This letter pertains to the Garwood to Sagle section of the highway 95 project. My sisters and I own the Judy place, which belonged to our parents, at Careywood.

It seems to me that all the [redacted] testing and studies currently being done along the sides of the exsiting highway are a waste of time and money as situations may be completly changed by the time there are funds available to actually begin the project.

Also, it seems sensible to me to keep all these roads as close together as possible to destroy as little land as possible. The railroad wants to put in an access road and you want to put in a frontage road. Why not either; 1. Make one road that could do for both? (Richard Flink of Burlington Northern and Santa Fe seemed to think that was something that was reasonible) or 2. As a poorer second option, at least put the roads both right next to each other, to keep as much land as possible intact?

Apparently our farm, and others included in this section of your poject do not

Classify as "prime". Please keep in mind that though they may not be prime to you, we and neighbors have fed ourselves and our cattle from them all our lives (in some cases for 3 generations). If you put in your "brown" plan we will certainly no longer be able to do this. Some of the "wetlands" you say you are trying to protect with this plan can be walked or even driven across during the summer and even the drier springs.

Again I urge you to consider these options in order of our preference:

1. Widen the existing highway to make a five lane one with a turn lane in the middle (I believe people will be victims of their own folly so matter how safe you try to make it for them).
2. Work with the railroad to make one access road do for both.
3. At least put all roads together, as close to the high way as possible. Your blue plan comes the closest to doing this.
4. Please discard the brown plan as impracticle in that it destroys miles of good land (and seems to me would use a tot more of taxpayers money)

Thank you.

Sincerely,

Nova Jo (Judy) Kellogg

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony submitted by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: Nova Jo Kellogg also 1/3 owner of 456714 Hi. 95 Careywood (Judy Place)

Address: 6947 Blacktail Rd.

City and State: Careywood, Idaho

We strongly prefer the Blue plan as it leaves some farmable pieces on the Judy place.

Our second preference is the yellow plan as it ruins just one meadow - our bottom one.

We hope & pray the brown plan will (not) be accepted as it would not leave even one field intact that we could farm.

Signature: Nova Jo Kellogg

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PROTECTION AGENCY

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2007

03-087-FHW

as reviewed the **US-95 Garwood to Sagle**
d Draft Section 4(f) Evaluation
e submitting comments in accordance with
Policy Act (NEPA) and Section 309 of the

) and Idaho Transportation Department
S-95 from MP 438.24 to MP 469.75 from a
cess Control freeway with 12 interchanges.
n the existing corridor, although
way alternative consists of 3 slightly
rown), all of which are divided into 6
w Alternative adheres to the existing
nts of new alignment; the Brown
w Alternatives. The 6 segments of one
nts of the other alternatives. Overall, the
cultural resources, but is most supported by

erties along the existing US 95 corridor,
d west sides of the proposed freeway for
ld be two lanes or more where additional
d shoulders, a 50 ft median, utility
storage and stormwater treatment areas,
gton Northern Santa Fe (BNSF) railroad

the existing US 95 corridor and appreciates
cture. Our main concerns and

Clean Water Act 404 permitting may
least environmentally damaging practicable

alternative (LEDPA) because of impacts in nearly all the project segments. Other alternatives or modifications to alternatives should be considered to lessen impacts to wetlands and waters of the U.S. as well as wildlife habitat/vegetation, and prime farmland. We recommend that the LEDPA and the rationale for its selection be identified in the Final EIS.

- Wildlife crossings and hydrological connectivity structures that provide permeability and ecological connectivity are needed at strategic locations throughout the project corridor. The work done thus far to analyze and propose crossing locations is appreciated, yet more work and firm commitments are needed to ensure that rapid development of private lands does not preclude needed mitigation. To inform the project mitigation design, we have enclosed performance standards for achieving ecological connectivity developed for a similar project in Washington State.

- Proactive efforts are also needed to ensure firm mitigation commitments for achieving "no net loss" of wetlands based on wetland functions.

- To mitigate the induced travel and growth effects of the project, we encourage collaboration with local governments to thoughtfully plan for orderly, low impact development and transportation systems.

- We recommend that transportation demand management (TDM), transportation system management (TSM), and public transportation be added to the selected alternative to reduce environmental, social, and economic impacts in the project area.

- With respect to groundwater protection, particularly for the Southside Aquifer and the Spokane Valley Rathdrum Prairie Sole Source Aquifer that underlie the project area, more information is needed regarding impacts to and from utilities affected by the proposed project, and regarding the identification and protection of private and/or public water supply wells that may be impacted by the project.

- More information is needed regarding surface water quality and the protective measures that will be taken to ensure compliance with TMDLs and to prevent further degradation of water quality from the project's direct, indirect, and cumulative effects.

- More information is needed regarding riparian area and floodplain conditions, impacts, and protection efforts.

- Sensitive receptors to air pollution/air toxics, including elementary schools, are located in the communities adjacent to and bisected by US 95. We recommend adoption of construction mitigation measures to lessen air quality impacts to these populations.

- More attention and effort are needed to address project related impacts on low income residents, government to government consultation with Indian Tribes; and the prevention and control of invasive species infestations due to proposed project activities.

Accordingly, we rate the DEIS as **EC-2, Environmental Concerns, Insufficient Information.** Our detailed comments follow, and an explanation of this rating is enclosed. If you have questions or would like to discuss these comments, please feel free to contact Elaine Somers of my staff at 206/553-2966, or John Olson in our Boise Office at 208/378-5756. Thank you for the opportunity to comment. We look forward to working further with FHWA and ITD as this proposed project develops.

Sincerely,

/s/

Christine B. Reichgott, Manager
NEPA Review Unit

Enclosures

125d

US 95 Garwood to Sagle DEIS
U.S. Environmental Protection Agency
Detailed Comments

Alternatives

In Section 1.4, Proposed Solution, p. 1-14, it is stated that selecting a four-lane divided freeway with Type V access control was based in part on an environmental evaluation. The information presented in the DEIS and in supporting documents does not describe an environmental evaluation for determining the design standard for this project. Environmental evaluations were done for alternatives that met the design standard (and for the no action alternative), but we did not find a description of an environmental evaluation for determining the proposed solution. The description of the development and evaluation of design standards presented later in the DEIS (Section 2.2.1, p. 2-4) includes existing and forecasted traffic volumes, highway capacity, level of service, and crash history, but no inclusion of environmental factors. We recommend that the final EIS include a clarification of environmental factors used in the process to select a design standard.

The four-lane divided highway with at-grade intersections (Type IV Access Control) with traffic signals was considered but rejected because it would not meet Level of Service (LOS) B, and would not improve safety to the same extent as the freeway alternative. However, transportation demand management (TDM), transportation system management (TSM), and public transit could be added to this alternative to improve its performance. We recommend that this alternative be further evaluated to determine the extent to which these additional features would improve the LOS and safety.

We also recommend that all alternatives advanced for analysis include TDM, TSM, and transit components. The DEIS indicates that residents along the corridor are forced to travel by privately owned vehicles (POVs) or by foot because there is no local bus or other transit service in the corridor. We recommend consideration of a diversified transportation system to provide citizens with viable alternatives to POVs. This would serve the needs of the low-income residents throughout the corridor and the many commuters traveling to Sandpoint, Coeur d'Alene, and Spokane for employment, would conserve energy, and would improve safety and LOS in the corridor, especially on frontage roads.

We are aware of a design alternative that may be useful in minimizing the number of frontage road lanes while meeting the need to provide local access to existing businesses and residences. This design feature, called a "Texas Turnaround" is used in Texas for this purpose. The Texas Turnaround would consist of one one-way lane on each side of US-95. The one-way lane makes a U-turn under the freeway and circles back in the opposite direction, thereby providing local access for a given segment of roadway. We recommend that this concept be explored to minimize the footprint and potentially the cost of the proposed project.

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Environmental Consequences

Ecological connectivity. We believe that habitat fragmentation and its associated impacts on wildlife (e.g., roadkill, barrier, edge, and near roadway effects) and safety (e.g., vehicular/wildlife crashes) are among the most serious impacts that would result from the proposed US-95 expansion. The current two-lane roadway bisects habitats for elk, whitetail deer, mule deer, moose, bear, and a host of other game, non-game, reptile, amphibian, bird, and fish species, and impacts their seasonal, migratory, and daily movements (p. 3-84). As a result, collisions with wild or domestic animals are the second most common cause of crashes in the project area (p. 1-14).

The proposed project would exacerbate this condition by expanding the current two-lane highway to a four-lane divided freeway with median, barriers, interchanges, paved shoulders, utility corridors, bike/pedestrian path, east and west frontage roads and turn lanes – resulting in a corridor footprint more than a fifth of a mile wide. Traffic volumes and speeds would also rise, increasing the severity of collisions (p. 1-13) and the barrier effects of the roadway. In accord with the concerns of the public (p. 1-2) and of resource agencies, a context sensitive approach that provides permeability for wildlife and that achieves the project purpose and need for increased safety is needed.

We commend FHWA and ITD for proposing wildlife crossings as mitigation. We believe wildlife crossings are necessary to provide aquatic and terrestrial habitat connectivity, maintenance of biodiversity for both high and low mobility species, and to prevent vehicular/wildlife collisions. Based on the information provided in the DEIS we have the following concerns regarding implementation:

The DEIS (p. 4-93) proposes wildlife crossings with seven potential locations identified, but also states that "The success of crossings are dependant on surrounding land uses and the installation and ultimate locations of the crossings will be dependent on the planned uses in the vicinity at the time of final design." While the DEIS states that specific efforts would continue to refine locations, numbers and design of wildlife crossings and to ensure their success, these specific efforts are not described. As a result, there is no way to determine the feasibility of implementing this proposed mitigation, and whether or not it will be adequate to address the identified needs. The rapid development of private lands in the project corridor could prevent implementation unless specific steps are taken to ensure that mitigation will be accomplished.

Consequently, we recommend that FHWA and ITD take tangible, proactive steps now to secure lands on both sides of US-95 through purchase, trades, easements, long-term agreements, or other appropriate real estate instruments to preserve movement corridors and to ensure that suitable locations, adequate numbers, and designs of habitat connectivity structures are incorporated into the project. Fencing would be needed in addition to the connectivity structures, but fencing alone would not achieve ecological needs, nor would it fully prevent vehicular/wildlife collisions.

Also, the information in the DEIS regarding the use of bridges vs. culverts at stream crossings and other aquatic features is unclear. For fish passage, only various culvert designs are

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proposed (p. 4-91). However, on p. 4-93, the DEIS proposes bridges over Cocolalla and Westmond Creeks designed to accommodate wildlife movements. We recommend the use of bridges as much as possible rather than culverts, because they would best provide hydrological connectivity, fish passage, and can be designed to accommodate terrestrial wildlife movement.

The inclusion of median barriers within the project design could also pose a problem for wildlife movement unless wildlife are prevented from entering the roadway right-of-way (e.g., by fencing, walls, topographic features, or other artificial barriers constructed from project salvage materials) and are provided with safe crossing structures. To address this and many other important connectivity design features and needs, we have enclosed a copy of performance standards for achieving ecological connectivity. These standards, which are state-of-the-art and broadly applicable to this proposed project, were developed in Washington State by the I-90 Snoqualmie Pass East Mitigation Development Team (MDT), using best available science and expert peer review. We recommend adoption and implementation of as many of these standards as possible in the design, construction, and operation of US-95. We have also enclosed a full copy, on compact disc, of the MDT's report for the I-90 project.

Aquatic Resources -- water quality. The DEIS indicates (p. 3-53, 3-54) that project area waterbodies (Cocalalla Lake, Cocalalla and Fish Creeks and their tributaries) are on the Clean Water Act 303(d) list because they do not meet water quality standards. The streams exceed temperature standards; Cocalalla Lake is listed for nutrients (phosphorous), dissolved oxygen, and organic enrichment. Cocalalla Creek is also receiving 5,700 tons/year of sediment as compared to its target sediment load of 673 tons/year. The DEIS indicates that a TMDL was prepared in 2005 and that the TMDL implementation plan is currently under development. In the absence of the TMDL implementation plan, the DEIS points to BMPs (p. 4-147) for stormwater and permitting processes as the means to address project impacts to wetlands and water quality.

While this approach seems reasonable when water quality standards are being met, it does not inform the reader as to whether or not impaired water quality and aquatic resources will be adequately improved and protected. Because the TMDL is available and because the direct, indirect, and cumulative effects of this proposed project could have significant impacts on these waterbodies and their riparian areas, we recommend that there be more discussion of the existing conditions in project area waterbodies and of the means to prevent further exacerbation of water quality impairments in the EIS. The EIS should provide some analysis of expected amounts and types of direct, indirect, and cumulative stormwater inputs, effectiveness of treatment methods, and information about other mitigation that may be necessary to adequately protect and improve water quality.

In Table 3-20, Surface and Groundwater Resources within the Project Corridor (p. 3-54), the beneficial use for Sagle Area unnamed creek near milepost 468 is described as "forested wetland area". Although there is no specific citation for the information in the table, the information appears to be based on Idaho water quality standards. "Forested wetland area" is not a beneficial use described in those standards. We recommend listing the appropriate beneficial use for this unnamed creek.

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In Section 3.8.3, Existing Conditions, Surface Water (p. 3-55), the modification of wetlands and some stream channels is described, but the section includes almost no information to describe biological, chemical and physical conditions of the surface water features within the project corridor. Even basic information on these aquatic features would allow a reader to better understand the conditions of these resources. We recommend that the Final EIS provide sufficient information to describe the surface water features.

Aquatic resources – wetlands and wetland mitigation, floodplains, riparian areas. We have several specific comments below that we recommend be addressed in the Final EIS:

Wetlands. Table 7, Alternatives Summary (p. 22) shows the Blue Alternative impacting only 25.9 acres of wetlands. This estimate appears to be in error based on the wetland impacts identified in each of the alternatives for each project area. If this is the case, we recommend the error be corrected. If not a mistake, the measures to avoid wetland impacts identified in this alternative need to be incorporated into a Preferred Alternative.

In Section 2.6, Least Environmentally Damaging Practicable Alternative (p. 2-53), the quotation attributed to the Clean Water Act is actually not part of the Clean Water Act. The statement is contained in the Guidelines developed as a requirement of the Clean Water Act [Section 404(b)(1)]. This should be noted accordingly in the Final EIS. The citation for the statement in the Code of Federal Regulations is correct.

Section 2.6 highlights a significant issue concerning the difference between the Preferred Alternative and the least environmentally damaging practicable alternative (LEDPA) as described in the Section 404(b)(1) Guidelines. The Preferred Alternative identified in the DEIS is the Brown Alternative. The LEDPA is different than the Preferred Alternative in all project segments except the Cocollala Area. The Section 404(b)(1) Guidelines do not allow discharge of dredged or fill material into waters of the United States for any project other than the LEDPA. The identification of the LEDPA is not exclusively based on impacts to waters and wetlands. Other environmental consequences are also to be considered when identifying the LEDPA. Consequently, an alternative with the least amount of impacts to waters and/or wetlands might not be the LEDPA if there are other significant adverse environmental consequences with that alternative. A project requiring a Department of the Army Section 404 permit must be in compliance with the Section 404(b)(1) Guidelines. The LEDPA must be the selected alternative in order to be in compliance with the Guidelines. We recommend that the LEDPA and the rationale for its selection be identified in the Final EIS.

In Section 3.10.2, Wetlands, Regulatory Environment (p. 3-63), two corrections are needed: (1) A proper citation for the definition of waters of the United States is 33 CFR 328.3(a). The definition described in this section of the DEIS is a definition of only one of the categories of the waters of the United States. The DEIS should either include a complete definition of waters of the United States or clarify that only one category of jurisdictional water is being described in this section. (2) The paragraph on jurisdictional wetlands should include the full definition of wetlands (... or saturated *by surface or ground water* at a frequency ...) and should include the citation to 33 CFR 328.3(b).

In Section 3.10.3, Wetlands, Existing Conditions (p. 3-65), while the MDT Montana Wetland Assessment Method is being used within Idaho by a number of different agencies and groups, including the Idaho Transportation Department, the methodology has not been "recognized by the State of Idaho" in any official capacity. In fact, the State of Idaho has not officially identified or recognized any specific wetland assessment methodology. This should be clarified in the Final EIS.

Table 3-23, Wetlands Identified within the Project Corridor (p. 3-65), only identifies two wetland sites (Q and W) rated as Category II wetlands. However, review of the Wetland Delineation Report (Technical Report) reveals that not all the wetlands are rated correctly. For example, both wetlands sites O and V should be rated as Category II wetlands because both have General Wildlife Habitat scores of 0.9, which meets criteria for Category II. Corrections to the ratings should be made in the Final EIS at all appropriate locations.

Section 4.10, Wetlands/Waters of the US Effects (p. 4-79) is based on a very large amount of data that have been collected to delineate and assess the wetlands located within the project corridor. The presentation of the information in this section highlights differences between the alternatives, including acres of wetlands based on ratings (per EPA comment on Table 3-23, these acreages need to be revised based on revised ratings) and vegetation class. However, any information about impacts to specific wetland functions is not described. Even in the several pages of descriptions for each alternative in each project segment, only the jurisdictional status, category rating, and vegetation class are recounted. With wetland impacts of the action alternatives ranging from 89 to 108 acres, some description of wetland functions needs to be provided in order to assess the effects to wetlands. Without such a description, the document does not properly disclose the impact. The reader is not informed if general wildlife habitat, sediment/nutrient removal, sediment/shoreline stabilization, or perhaps recreation/education potential is being impacted by the project.

Wetland mitigation. In Section 4.10.3, Wetlands/Waters of the US Effects, Mitigation (p. 4-84), we appreciate very much the statement that mitigation would be provided to ensure no net loss of wetland functions and values. We also appreciate the information that has been developed to document potential wetland mitigation opportunities. However, much of the focus of providing wetland mitigation appears to be dependent on any requirements of Department of the Army permits pursuant to Section 404 of the Clean Water Act. While that process will almost certainly include wetland mitigation efforts, it would not necessarily provide for no net loss of all wetland functions and values. While coordination with the Corps and other regulatory and resource agencies is crucial during the development of wetland mitigation efforts, FHWA and ITD should use this opportunity in the EIS for this project to provide an assurance of appropriate wetland mitigation and begin developing and implementing as much of the wetland mitigation plan as possible. For example, while the *Conceptual Wetland Mitigation Plan* might show that numerous opportunities exist for potential wetland mitigation efforts in or near the project corridor, at least two significant factors critical to the success of wetland mitigation efforts are not completed and can not be ascertained with this plan. These factors, the feasibility of implementing wetland mitigation efforts that would provide replacement gains in wetland functions and values and the acquisition/use/long-term protection of the sites, can only be developed as FHWA/ITD move forward with their wetland mitigation efforts. The uncertainty

of these issues also render incomplete and uncertain any attempt to provide assurance about wetland mitigation efforts. We believe that FHWA/ITD should be moving forward at this time to make a firm commitment about wetland mitigation and continue to identify, design, acquire (through an appropriate real estate instrument), and implement appropriate wetland mitigation efforts.

Mitigation ratios are not an appropriate mechanism for ensuring no net loss of wetland functions for a project with wetland impacts of this magnitude. The mitigation efforts should be based on an assessment of wetlands functions which would be lost compared to wetland functions that could be gained through mitigation. Fortunately, the wetland functional assessments already completed for this project provide the appropriate information for developing wetland mitigation efforts based on wetland functional losses.

There is no demonstration that the proposed ratios would provide no net loss of wetland functions and values. In fact, a wide range of ratios have been used throughout Idaho to determine appropriate wetland mitigation efforts. If ratios continue to be included as a measure of wetland mitigation needs, then the basis for these ratios should be established and documented.

In Section 4.18.3, Secondary and Cumulative Effects, Wetlands, Floodplains, and Other Water Resources (p. 4-146), assumptions about wetland protection efforts are unrealistic. While Section 404 of the Clean Water Act establishes a permit program for discharges of dredged or fill material into waters and wetlands, this regulatory program is by no means a comprehensive wetland protection program. Section 404 does not apply to all wetlands and neither are all activities regulated. There are many unregulated activities that can have substantial impacts on wetlands. A more appropriate way to evaluate cumulative effects is to evaluate data on past wetland impacts and project that to future conditions. Permit records from the Corps of Engineers should be reviewed to provide information on project locations and impacts. Also, this section in the DEIS describes cumulative effects determinations that are conducted by the Corps of Engineers for each Section 404 permit that they issue. A review of these analyses should be an easy and effective way to provide data on cumulative losses.

In Section 4.18.3, Secondary and Cumulative Effects, Wetlands, Floodplains, and Other Water Resources, Regulatory Protections (p. 4-147), the DEIS should indicate what state agencies have a no net loss policy for wetlands and what the documentation is for that policy. Please include this in the Final EIS.

In Section 9.11, Mitigation Development Team (p. 9-13), we very much appreciate the effort to put together this team to investigate mitigation opportunities. The work done by the team during a few months in 2005 were productive and helpful in developing the beginnings of a wetland mitigation effort. However, we are not aware of any further work done by the team since 2005. As noted in our previous comments, we believe this should be an ongoing effort by FHWA/ITD to continue to identify, design, acquire (through an appropriate real estate instrument), and implement appropriate wetland mitigation efforts.

In Section 11.1.1, Mitigation Measures, Wetlands/Waters of the US (p. 11-4), as noted elsewhere in our comments, we do not believe that an assurance of no net loss of wetlands should be based solely on wetland mitigation measures dependent on Section 404 permits. We believe that FHWA and ITD should use this opportunity to provide their own independent assurance of no net loss of wetlands through appropriate wetland mitigation and begin developing and implementing as much of the wetland mitigation plan as possible. As also mentioned previously, mitigation ratios are not an appropriate mechanism for ensuring no net loss of wetland functions for a project with wetland impacts of this magnitude. The mitigation efforts should be based on an assessment of wetland functions which would be lost compared to wetland functions that could be gained through mitigation.

Floodplains. In Section 3.9, Floodplains (p. 3-59), the methodology describes "(f)ield investigations ... to evaluate surface water features, including floodplains". Floodplains are also defined and their values are described. However, all the information presented in the DEIS appears to be based on FEMA flood zone mapping. The DEIS should indicate whether or not the field investigations or other methods identified floodplains that exist in the project corridor other than the FEMA flood zone mapping. If so, those resources should also be described (and impacts to them evaluated in Chapter 4).

In Section 4.18.3, Secondary and Cumulative Effects, Wetlands, Floodplains, and Other Water Resources (p. 4-146), similar to wetland protection efforts (see comments above), the description of floodplain protection measures is also based on unrealistic assumptions. We are aware of very few local jurisdictions in Idaho that have programs to avoid development in floodplains. Floodplain and riparian corridor development in rapidly urbanizing areas is one of the most significant resource impacts that we see in Idaho. Most jurisdictions follow the FEMA flood zone mapping and allow development in the floodplain except for development in the floodway. Such development can even be permitted to increase flood heights. Specific information should be provided to demonstrate that the local jurisdictions in the project corridor protect floodplains if the conclusions of this section are to be retained. This information should include descriptions of the specific regulatory programs as well as an analysis of whether these mechanisms are accomplishing their goals. Otherwise, the section should be revised to describe a realistic projection of floodplain impacts from secondary and cumulative effects.

Riparian areas. In Section 3.11.3, Wildlife and Vegetation, Existing Conditions (p. 3-82), the description of riparian vegetation is confusing because it is different from the description of riparian areas in the Wetlands section (p. 3-64). We recognize that not all riparian areas or vegetation are wetlands, just as not all wetland areas or vegetation are considered riparian. However, because the same term is used in both sections, it should be defined so that it is clear to a reader what areas are being described. For example, the riparian areas described in the Wetlands section only include emergent and scrub-shrub species whereas the wetland/riparian species described in the Wildlife and Vegetation section also include tree species. Because the two types of areas being described appear to be different in some ways, the distinction should be clearly articulated. Perhaps simply defining "riparian" as it applies to wetlands and to the broader category of vegetation would suffice.

Aquatic resources – Ground water, Sole Source Aquifer. The DEIS provides a good description of the portions of the proposed project that are inside the boundary of the Spokane Valley Rathdrum Prairie Sole Source Aquifer Area. However, the EIS does not address impacts to utilities, nor the potential indirect impacts of utility changes to water quality. For example, there is no presentation of existing oil, gas, fuel, or water pipelines. These should be presented on maps, along with discussions of what sections (if any) would be affected by the project and measures that would be undertaken to minimize risk of ground water contamination.

The EIS also needs to identify any existing private and/or public water supply wells that may be affected by the project. All supply wells that are located within ¼ mile of the highway project should be shown on maps (those within the Sole Source Aquifer Areas), and an explanation should be provided regarding how the water supplying these wells will be protected from potential spills and other risks. It should be determined which wells (if any) are a part of the state of Idaho Wellhead Protection Program. The zones of contribution from any such well should be presented, along with a description of how they will be protected.

Secondary and cumulative effects. The DEIS (p. 4-142 and 4-145) states that secondary effects of the proposed project would reduce travel/commute times, could increase access to less developed areas, and result in increased development in areas further from the US-95 facility. Reduced travel times stimulate induced travel and development. While we agree that development would continue with or without the project, the increased rate and extent of development are of concern. For example, the DEIS states (p. 4-142) that "An increase of pollutants into surface and groundwater from septic systems and stormwater is currently a concern and would continue to be a problem, especially in the Sagle and Cocolalla areas unless sewer systems and other pollution prevention measures are implemented." In other words, existing water quality problems may be exacerbated by development in these areas. Proactive measures are needed to avoid further degradation of water quality.

We agree that siting interchanges around existing arterials with planned development to minimize the secondary effects of the project is wise (p. 4-145). The proposed mitigation for secondary effects listed on p. 4-148, such as, to develop more local regulatory protections for critical areas, and identify and protect key wildlife areas and movement corridors, should be pursued as well. We also recommend that FHWA and ITD collaborate with local governments to thoughtfully plan for orderly, low impact development and transportation systems. One way to do this is to conduct alternative futures analysis, wherein models (such as Community Viz, Smart Growth Index, and others) could be used to estimate the land use and environmental effects of different land use planning scenarios, with and without various protections for sensitive areas, habitats, and species. We believe such analyses would be of particular benefit in estimating the potential future impacts to water quality and aquatic resources, including the highly vulnerable groundwater aquifers in the project area. A similar approach is described in the book, *Green Infrastructure – Linking Landscapes and Communities* (Benedict and McMahon, 2006). EPA has experience with such efforts, and would be happy to work with project proponents and local entities to make this happen.

Prime farmlands. The DEIS states that the loss of prime farmlands to the proposed project are not substantial and no mitigation is proposed (p. 4-24). However, the loss of 50 to 53

acres of prime farmland is avoidable (the Blue Alternative would result in the loss of only 2 acres of prime farmland) In addition, hundreds of farmland and potential prime farmland acres will be lost to implementation of this project (p. 4-24), and a thousand or more acres per year are expected to be lost to development in the project area (p. 4-144) due to secondary and cumulative effects. This level of farmland conversion is likely to result in significant environmental, social, and economic impacts to the project area and the region. In accordance with the Farmland Protection Policy Act, these impacts should be avoided and minimized as much as possible.

Based on the information in the DEIS, it is unclear whether the Sagle Area segment of US 95 contains the 50 to 53 acres of prime farmland impact, or whether it is another segment. We recommend this be clarified in the Final EIS. If this impact is located in the Sagle Area, the Sagle Area Blue alternative would likely be preferable to the Sagle Area Brown alternative, since there are also fewer wetland impacts with the Sagle Blue alternative. For these reasons, we recommend the Blue alternative be selected in the Sagle Area rather than the Brown alternative.

We are also concerned that the DEIS offers no mitigation for construction impacts to farmers and farmland (p. 4-122). Construction impacts include disturbance to soils, introduction of weeds, soil compaction from heavy equipment and vehicle operations, access impacts from road closures, detours, disruptions to irrigation systems, and possible conflicts between construction and farm equipment. All of these impacts could be substantially avoided and minimized through careful planning and consultation with area farmers. We recommend these steps be taken, and that the Final EIS include appropriate mitigation.

Air quality/air toxics. Construction effects disclosed in the DEIS (p. 4-123) include elevated levels of carbon monoxide (CO) and diesel particulate matter (DPM). Sensitive receptors identified along the US 95 corridor (p. 4-62) include a Silverwood daycare facility, Athol Elementary School in Athol, Southside Elementary in Cocolalla, and Sagle Elementary in Sagle. Thus, the conclusion (p. 4-62) that no adverse air quality effects would be expected from the project at any of these sensitive use properties is not supported by analysis, nor does it align with the statements about construction effects. We are concerned that, while construction mitigation measures may not be required, exposures of the young, the elderly, and those with respiratory impairments to these criteria and toxic air pollutants could be minimized by including construction mitigation measures. We recommend that construction mitigation measures for air toxics, such as those included with our 7/19/2005 scoping letter, be included in the environmental commitments of the Final EIS and Record of Decision (ROD).

Environmental justice – low income populations. The DEIS (Section 4.4.2) indicates there are pockets of low-income residents, primarily mobile home park residents, that would be affected by the project in the Athol, Westmond, and Sagle areas. The DEIS concludes that there would be no disproportionately high impacts to low income residents since non-low income residents would also be affected by noise, dust, visual/aesthetic impacts, displacements, and so on. However, since finding or creating replacement mobile home parks can be difficult (p. 4-45), displaced low income residents could potentially be affected more severely through displacement than would a non-low income resident. We recommend that FHWA and ITD consider and adopt ways to mitigate these effects. For example, project proponents could take

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extra effort to ensure that new mobile home parks or other low income housing options are provided and/or available before displacing any low income residents. Air pollution/air toxics from project construction could be lessened by adopting construction mitigation measures (see EPA scoping letter, 7/19/2005 for lists of recommended measures).

While the DEIS states that "special outreach efforts were made to these [low income] groups" (p. 4-49), it does not disclose the concerns of the low income residents and the response to those concerns. We recommend that these be included in the Final EIS.

Transportation Demand Management (TDM). One issue affecting low income populations in particular in the project area is the lack of public transportation (p. 3-30). Other than the bike/pedestrian trail, which is an important amenity, we are concerned that the proposed project includes no plans or features for providing public transportation. Residents and employees commuting to work must primarily use motor vehicles and the low income populations, such as in Sagle, Athol, and Granite/Careywood areas, must drive either to Sandpoint or to Coeur d'Alene for virtually all social service needs. We recommend that public transportation be incorporated into this project. Doing so will better serve the traveling public, increase safety, decrease travel demand and congestion especially on frontage roads, conserve energy, and extend the useful life of the facilities.

Tribal consultation. The DEIS indicates (p. 9-2) that one letter of 11/26/02 was sent to the following tribes: Kalispell, Coeur d'Alene, Salish and Kootenai of Idaho, Salish and Kootenai of the Flathead Nation, and Kootenai of Idaho. A second letter of 8/21/03 was sent to the Kalispell and the Coeur d'Alene Tribes. No responses were received. A copy of the DEIS was sent to the Nez Perce, Kootenai, and Kalispel Tribes. Based on this information, EPA is concerned that the DEIS does not demonstrate that meaningful government-to-government consultation with tribes has occurred. The DEIS is also lacking an assessment of impacts to tribal natural and cultural resources. In compliance with the NEPA, and Executive Orders 13175 and 12898, we recommend that greater efforts be made to consult with affected tribes, and that these efforts and the results be documented in the Final EIS.

Invasive species. The DEIS mentions (p. 4-125) that noxious and other weed establishment could occur during project construction. However, no mitigation commitments address the problem of invasive species. In compliance with the NEPA and with Executive Order 13112, the EIS should not only disclose these impacts, but also include mitigation to prevent or control such outbreaks. We recommend that this mitigation be included in the Final EIS. We also recommend that the mitigation commitments require (1) revegetation of disturbed areas using native species, and (2) ongoing maintenance (wholly or primarily non-chemical means) to prevent establishment of invasives in areas disturbed by project activities. Use of non-chemical controls is particularly important to protect the vulnerable sole source aquifers that underlie the project area.

sent 2/15/07

2/22/07 2:21 PM

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Attached is a photo of a normal spring run off lake that forms where a proposed road is in the 95 realignment. The water level where the road would be located is greater than 6 feet deep. This lake stays for 6-12 weeks depending on snow levels and rain fall during that season.

This area is noted in PINK on your map showing the brown alternative. The brown house in the photo is mine and it is on the two lots colored yellow in the photo. I have many more photos and documentation of this normal annual lake that forms due to natural spring runoff.

Please consider that we have not had a major snow year since this subdivision was built. If the road is built through this natural lake the additional flooding would most likely damage homes in the Cedar Grove Estates subdivision. There is a earth berm located behind our properties now that holds the lake back from flooding our homes during this time of year.

If you would like more photos I can send them. Thanks

Ryan Wells
174 Krystal Loop Dr
Sagle Idaho
263-3903

ryanwells44@hotmail.com
Sagle, Idaho


native)

Gwen Smith Thu, Feb 22, 2007 2:12 PM

Subject: Highway 95 - Careywood
Date: Wednesday, February 14, 2007 9:59 PM
From: SMHoffman37@aol.com
To: <comments@itd.idaho.gov>
Cc: <SMHoffman37@aol.com>
Conversation: Highway 95 - Careywood

According to the Bonner County Daily Bee, you are still determined to put the Careywood interchange at Blacktail Rd. rather than the Bayview Rd. There has never been any creeks or wetlands on the Bayview Rd. But there is Cocolalla Creek by Blacktail Rd. It floods there whenever we have a fast run off.
It doesn't seem that you have local people working on this program. They must all be from out of state.
Sharon Hoffman
P O Box l
Careywood, Id 83809
208-683-2459

Gwen Smith Thu, Feb 22, 2007 2:10 PM

Subject: Sagle to Garwood project
Date: Wednesday, February 14, 2007 1:40 PM
From: Scott Spray <SSpray@questaircraft.com>
To: <comments@itd.idaho.gov>
Conversation: Sagle to Garwood project

Below is my letter to the editor along with a part of the statement by Davis. I would like to hear a better reason than what has been given.

"Another full interchange would be constructed near Blacktail Road. Davis said Blacktail, instead of Bayview Road, was chosen to limit impacts to prime wetlands".

Is this a misprint? I would almost swear that Cocollala creek is closer to Blacktail road than it is to Bayview road, and I dont know of any wetlands close to Bayview road. Ive only lived in Careywood for 40 years so who am I to say.

Scott Spray
Quest Aircraft Company
1200 Turbine Dr
Sandpoint, Id 83864

208-263-1111 x135
Fax 208-265-1911

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KOOTENAI COUNTY COMMISSIONERS



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Ms. Gwen Smith
Idaho Transportation Department
Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

RE: US 95 Improvements, Garwood to Sagle, Project #: NH-5110 (141), Key #: 8473

Dear Ms. Smith:

We, the Kootenai County Board of Commissioners, are addressing our concerns to you regarding the proposed US-95 improvements from Garwood to Sagle.

One of our highest priorities is the improvement of the state and county transportation system in north Idaho and as such we have fully supported the GARVEE program and funding from its inception. We are happy to see it being implemented in north Idaho.

As part of the public comment process associated the Draft Environmental Impact Statement (DEIS) for this program, we respectfully submit the following comments to the Idaho Transportation Department (ITD) in support of the development and adoption of improvements to US-95 on the Chilco section of the improvements designated from Garwood to Sagle, Idaho in ways which are reflective of our priorities as a County Commission.

In reference to the Chilco section of the Highway, we recommend the Brown Alternative for the purpose of creating overpasses at Ohio Match Road. However, for the section at Riley Creek Mill we recommend the Yellow Alternative, creating a road around the Mill.

In reference to the Athol section of the Highway, we recommend the Brown Alternative which goes East of Silverwood. We are also in support of the Yellow Alternative here being as it appears to have the least amount of cost and the smallest impact on right of ways.

We are in support of all alternatives located at the City of Athol which moves the intersection to the East. All other aspects of the Brown Alternative are recommended by this Board.

Sincerely,

KOOTENAI COUNTY
BOARD OF COMMISSIONERS

Elmer R. Currie, Chairman

Richard A. Piazza, Commissioner

W. Todd Tondee, Commissioner

Gwen Smith Thu, Feb 22, 2007 2:14 PM

Subject: Fwd: Hwy 95 Project(Garwood-Sagle)
Date: Thursday, February 15, 2007 6:16 AM
From: MILLERM284@aol.com
To: <comments@itd.idaho.gov>
Conversation: Hwy 95 Project(Garwood-Sagle)

From: <MILLERM284@aol.com>
Date: Thu, 15 Feb 2007 08:15:30 EST
To: <comments@itd.idahoo.gov>
Subject: Hwy 95 Project(Garwood-Sagle)

After trying to get as much information as I could from the ITD web site I practically gave up. This portion of road definitely needs some improvement(a lot) but I am not certain if this is the best thing and if it addresses all the issues. We need to be careful of this because it will probably be the last opportunity to correct this situation for many years to come. Let us not make a rash and quick judgement like what happened last year on the "New Horizon" Plan (which in my judgement is a mess). Walk carefully and carry a big stick.

Gwen Smith Thu, Feb 22, 2007 2:15 PM

Subject: Garwood to Sagle Project
Date: Thursday, February 15, 2007 6:58 AM
From: MILLERM284@aol.com
To: <comments@itd.idaho.gov>
Conversation: Garwood to Sagle Project

I would recommend doing this project in stages and not in a lump sum. That way it will get done within a budget and not get lost like some of our other large projects did.

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Southside Water & Sewer District
Drawer D
Sandpoint, ID 83864
Phone (208) 263 –1074
www.southsidewaterandsewer.org

February 15, 2007

To: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

Subject: DEIS Brown Alternative for Sagle

Dear Sirs,

The Southside Water and Sewer District (SSW&S), is in the process of acquiring the 80-acre parcel, legally described as the N ½ of the SE ¼, Section 16, T 56 N, R 2 W. The parcel lies east and north of the south leg of Gun Club Road. This parcel is to be used as a wastewater land application site for the District under the guidance and authority of the Idaho Department of Environmental Quality. The parcel is key to the District's ability to meet its commitment to provide an adequate and environmentally save sewage system to the District's patrons and to lift a three-year moratorium on construction. Future expansion of the District will help stem the proliferation of individual septic systems that straddle the Sagle Aquifer, the primary source of domestic water for the area bounded by the hills north of Duffort Road, the Pend Oreille River and Fry Creek.

A review of the proposed preferred routing of the DEIS Brown Alternative for Sagle does not disclose any obvious conflict between and the Districts intent and the proposed route, but we would like to discuss the plans and mitigate any conflict that might arise or of which we are not aware. Please feel free to contact me at any time to discuss the matter.

Sincerely,

Gary R. Wescott, Chairman
Southside Water & Sewer District
(208) 263-2976

CC. John Tindall, IDEQ Staff Engineer
Paul Klatt, J-U-B Engineers

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Gwen Smith Thu, Feb 22, 2007 2:20 PM

Subject: Hwy 95 - Garwood-to-Sagle/EIS
Date: Thursday, February 15, 2007 5:51 PM
From: Tom & Dianne Hickerson <tdhickers@netzero.com>
To: <comments@itd.idaho.gov>
Conversation: Hwy 95 - Garwood-to-Sagle/EIS

As a Kootenai Country citizen I would like to comment on the Draft EIS as follows: Please consider biking paths in your Highway 95 alternative plans, especially in the Silverwood to Athol area. Also, consider potential 'hook-up' bike paths that could connect Hayden to Silverwood, Athol to Farragut State Park, Athol to Spirit Lake, etc. That whole area is a diamond-in-the-rough with regard to recreational diversification. Biking on the Prairie can be done by all ages because of the mostly level terrain. The potential to add to our tourist economy is great when one considers the wonderful sport of b-i-k-i-n-g & its increasing appeal to people of all ages. Thank you for the invitation for comments! Dianne Hickerson, Coeur d'Alene ID

R.J. "DICK" HARWOOD
DISTRICT 2
SHOSHONE, BENEWAH, BONNER & KOOTENAI COUNTIES

HOME ADDRESS
81527 HIGHWAY 3 SOUTH
ST. MARIES, IDAHO 83861
HOME (208) 245-4446
EMAIL: charwood@smgazette.com

134R

COMMITTEES
APPROPRIATIONS
JUDICIARY, RULES & ADMINISTRATION
ENVIRONMENTAL AFFAIRS

House of Representatives
State of Idaho

FEB 2 2 2007

February 18, 2007

Ms. Gwen Smith
Idaho Transportation Department
Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

RE: US 95 Improvements, Garwood to Sagle, Project #: NH-5110 (141), Key #: 8473

Dear Ms. Gwen Smith:

As a State Legislator from North Idaho, I am writing to you regarding the above project and ask that you carefully consider the following:

1. **The proposed frontage right-of-way between railroad right-of-way and the Riley Creek, Chilco mill operations/lumber shipping and storage area is too confined for human safety and facility efficiency;**
2. **State condemnation would be required to proceed with the ITD Preferred Alternative ("Brown Alternative") and would come at significant expense to the State and the taxpayer;**
3. **Funds for road building should be used for road building, not condemnation which is not warranted;**
4. **The "Yellow Alternative" providing an access to the west of the Riley Creek Chilco mill site would be the least costly and most efficient avenue to proceed with this project.**

Riley Creek Lumber Company is a lumber milling company with 3 mills in Idaho, producing over 500 million board feet of lumber, employing approximately 480 people in three (3) counties in Idaho, which are much need jobs for North Idaho. Riley Creek is the largest lumber milling company in Idaho. They are a very important member of our north Idaho community and large contributor to the economy of this region.

The favored "Brown Alternative" provides for a frontage road to be built at the eastern edge of Riley Creek Lumber Company's Chilco sawmill. Under the "Brown Alternative", the

on the east side of the mill without significantly compromising the safety of Riley Creek's employees and interfering with the operations of their plant.

The alternative route for the Chilco section, generally identified as the "Yellow Alternative", could be built in a manner which better provides for public safety, minimizes public expense, and would be supported by Riley Creek. Using the "Yellow Alternative", the Riley Creek property on the west side of the plant could fully accommodate an access route. Riley Creek has indicated its willingness to participate in good faith discussions regarding the establishment a right-of-way on the west side of their property.

I urge you to select and implement the "Yellow Alternative." Please call me with any questions or issues.

Sincerely,

Cc: Kootenai County Commission
Idaho Congressional Delegation
Governor C.L. "Butch" Otter

North Idaho Community Action Network
PO Box 1357 Sandpoint, ID 83864
(208) 263-5281
info@nican.info www.nican.info

February 15, 2007

Pam Golden, P.E.
Idaho Transportation Department
3311 W. State St.
Boise, ID 83707

Transmitted via email – Please acknowledge Receipt

RE: Comments on Draft Environmental Impact Statement for US 95 Garwood to Sagle Project

Dear Ms. Golden,

I am submitting these comments on the on Draft Environmental Impact Statement for US 95 Garwood to Sagle Project ("DEIS") on behalf of the North Idaho Community Action Network (NICAN), a non-profit organization. Among other things NICAN is dedicated to bringing information to the Sandpoint/Bonner County community regarding transportation projects that have the potential to affect the environmental and economic well-being of the community. Participating in the planning processes for these projects provides NICAN with an opportunity to bring the views of our organization and our membership to the attention of federal and state agency decision makers.

We wish to acknowledge that this DEIS is a huge improvement over ITD's efforts to produce National Environmental Policy Act ("NEPA") documentation for the US 95 Sandpoint N-S project (1994 DEIS, 1999 FEIS, 2004 EA). For example we are pleased to see that the foreseeable (at this stage of planning) potential impacts of the project on environmental and cultural factors have been acknowledged and disclosed. The form and content of this DEIS appears to be NEPA compliant (with one exception) and we appreciate the level of detail provided. This project is enormous and hugely complicated due to a variety of factors and we appreciate the effort that has gone into producing a well organized, highly detailed description of the project segments and their impacts on the social and physical environment.

I. The DEIS Alternatives Analysis Should be Expanded

According to the DEIS the only alternatives being considered are several variations on a four-lane, limited access freeway complete with frontage roads and interchanges. The No Action alternative is included for the sake of comparison and in order to satisfy NEPA.

Notwithstanding the rationale in the DEIS for eliminating all but the "freeway" alternatives, we are of the opinion that the feasibility, cost and impacts of at least one non-freeway, four lane alternative should be analyzed and included in the DEIS. Based on the enormous and

significant impacts on natural resources and private property from the freeway alternatives described in the DEIS, we believe it behooves ITD and Federal Highway Administration ("FHWA") to take a hard look at a compromise alternative that would improve safety, expedite traffic while reducing the environmental impacts of the freeway alternatives.

On March 20, 2006 NICAN sent a letter to the District 1 office of the Idaho Transportation Department ("ITD") raising concerns regarding the limited range of alternatives that ITD indicated were being considered at that time for advancement to the DEIS. NICAN's letter suggested that ITD should also consider a four-lane alternative designed to improve safety and expedite traffic by limiting some access. This would be a 'compromise' alternative that falls somewhere between the freeway design concept and the current condition which includes many miles of two-lane highway and unlimited access.

One of the alternatives eliminated from consideration was a four-lane divided highway with at-grade intersections and Type IV Access Control ("4-lane Type IV Alternative"). Type IV design eliminates direct highway access from driveways and limits local road intersections with the highway. The current estimated crash rate (1.16 crashes per million vehicle miles) would be reduced to .89 if this alternative were constructed. DEIS at 2-7. This alternative was eliminated from further consideration because some portions of it would not meet the ITD operational standard of LOS B by 2030. Id. Of the non-freeway alternatives described in the DEIS this alternative appears to come the closest to meeting the purpose and need of the project while potentially reducing the size of the highway footprint, which would reduce the costs associated with the freeway concept.

In order for this alternative to reduce the enormous impacts on the social and physical environment from the freeway alternatives, the 4-lane Type IV Alternative would have to be restricted as much as possible to the existing Hwy 95 right-of-way. The highway could be "divided" by placement of a median barrier between the north and south bound lanes. Perhaps the highway configuration designed for the Wetland Areas (Figure 5, DEIS at 9) included in the freeway alternatives could be utilized for the entire project. This would reduce the footprint of the highway by some 60 feet for the many miles of highway that are designed to have a 50 foot median.

The width of the typical footprint of the freeway design is 360 feet (Figure 4 Typical Sections, DEIS at 9) where there is a 50 foot median, a bike path and frontage roads on both sides of the freeway. Where the railroad is adjacent the footprint increases by an additional 270 to 360 feet. Figure 5, DEIS at 9.

In scoping comments for the project dated July 19, 2005, the EPA estimated that the facility could be 1,090 feet wide. The EPA comments go on to state:

> The corridor width added with edge and near roadway effects could result in substantial ecological and human health effects. The facility would create an unusually wide ecological barrier, affecting species movement and natural ecological processes. Wetland impacts alone are projected to be 80 to 100 acres. ... Consequently, we recommend that there be more work to develop alternatives that address the width and barrier effects of the project, impacts to aquatic resources, air

> emissions and travel demand, while maximizing the use of existing infrastructure and right-of-way.

EPA Scoping comments at 3, DEIS Appendix E.

Clearly a compromise alternative needs to be developed in order to look at the relative benefits and costs associated with confining the facility more closely to the existing narrower right-of-way. Such an alternative would no doubt reduce the impacts to wetlands, etc that are anticipated for the freeway alternatives and address the concerns raised by EPA.

We realize that undertaking a full analysis of an additional alternative would require more time and money. However, in order to be in compliance with NEPA the DEIS must include a sufficiently wide range of alternatives. By excluding all but the freeway alternatives from consideration ITD fails to meet that mandate.

We ask ITD to provide a cost-benefit ratio for at least one other alternative (preferably the 4-lane Type IV Alternative) for the purpose of comparison. Costs should include impacts on wildlife habitat, forest and grasslands, water quality, wetlands, floodplain and riparian acres, private property (encroachments that will impact residents and business) as well as estimates for right of way acquisition and construction costs.

The DEIS relies on crash rate estimates for various road types in the ITD Safety Evaluation Instruction Manual (ITD 2002) to determine the relative safety of alternatives. Table 2-1, DEIS at 2-5. Site specific accident data for the project area is no doubt available and could be useful in designing a four-lane non-freeway alternative.

Highway 95 between Coeur d'Alene and Sandpoint has in the past been recognized as one of the most accident prone sections of highway 95 in Idaho. Accident data information would be useful in identifying the most accident prone highway segments within the project area. This information could be used to determine where the greatest improvement in safety could be achieved by eliminating or altering the current type of access or highway capacity/design in a non-freeway alternative. Perhaps the potential crash rating for a four-lane highway could be reduced below the rating for a 4-lane Type IV highway in Table 2-1 to more closely approximate the Four-lane Divided Freeway crash rate of .60 per million vehicle miles. Id.

II. The Cost of the Freeway Alternatives

The DEIS estimates that the freeway alternatives will eliminate between 89.9 and 103.5 acres of wetlands (depending on alternative); displace 68 to 77 residences; displace 25 to 41 businesses; impact between 637 and 769 acres of grasslands; impact between 558 and 693 acres of forest lands; impact between 77 and 86 acres of riparian area; and impact between 71 and 88.8 acres of floodplain. Table 2-5, DEIS at 2-46. These are costs.

The costs of acquiring the right of way range from $48.8 million to $50.6 million depending on the alternative. Id. The cost of construction has been estimated at around $324 million.

As a practical matter, we wonder when and if there will be funding available to construct the Garwood to Sagle Highway 95 improvement project. Back in March 2006 the Idaho Legislature proposed a severe cut in funding for the Garwood to Sagle highway project. Funding was going to be cut from $130.4 million to a mere $6.8 million for fiscal years 2006-2008. Due to pressure from the Governor and local lawmakers, the legislature re-allocated $35 million for the project.

The Garwood to Sagle project will be funded via the GARVEE bonding process. According to the Fiscal Year 2007-2011 State Transportation Improvement Program document, the legislation that authorized the use of GARVEE bonds to fund transportation projects requires annual requests for bonding authority to be included as a separate item in ITD's annual budget requests to the Idaho legislature. They are subject to legislative approval. There has been considerable grumbling in the legislature about the fact that the GARVEE bonding appears to be tying up transportation funds for non-GARVEE projects. Thus future funding for construction of the project is uncertain.

Furthermore, construction of several transportation projects in the vicinity of Sandpoint has been postponed indefinitely due to the increase in costs of construction materials (cement, steel, etc.) and a reduction in federal funding. This is another reason it would be expedient to develop an alternative that would cost less in terms of dollars, as well as environmental impacts.

III. Mitigation – Wildlife Crossings

We are pleased to see that mitigation for the adverse effects of the action alternatives on wildlife movement will be included in final project design. DEIS at 4-91 - 4-93. Studies were conducted to determine where wildlife mortalities are highest along the highway corridor and the elk migration route identified by Idaho Fish and Game (see comment letter dated July 27, 2005, DEIS Appendix E) has also been taken into consideration in the initial identification of potential wildlife crossing structures. The DEIS indicates that ITD will continue ongoing wildlife movement studies focusing on, but not limited to the areas that have been identified as crossing locations. We hope that this type of mitigation does not get eliminated due to cost constraints or other factors as project design proceeds.

This concludes our comments on the Garwood to Sagle DEIS. Unfortunately, due to time constraints we are unable to cover the myriad of additional issues associated with the project included in the DEIS that are equally important. Please let us know if the comment deadline for this DEIS is extended.

Thank you for the opportunity to comment.

Regards,

/signed/

Liz Sedler, Executive Director, NICAN

136a

March 5, 2007

Ms. Pam Golden, P.E.
Idaho Transportation Department
3311 W. State Street
Boise, ID 83707

Dear Pam:

REFERENCE: US-95 GARWOOD TO SAGLE DRAFT EIS

We have reviewed the US-95 Garwood to Sagle Draft Environmental Impact Statement describing the proposed improvements to restructure the existing predominantly two-lane highway to a four-land divided freeway with full access control. Access to the highway would be at interchange ramps only and frontage roads would provide local access. We have most closely reviewed Chapter 3, Affected Environment and Chapter 4, Environmental Consequences and have the following comments.

Alternatives

It appears that some of the figures in the *Area Effects* tables are inaccurate (e.g., Forest Lands), particularly the Granite/Careywood and Cocolalla/Westmond tables. For example, Table 2.8 shows that 136 acres of forested habitat would be affected if the Yellow alternative is selected and 163 acres if the Brown alternative is selected. However, when reviewing Figures 2-13 and 2-14, it appears that these two alternatives will affect approximately the same amount of forested habitat. Additionally, it appears that the Blue alternative (16.3 acres) would affect more acres of wetlands than the Brown alternative (25.0 acres). We recommend that the *Area Effects* tables be reviewed for accuracy and corrected as necessary.

Chilco

The three alternatives in this section are fairly similar; interchange locations and frontage roads are slightly different. Tracking information and crash data indicate more animals cross Highway 95 between MP 443 and MP 445, which is north of the Chilco mill, than the immediate surrounding area. Although the alternatives are similar, we believe the Brown alternative will have the least impact on wildlife and recommend further study to determine type and detail of wildlife crossing structure proposed for this area.

Athol

This section of highway results in habitat that is somewhat fragmented, and will have a greater degree of fragmentation once the highway improvements are complete (with any of the three alternatives). In terms of fish and wildlife, there isn't one alternative that stands apart from the others; however, if the Brown alternative is advanced, it appears that the options for locating wildlife crossing structures (i.e., between MP 443 and MP 445) may be reduced to locations between MP 443 and MP 444 (possibly MP 444.5). By moving the highway east of its current location, beginning immediately south of MP 445, the current forested habitat would be removed, thus reducing the area available for crossing structures.

Granite/Careywood

The Kelso Lake area (MP 450 – MP 453) appears to be another location where higher numbers of animals cross the highway when compared with the immediate surrounding area. Although the alternatives are similar, we believe the Brown alternative will have the least impact on wildlife and recommend further study to determine type and detail of the wildlife crossing structure(s) proposed for this area.

Cocolalla/Westmond

A large amount of wetlands will be affected in this area and the preferred (Brown) alternative will also affect Fish Creek. To reduce the impacts, we suggest the ITD consider removing the interchange at MP 460/461, which is about three and half miles north of a proposed interchange (MP 456.5) near Black Tail Road and about three to four miles south of an interchanged proposed at MP 464.

Sagle

This section is highly fragmented and in terms of fish and wildlife, there isn't one alternative that stands apart from the others; however, it appears that the Blue alternative may generate greater fragmentation, as opposed to either of the other options, over the long-term, by moving the highway north of the current location. It is highly likely that new businesses will be created along the new corridor, and established businesses along the current highway corridor, will remain viable. This would create a much broader developed corridor than what currently exists, or if either the Yellow or Brown alternatives were advanced.

General Comments

There are several references in the text to IDFG (e.g., IDFG, 2004; IDFG, 2004a); however, in the *List of Sources/Documents* there are no references for IDFG.

Chapter 3

3-83. Wildlife Populations.

- *Dendragapus obscurus* – blue grouse (forest grouse is a general term for several species of grouse) are unlikely to be found in the project area; however, ruffed grouse (*Bonasa umbellus*) likely occur here. Additionally, grouse are not considered Big Game animals; they are classified as upland game birds. *Obscurus* is spelled incorrectly.
- Pheasant are not considered Big Game animals; they are classified as upland game birds.
- Mule deer rarely occur in the project area.
- Mountain lions are not Non-Game, they are considered Big Game.
- Bobcats are not Non-Game, they are considered Furbearers.
- Coyotes are not Non-Game, they are considered Predators.
- Opossum are not found in northern Idaho.

3-84. Wildlife Populations con't

- Redband trout do not occur in the project area.
- Bridgelip suckers and redband trout are not found in Cocolalla Lake.
- Idaho Conservation Data Center (ICDC) is used as a reference (ICDC, 2004) for the fish species listed in Cocolalla Lake. The ICDC does not track fish species; Idaho Fish and Wildlife Information System (IFWIS) tracks fish species. Additionally, ICDC keeps records of special status species such as those listed in the following section, Sensitive Species, not common species such as brook trout or black crappie.
- It is highly improbable that wolverines would be found in the hills around Sagle.

3-85. Wildlife Movements

- This section is lacking references.

3-87. Threatened and Endangered Species – Listed Species

- Bull Trout. Idaho CDC does not maintain records on fish (see third bullet under 3-84 above)
- Canada Lynx. Canada lynx prefer older, mature forests with downed trees and windfalls that provide cover for denning sites, escape, and protection from severe weather. Snowshoe hare, their primary prey, prefer dense thickets of younger trees and shrubs. In our area they are most typically found at higher elevations in spruce/fir forests.

3-88. Threatened and Endangered Species – Listed Species con't

- Woodland Caribou. USFWS, 1993 is not in the List of Sources/Documents section. Additionally, it is highly unlikely that woodland caribou would be found in this location.

Chapter 4

4-87. Wildlife and Vegetation Effects

- There are several references, starting on page 4-87, to "urban and rural wildlife species." Individuals and populations of wildlife species may inhabit urban and/or rural areas, but there are no urban or rural wildlife species. This reference should be removed.
- Appendix D – Typical Animal Species Expected To Be Found Within The Corridor. There are several entries that are inaccurate; for example, redband trout are not native to, nor are they known to inhabit the project area.

4-89. Wildlife and Vegetation Effects con't

- Species of Special Concern (in DEIS text as "State sensitive species") are not determined by ICDC. IDFG defines and classifies State threatened and endangered species, similarly to the Federal definition, and Species of Special Concern that are defined as native and have experienced a drop in number, have limited distribution, or reduced populations due to habitat loss. The sentence should be removed.
- The northern leopard frog is considered a Protected Nongame species that has a Statewide Imperiled (S2) designation. Prior to 1955 the species was found in the Kootenai, Pend Oreille, and Clark Fork rivers; however, populations may no longer persist in this region.

4-90. Wildlife and Vegetation Effects con't

- It is highly improbable that wolverines would be found in the Sagle area. None of the alternatives described in the DEIS are expected to have an effect on wolverines.

4-91/93. Mitigation – Wildlife Movements

- Fish Passage. Some streams in the project area (e.g., Cocolalla, Westmond, Fish) are fish bearing streams; this section provides negligible information concerning fish passage design(s) and potential mitigation requirements. Additionally, Figure 4-2 indicates that these creek crossings may be utilized for wildlife crossings as well. We would be interested in reviewing design detail if/when the information is available.
- Wetlands. The Conceptual Wetland Mitigation Plan was not included in the DEIS. A significant number of wetland areas will be affected by the project, thus it is important that mitigation obligations and measures be clearly articulated.

- Crossing data. From the limited amount of data collected (winters 2004-05, 2005-06) during snowtracking efforts, the most prominent crossing areas appear to be between the Chilco Mill and Silverwood Theme Park and between the Kootenai-Bonner County line and the Granite Lake creek.
- Roadkill data (1999-2003) indicates that the highest number of incidences occurred in the vicinity of mileposts 436 (south of project area), 447 (just north of Silverwood Theme Park), and at the northern terminus of the project.
- IDFG believes that rigorous monitoring of all mitigation projects is critical – not only for wetland restoration, but for every element of the mitigation project including monitoring the effectiveness and use of passageways by various wildlife. Comprehensive and rigorous monitoring is necessary not only for evaluating the effectiveness of the activities proposed for this highway construction project, but also for identifying suitable methodology for future projects. We encourage you develop and implement a comprehensive and long-term (15 years) monitoring plan for this project.

Taken as a whole, it appears that the Brown alternative will have the least impact on fish and wildlife, particularly if our above comments are incorporated into the plans. The text suggests, in Chapter 4, that detailed mitigation designs are discussed in Chapter 11; however, Chapter 11 discusses general considerations and does not provide detailed designs. The text in Chapter 11 indicates that during the preliminary and final design phases detailed mitigation plans would be produced. We are interested in reviewing these detailed plans as they are developed and when they are complete.

Thank you again for the opportunity to comment.

Sincerely,

Charles "Chip" E. Corsi
Regional Supervisor

CEC:MTB:kh

C: Tracey Trent, NRPB Boise
Don Davis, ITD CdA

File: ITD Garwood2Sagle DEIS

The following are comments received after the end of the February 15, 2007 DEIS comment period.

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 2 0 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: GLEN E. EICH

Address: The View Cafe (Mile Post 462 N. Hwy. 95)

City and State: COCOLALLA Ida. 83813

Continue with turning Center lane left and right (example mile post 465 N. and 468 N.)

Put a merge lane North And South as needed or all the way.

NOTE = Garwood TO Sagle is a Safe Highway at 65 mph.

Thank You

Signature: Glen C Eich

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 2 0 2007

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: Roy & Leola Hall

Address: P.O. Box 717

City and State: Hayden, ID 83835

We appreciate that you have showed us the plans to improve our section of US 95; that congestion will be relieved, and safety bettered. Living just off Chilco Road, however we feel that the blue alternative is better, with less disruption of properties, and that Chilco Road itself will become less of a thoroughfare. Another modification we would like to see is the yellow alternative for logging trucks going into and coming out of the Riley Creek Mill. We'd like to see the logging and lumber trucks, with their speed, loads, and engine brakes take a "back way into the mill", and have their own road for that purpose. With proper signage, this should not be a problem; the trucks will be directed away from residents here.

Signature: Roy Hall

Fax 3348563

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

LEAVE TESTIMONY OR MAIL TO:

Idaho Transportation Department
Attn: Public Involvement Coordinator
P.O. Box 7129
Boise, ID 83707-1129

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Testimony received by **February 15, 2007**, will become part of the public record for this project.

The following testimony is submitted by

Name: Hayden Chamber of Commerce

Address:

City and State: Hayden, Idaho

The Hayden Chamber of Commerce enthusiastically supports all roadway improvements to U.S. 95 that leads to improved safety for the traveling public, improved commerce, and enjoyable transit for visitors, tourists, and newcomers.

Signature:

1807

IDAHO TRANSPORTATION DEPARTMENT
TESTIMONY FORM

FEB 2 0 2007

LEAVE TESTIMONY OR MAIL TO:	
Idaho Transportation Department **Attn: Public Involvement Coordinator** **P.O. Box 7129** **Boise, ID 83707-1129**	**U.S. 95, Garwood to Sagle** **Project Number: NH-5110(141)** **Key Number: 8473**

Testimony submitted by **February 15, 2007,** will become part of the public record for this project.

The following testimony is submitted by

Name: ~~Kootenai Properties, Inc Sherman Dionne, V P~~

Address: East 1647 Miles Ave

City and State: Hayden, Idaho 83835

Our recommendation for the choice of the three alternative routes would be the Brown route thus facilitating a smoother traffic flow from the south on Highway 95.

Signature: Sherman Dionne

Vice President Kootenai Properties, inc.

U.S. 95, Garwood to Sagle
Project Number: NH-5110(141)
Key Number: 8473

Project team members:

Scott Stokes	District 1 Engineer
Andrea Storjohann	District 1 Asst. District Engineer
Jim Roletto	District 1 Asst. District Engineer
Don Davis	District 1 Project Manager
Barbara Babic	District 1 Public Involvement Coordinator
Susan Kiebert	Transportation Info Office - WGI
Julie Bishop	Transportation Info Office - WGI
Deidra Lockhart	GARVEE Office Communications
Pam Golden	GARVEE Office – Staff Engineer
Lori Isenberg	Public Involvement Consultant
Ron Harvey	District 1 Right of Way Supervisor
Dick Jacobson	Connecting Idaho Partners
John Slonaker	Connecting Idaho Partners – R of W
Greg Holder	David Evans and Assoc.
Lou Krug	HDR Project Manager
Michelle Anderson	Anderson Consulting – Envir. Planner
Vickie Jewell-Guerra	ITD Headquarters Environmental
Gwen Smith	ITD Public Involvement Coordinator
Nancy Becker	ITD Hearing Officer
Judie Cahoon	ITD Hearing Officer
David Armes	David Evans and Assoc. Engineer
Denna Grangaard	Davod Evams amd Associates
Todd Johnson	HDR Consulting - Engineer

Appendix K. Right-of-Way Acquisition and Affected Existing Land

Included

Right-of-Way Acquisition and Affected Existing Land

ALTERNATIVE	EXISTING LAND USE TO BE ACQUIRED FOR RIGHT-OF-WAY (acres)									Total Affected Land (acres)
		RURAL			URBAN					
	Agricultural	Residential	Commercial/ Industrial	Other-Private	Residential	Commercial/ Industrial	Other/ Private	Forested Timber	Public	
Chilco Yellow	18	16	27	42	0	4	0	46	8	163
Chilco Blue	16	23	10	44	0	4	0	30	2	130
Chilco Brown	18	19	16	51	0	4	0	47	9	165
Chilco Modified Brown	13	18	17	47	0	3	0	39	14	151
Athol Yellow	55	27	5	62	5	1	0	26	1	183
Athol Blue	0	26	10	109	3	1	4	21	8	183
Athol Brown	64	51	5	51	1	0	0	55	2	230
Athol Modified Brown	57	24	8	80	1	0	0	31	5	207
Granite/Careywood Yellow	71	34	0	70	2	0	4	41	0	221
Granite/Careywood Blue	70	34	0	81	2	0	4	75	0	265
Granite/Careywood Brown	78	44	1	84	2	0	4	65	0	278
Granite/Careywood Modified Brown	69	39	0	88	2	0	4	58	0	259
Cocolalla Yellow	85	42	1	31	0	0	0	10	0	168
Cocolalla Blue	97	44	1	36	0	0	0	25	0	202
Cocolalla Brown	81	42	1	32	0	0	0	10	0	165
Cocolalla Modified Brown	80	43	1	24	0	0	0	17	0	164
Westmond Yellow	2	27	26	15	1	5	1	2	0	80
Westmond Blue	5	35	6	31	0	0	0	14	0	92
Westmond Brown	5	35	6	31	0	0	0	14	0	92
Westmond Modified Brown	5	35	6	31	0	0	0	14	0	92
Sagle Yellow Option 3	6	32	12	33	1	6	3	21	0	114
Sagle Yellow Option 4	19	38	14	43	1	4	5	22	0	145
Sagle Yellow Option 5	10	31	13	40	1	9	7	21	0	132
Sagle Blue	24	36	10	37	0	1	0	42	0	150
Sagle Brown	25	46	13	51	1	4	5	23	0	168
Sagle Modified Brown	11	47	14	52	1	4	6	21	0	155
TOTALS										
Yellow Option 3	237	178	71	253	9	16	8	146	9	1083
Yellow Option 4	250	184	73	263	9	14	10	147	9	959
Yellow Option 5	228	171	70	250	9	21	10	145	9	913
Blue	212	198	37	338	5	6	8	207	10	1021
Brown	271	237	42	300	4	8	9	214	11	1096
Modified Brown	235	206	46	322	4	7	10	180	19	1029

Note: Acreage does not include wetland mitigation sites.

Appendix L. Draft Environmental Impact Statement Reevaluation

Included

DRAFT ENVIRONMENTAL IMPACT STATEMENT REEVALUATION

US-95, GARWOOD TO SAGLE ENVIRONEMNTAL IMPACT STATEMENT

FHWA-ID-EIS-06-F; ITD Key 9779

KOOTENAI AND BONNER COUNTIES, IDAHO

Introduction

Since the Draft Environmental Impact Statement (DEIS) was issued on December 22, 2006, more than three years have elapsed triggering the need for a reevaluation of the DEIS for the US-95, Garwood to Sagle project to determine whether or not to supplement the DEIS. This reevaluation was prepared in accordance with Federal Highway Administration (FHWA) regulations [23 CFR part 771.129(a)], FHWA Technical Advisory TA 6640.8A, and the National Environmental Policy Act regulations [40 CFR 1500, et seq.].

During preparation of the Final Environmental Impact Statement (FEIS), pertinent regulations and guidance were reviewed; baseline data were reviewed to determine if resource conditions have changed since the DEIS analysis was conducted, and the resource analyses were reviewed to determine if there are substantial changes to the project effects or if there was new information or circumstances relevant to environmental concerns. The results of the review and reevaluation are summarized in Table 1, *DEIS Reevaluation Process* and are described in the respective resource sections of the FEIS.

Since publication of the DEIS, on-going studies and coordination have been conducted and the Preferred Alternative that was identified in the DEIS has been further refined to address public and agency comments, to minimize environmental effects, and to develop mitigation measures. In the FEIS, the Modified Brown Alternative is identified as the Preferred Alternative.

Information regarding the effects of the Modified Brown Alternative in all geographic areas and the revised effects of the Yellow Alternative in the Granite/Careywood Area were added to respective sections of the FEIS. The Modified Brown Alternative is primarily a modification of the Brown Alternative that was described in the DEIS, but also includes some elements of the Yellow and Blue alternatives as well as alignment refinements. The changes that were made to the Brown Alternative to develop the Modified Brown Alternative are listed below.

- Shifted the State Highway (SH)-53 interchange approximately 600 feet north of the location of the Brown Alternative shown in the DEIS
- Realigned the west frontage road behind and west of the Chilco Mill to an alignment that is similar to the alignment in the Yellow Alternative
- Realigned the freeway and frontage road through the Silverwood Theme Park area to be similar to the Yellow Alternative alignment
- Incorporated the interchange location near Bayview Road rather than near Blacktail Road (similar to what was shown for the Yellow and Blue alternatives in the DEIS)

- The Careywood west frontage road was shifted further to the east to be adjacent to the railroad right-of-way
- The South Gun Club interchange was shifted approximately 1,200 feet north and shifted slightly to the east in the Sagle Area
- Eliminated an overpass near Davis Road in the Sagle Area
- Eliminated an underpass and closed an at-grade railroad crossing near Ivy Drive in the Sagle Area
- Eliminated the utility corridor on the west side of the freeway west of the railroad in the Granite/Careywood and Cocolalla areas (approximately MP 456 to MP 459)
- The Cocolalla east frontage road near Southside School was shifted east to minimize effects to the floodplain
- Modified the frontage road configurations at Ohio Match, Garwood and Monarch roads

Finding

The reevaluation concluded that no changes to the alternatives, new information, or circumstances existed which resulted in significant environmental effects that had not yet been evaluated. As such, FHWA concluded that no supplement to the DEIS was needed.

Table 1. DEIS Reevaluation Process

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
Traffic and Transportation Networks	Regulations and Guidance	Investigated ITD and FHWA guidance on FHWA Environmental Toolkit[1] for changes to traffic regulations or analysis methodology.	N/A	No change. AASHTO Policy of Geometric Design from 2004 is still the current edition.
	Affected Environment	Original traffic data was from 1997 to 2004. Reevaluated average daily traffic (ADTs), crash data and verified no change in traffic patterns and trends in 2007 and 2009 based on 2006 and 2008 data respectively. Evaluated if there were changes in traffic due to area road improvements in 2005 and 2006 and rise in gas prices.	Chapter 1; FEIS Section 3.1; Addenda to Traffic Analysis Technical Report	No substantial change in traffic data or changes in traffic patterns and trends. Updated traffic information with 2006 data. Added discussion about road improvements in 2005 and 2006. The northern limit of the project's logical termini ties into the southern termini of the Sandpoint North and South project. The US-95, Garwood to Sagle project matches the number of lanes and alignment of the concept level design in the Sandpoint North and South EIS. The southern terminus of the US-95, Garwood to Sagle project exactly matches the configuration of the Wyoming to Ohio Match Road project. The first phase of that project, SH-53 to Ohio Match Road, is already constructed and the second phase, SH-53 to Wyoming Avenue, will begin construction in 2010.

[1] *FHWA Environmental Toolkit is the official FHWA website with the most updated applicable Acts, laws regulations and guidance.* http://environment.fhwa.dot.gov/index.asp.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
	Environmental Consequences	Completed traffic safety and operations analysis of phasing in 2007 and updated it again in 2008 and 2009. Updated LOS and Safety projections to be current as of 2008.	Chapter 1; Chapter 2, Section 2.1; Chapter 11 and Addenda to Traffic Analysis Technical Report	Traffic safety and operations would not substantially change due to the changed construction phasing or changes to existing conditions. Since the highways at the northern and southern termini of the project match the lane numbers and configurations of the US-95, Garwood to Sagle project, there would be no changes to the safety and operations and transitions to the existing facilities. Refined the description of the bicycle/pedestrian facilities through the corridor to indicate they could be either within the US-95 right-of-way or on frontage roads as a shared use lane.
Land use	Regulations and Guidance	Reviewed land use plans to determine if they were updated since DEIS was published. Updated description of Statewide Transportation Improvement Program (STIP) information and reviewed status of Bonner and Kootenai county Comprehensive Plan developments.	3.2 and 4.2	No substantial changes in regulations that change effects. Initial construction phases are in 2009-2013 STIP. Bonner County updated and adopted a new comprehensive plan in December 2005. Kootenai County is in the process of updating their Comprehensive Plan. The project is still consistent with the revised plans and pending updates.
	Affected Environment	Utilized more refined land use GIS data for the analysis of effects. Bonner County had reclassified land use categories with its update of parcel data in 2009. Interviewed ITD Transportation Planner to determine the status of Sagle Water and Sewer water mains and distribution line construction. Reviewed the updated Bonner County Comprehensive Plan Map for substantial changes in the corridor.	3.2	No substantial changes to affected environment. Minimal changes to land use acreages in Bonner and Kootenai counties due to changes in parcel data and comprehensive plan map changes. Updated FEIS text to reflect land use changes in the corridor and that Sagle Water and Sewer constructed their water mains and distribution system. ITD coordinated with utility companies during FEIS and DEIS on utility locations to minimize relocations.
	Environmental Consequences	Utilized updated land use data for impact analyses. Reviewed comprehensive plan map update for Bonner County along corridor.	4.2	No substantial changes to effects. Changes to affected acreages of different land use categories are minimal and do not result in substantial changes to effects.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
Recreation	Regulations and Guidance	Evaluated changes to the Athol, Kootenai and Bonner county recreation/park plans in 2010. Contacted Idaho Parks and Recreation for new listings of parks/recreation lands in 2010. Reviewed websites for Idaho Parks and Recreation, Athol, Kootenai County, Bonner County and NPS for newly listed parks in 2010. Reviewed most updated parcel information for new publicly owned land in 2009. Also evaluated if there were updated bicycle/pedestrian plans for Kootenai and Bonner counties in 2010. Reviewed to see if there were more updated management plans for recreation lands that could be impacted (2010).	3.2	No substantial changes to effects. Farragut Recreational Trail/Spur was determined to have de minimis impact as a historic resource in the DEIS, and was also described as an affected recreational resource and 4(f) resource but was not evaluated as a recreational resource under 4(f). There has been coordination for de minimis impact for recreation trails in accordance with the new 4(f) rule [23 CFR 774]. Bonner County is in the process of updating their trails plan.
	Affected Environment	Evaluated whether recreational facilities described in the DEIS are still operating. Reviewed information to determine if there are new 6(f) or 4(f) properties. Contacted Idaho Parks and Recreation (Kathy Muir) to determine if there were new 6(f) lands in corridor. Reviewed Kootenai and Bonner county facilities (2010) lists and maps for new or proposed recreational facilities for new Section 4(f) resources.	3.2	Farragut Recreational Trail is an unimproved recreational trail that is a Section 4(f) resource. Added more discussion about Farragut Recreational Trail ownership into Section 3.2.3. The Hoodoo Rest Area was owned by ITD but has been transferred to Idaho Parks and Recreation and is now a 6(f) land. Also added Farragut State Park, Round Lake Park, and Hoodoo Rest Area as Section 6(f) lands in the project area. Rimrock Golf Course is closed.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
	Environmental Consequences	Described effects to Farragut Recreational Trail and proposed mitigation in more detail. Completed additional coordination with National Park Service (NPS) and Kootenai County regarding effects to the Farragut Recreational Trail and required mitigation.	4.2; Appendix A	Effects to the Farragut Recreational Trail are unchanged from the DEIS but additional detail is added regarding effects, coordination with NPS and Kootenai County, de minimis documentation and the description of mitigation. A letter from Kootenai County concurring with the de minimis finding for the Farragut Recreation Trail was received. NPS letter giving their opinion regarding compliance with the deed of conveyance and proposed mitigation is provided. Added detail regarding use of frontage roads or freeway right-of-way for bicycle/pedestrian path or shared use lanes. The Hoodoo Rest Area, a 6(f) land, would be affected by the Blue Alternative. It would not be affected by the Modified Brown Alternative or the other alternatives. No effects to the other newly identified 6(f) lands are anticipated.
Prime Farmland	Regulations and Guidance	Coordinated with USDA NRCS for changes to process. New USDA form required for Prime Farmland conversion.	3.3; Appendix B	No substantial change. New USDA form was used.
	Affected Environment	Coordinated with NRCS staff in 2005, 2007 and 2009 to reevaluate farmland present in corridor. Completed new USDA form (Farmland Conversion Impact Rating for Corridor Type Projects) in 2009. In 2010 also reviewed the revised Bonner County Comprehensive Plan maps to identify if there were changes along the corridor for the Prime Farmlands identified by NRCS.	3.3	No substantial changes to affected farmland. Modified how farmland information is described and displayed in the FEIS Section 3.3.

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	Environmental Consequences	Effects from each alternative were assessed by NRCS in 2005, 2007 and 2009.	4.3	No substantial change to effects. Updated acres of farmland effects; however, it is still not significant.
Social	Regulations and Guidance	Reviewed FHWA Environmental Review Toolkit for additional regulations and guidance for evaluating social effects.	3.4	No substantial change. Added that Functional Replacement of Real Property in Public Ownership [23 CFR 710.509] allows public facilities that are publicly owned, including land and/or facilities which would be acquired under a federal-aid highway project, to be functionally replaced.
	Affected Environment	Reevaluated Kootenai and Bonner county parcel data (2009), used most current available aerial photos (2006 NAIP) to update residential information. In 2007, 2009 and 2010 accessed American Fact Finder reports that are updated with American Community Survey to verify that there have been no substantial changes. New vacant rental data and demographic data will not be available until the 2010 census is complete.	3.4	No substantial changes to affected environment. Household income and minority percentages were not substantially different from DEIS data (2003). There was less that 1 percent change between 2003 and 2010. The population growth rates are consistent with the DEIS which assumed a 2 percent straight line projection over 30 years.
	Environmental Consequences	Reevaluated residential displacements based on revised alignments, updated parcel data from 2009, and more recent aerial photo data from 2006. In 2009 interviewed local agencies, conducted a survey and conducted a windshield survey to determine if there are recent or proposed developments or anticipated land use changes that should be considered in the effect analysis.	4.4	No substantial change to effects. Recalculations of household and business displacements resulted in small differences due to updated parcel information and newer aerial photos. Final displacements/acquisitions will be determined during final design and will consider design refinements, access and other factors. Added that Functional Replacement of Real Property in Public Ownership [23 CFR 710.509] allows public facilities that are publicly owned including land and/or facilities which would be acquired under a federal-aid highway project, to be functionally replaced.

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Environmental Justice	Regulations and Guidance	Reviewed EPA and FHWA Environmental Toolkit for updates in 2010 EO 12898 and guidance for Environmental Justice implementation.	3.4	No change.
	Affected Environment	Reviewed demographic data in DEIS. Used American Fact Finder to access current demographic reports based on American Community Survey. Reviewed Census data and American Community Survey Reports to identify changes. Visual surveys and updates from the American Community Survey Reports were used to identify changes to low income populations. Reevaluated Kootenai and Bonner county parcel data (2009), used most current available aerial photos (2006 NAIP) to update residential information. In 2007, 2009 and 2010 accessed American Fact Finder reports that are updated with American Community Survey to verify that there have been no substantial changes. New vacant rental data and demographic data will not be available until the 2010 census is complete.	3.4	No substantial changes to affected environment. Less than 1 percent increase in minority populations based on comparing DEIS percentages with American Fact Finder reports accessed in 2010. There are still no identifiable minority populations. No substantial change to existing community resources.
	Environmental Consequences	Based on updated demographic reports in 2010 evaluated if the Modified Brown Alternative would affect low income populations differently.	4.4.5	No substantial change to effects. The Modified Brown Alternative would shift the North Gun Club Road interchange further north to minimize wetland effects but would not disproportionately adversely affect low income populations.

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Economics	Regulations and Guidance	Reviewed ITD and FHWA Environmental Toolkit websites in 2010 for changes or updates to the FHWA or ITD guidance (TA 6680.8A) for economic analysis.	3.5	No change.
	Affected Environment	Reevaluated Kootenai and Bonner county parcel data that was updated in 2009 and used the most current available aerial photos from 2006 to update business displacement information. Between the DEIS and FEIS, completed a windshield survey of the corridor and interviewed the ITD Transportation Planner in 2010 to determine if there were any substantial changes to businesses, planned developments or utilities.	3.5	No substantial changes to affected businesses, employment or economic base in project corridor. All of the major businesses and employers are still operating. There were minor changes to businesses: the Quilt Shop in Athol was closed but was replaced with a beauty salon. The Cocolalla Café was closed temporarily but is now under new ownership. The Rimrock Golf Course and the Garwood Saloon were closed. There were no changes that substantially affect the economic base or employment.
	Environmental Consequences	Employment and business relocations were updated based on more current parcel information and aerial photos. Reviewed whether changes to the affected environment would result in substantial changes to environmental consequences.	4.5	No substantial changes to effects. The displaced public facilities would be replaced and no jobs would be lost. The Garwood Saloon was considered a displacement in the DEIS and is now closed. The Rimrock Golf Course was considered a partial displacement in the DEIS and is now closed which is a change but based on the size of the project, this is not a substantial change. The Modified Brown Alternative would displace six (6) more businesses compared to the Brown alternative due to displacement of the Garwood Fire Station and the closed Rimrock Golf course; however, the Garwood Fire Station will not result in job loss as it would be replaced in the immediate area. The Rimrock Golf Course had approximately three employees.

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Air Quality	Regulations and Guidance	Evaluated if there were updated EPA, FHWA and ITD Air Quality regulations and guidance. Added information about EPA's Control of Hazardous Air Pollutant from Mobile Sources (2007), ITD's new Air Quality Policy (2007), and FHWA interim guidance on MSAT (2009)	3.6	No substantial changes. Changes to Idaho Air Quality Regulations; IDAPA 58.01.01, Rules of the Department of Environmental Quality and IDAPA 58.01.01, and Rules for the Control of Air Pollution in Idaho. The project analysis is consistent with the new policies and guidance.
	Affected Environment	Accessed EPA's website for status of attainment for PM10, CO and ozone.	3.6	No change to status of air quality. Area is still in attainment.
	Environmental Consequences	Evaluated effects of alternatives based on updated ITD air quality policy and new MSAT guidance.	4.6	No change to effects. The project effects would be in compliance with the new IDAPA regulations with implementation of ITD Standard Specifications. The project has a low potential for MSAT effects and a qualitative analysis was added to the FEIS.
Noise	Regulations and Guidance	Reviewed FHWA Environmental Toolkit and ITD Environmental Process Manual in 2009 for new Noise Policies and Procedures.	3.7 and 4.7	No substantial change to regulations. Guidance from ITD resulted in more documentation for 2D screening. Notice has been given regarding proposed rule changes for FHWA Noise policies but no changes have occurred yet. 23 CFR 772 is still current. Reanalyzed noise effects and abatement for Preferred Alternative in 2009.
	Affected Environment	Confirmed that land uses and traffic volumes have not changed substantially since the DEIS.	3.7	No substantial change to affected environment. Updated receptors present but were considered in the updated Noise analysis in 2009.

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	Environmental Consequences	Modified the 2D screening noise analysis to include more documentation and to include additional frontage roads for Modified Brown Alternative. Updated noise maps, cost/benefit calculations for benefited residences and abatement. Held public meeting with affected residents. Updated 3D analysis with changes to Modified Brown Alternative.	4.7	No substantial change. Traffic volumes would have to increase by a substantial percentage in order to result in additional noise impacts. A greater number of noise affected residences were identified as a result of applying enhanced screening to include effects of frontage roads. Enhanced 2D screening analysis confirmed locations for more detailed 3D effect and abatement analysis performed for the FEIS. Completed cost/benefit analysis for areas identified in the FEIS where density of affected properties provided potential for reasonable and feasible noise abatement that could meet the requirements of the ITD noise policy. In these areas, detailed 3D effect and abatement analyses were conducted.
Water Resources	Regulations and Guidance	Reviewed ITD stormwater consent decree and changes to regulations and ITD policies.	3.8	No substantial changes. A stormwater consent decree was issued by the US District Court of Idaho in 2006 and is described in the FEIS.
	Affected Environment	Reviewed Environmental Protection Agency (EPA) Sole Source Aquifer (SSA), 303(d) lists, Idaho Department of Environmental Quality (IDEQ) reports and TMDL status in 2009 and 2010 for changes since the DEIS.	3.8	No changes in affected environment. Since the DEIS, more information related to existing wells, streams, and aquatic species has been added and surface water information was updated. Changed Granite Creek name to “unnamed stream”. Updated baseline information with well data, aquatic species data, and added physical characteristics of streams based on EPA comment.
	Environmental Consequences	Evaluated if there were changes to the effect calculations due to differences in affected environment.	4.8	No substantial change to effects. Added new information regarding project effects to wells, source areas and aquatic species based on EPA comment. Added specific mitigation information.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
Floodplains	Regulations and Guidance	Reviewed relevant regulations and guidance including EO 11988, 44 CFR 60, 65 and 23 CFR 650 and Bonner County Floodplain Development Ordinance.	3.9	No change. Additional discussion of regulations added to demonstrate compliance with EO 11988 and 23 CFR 650.
	Affected Environment	DEIS Flood Insurance Rate Maps (FIRM) were from 1984 and 1987. Current effective FIRM maps are 2009; however, the floodplain is the same for the affected reaches as the 1984 and 1987 maps. Bonner County digitized the same maps, which overlay slightly differently on aerials. The level of accuracy of the layer accounts for the small differences in floodplain areas.	3.9	No substantial change to affected floodplains. There are slight differences in the Bonner County and DEIS floodplain layers. More detailed floodplain information was presented.
	Environmental Consequences	Completed Hydrologic Engineering Center River Analysis System (HEC-RAS) analyses to determine each alternative's impacts to base flood elevations in Sage Creek and Cocolalla Creek areas.	4.9	No substantial change to effects. More detailed information was provided in FEIS to provide more detailed effects analysis. The Modified Brown Alternative was modified to have less than a 1 foot rise in base flood elevations. Added more information to the EO 11988 discussion.
Wetlands	Regulations and Guidance	Reviewed new Mitigation Rule 33 CFR 325 and 332 and 40 CFR 230. Rapanos decision resulted in new guidance and procedures for significant nexus to waters of the United States. New USACE regional supplements for wetland delineation methodology.	3.10, Chapter 9 (response 125.39)	No changes to effects. Added references to Mitigation Rule 33 CFR 325 and 332 and 40 CFR 230 throughout document as appropriate.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
	Affected Environment	The original USACE Jurisdictional Determination was received in November 2005. In 2008 additional wetland delineation field work was completed to reevaluate the wetland boundaries of Wetland K in the Granite/Careywood Area. Through project development and wetland mitigation planning, some of the existing wetlands were revisited to determine if site conditions had changed or if there were substantial changes to residential or commercial development or substantial changes to the general hydrology that could affect wetlands or their boundaries. In 2008, reevaluated if the jurisdictional status of wetlands would change under the Rapanos decision.	3.10	No changes to affected wetlands. The Rapanos decision and the USACE supplements resulted in no changes to jurisdictional status or wetland boundaries.
	Environmental Consequences	Evaluated impacts of Granite Careywood Yellow Alternative for west frontage road alignment which was modified. Evaluated if areas of Modified Brown Alternative would impact wetlands more than Brown Alternative. Evaluated minimization measures. Completed field investigations for avoidance alternatives for wetland effects to Wetland K. Continued to coordinate with mitigation team to identify and screen potential mitigation sites.	4.10	No substantial changes to effects. The wetland impacts of the Yellow Alternative would be reduced compared to the DEIS. The impacts of the Modified Brown Alternative are less than the Brown Alternative. Reduced wetland impacts at Southside School Road, near Blacktail interchange and at North Gun Club Interchange. Additional coordination conducted with USACE, EPA, IDFG and mitigation team to identify and screen wetland mitigation sites. Added reference to new mitigation rule [33 CFR 325] and [332 and 40 CFR 230]. The Eich property was purchased for the alignment and wetland mitigation under the SEP-15 program.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
Wildlife and Vegetation	Regulations and Guidance	Consulted with FHWA Resource Center to identify new regulatory requirements and policies for mitigation under 33 CFR 325 and 332 and 40 CFR 230.	3.11	No changes to regulations that affect the wildlife and vegetation effects. Clarified discussion of purchasing right-of-way for mitigation for wildlife corridors to state that ITD does not typically purchase land outside of the required right-of-way to preserve corridors for wildlife movement. Added information regarding the Bald Eagle and Golden Eagle Protection Act and Migratory Bird Treaty Act.
	Affected Environment	Reviewed the IDFG listings for at-risk plant and animal species in 2010 ("Species of Greatest Conservation Needs", "Special Status Plants" and IDFG CDC occurrence data) to determine if there were changes to protected species or if there were records of additional occurrences in the project area. Utilized updated GIS layers for habitat coverage.	3.11	No substantial changes to affected environment; however, there were changes to acres of habitat coverage types due to updated data that is reflected in the GIS layer that was analyzed. Changes to USFWS federal listing of bald eagle resulted in moving the bald eagle discussion into Section 3.11. The red-necked grebe was added to the Idaho Species of Greatest Conservation Needs list. Northern pygmy owl was removed from Idaho Species of Special Conservation Needs list.
	Environmental Consequences	Assessed effects to red-necked grebe. In 2008, coordinated with IDFG regarding criteria for locating wildlife crossings in south end of the corridor.	4.11	No substantial changes to effects. Added information and mitigation measures for bald eagles to 3.11 Wildlife and Vegetation after they were delisted. Added red-necked grebe effect analysis and removed discussion of northern pygmy owl because of changes in listings
Threatened and Endangered Species	Regulations and Guidance	Reviewed the updated (January, 2010) USFWS listings of threatened, endangered, proposed and candidate species and designated critical habitat.	3.12	No substantial change. Bald eagle was delisted in 2007. Through the FEIS development there were changes to gray wolf listings. However it is not currently listed.
	Affected Environment	Removed bald eagle information from affected environment discussion.	3.12	No change that results in increased impacts to threatened or endangered species.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
	Environmental Consequences	In 2009 reevaluated if changes to Yellow Alternative and the Modified Brown Alternative effects were consistent with the original Biological Assessment.	4.12	No change to effects. Removed effect determinations and mitigation for bald eagle and discussed bald eagle mitigation in 4.11 *Wildlife and Vegetation Effects*.
Archaeological and Historic	Regulations and Guidance	Reviewed regulations from Advisory Council on Historic Preservation (ACHP) and FHWA websites (Environmental Review Toolkit) to determine if there are updated regulations or guidance for protection of archaeological or historic resources.	3.13	No change. ACHP issued new guidance for consulting with Tribes; however, this is only a tool at this time.
	Affected Environment	Original cultural resource survey was completed in November 2005. Reviewed surveyed areas, completed additional cultural resource surveys and prepared addenda in 2007, 2008 and 2009. Received SHPO concurrence on eligibility for additional addenda.	3.13; Archaeological and Historical Technical Report Addenda	No substantial changes to effects. Updated information for the Valley Vista Ranch and SH-53 Bridge. The Valley Vista Ranch structures were demolished by landowner; however the farm is still eligible for NRHP. SH-53 Bridge eligibility changed from Criterion A only to both Criteria A and C. One new segment (Segment 7) of the North and South Highway was recorded as eligible for the National Register of Historic Places (NRHP). Additional sites were recorded but not determined eligible for the NRHP.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
	Environmental Consequences	Evaluated if any of the NRHP resources would be affected differently by any of the alternatives. Provided additional clarification to SHPO that there would be no adverse effect to the Westmond Bridge and received SHPO concurrence. Additional coordination with SHPO, ACHP, Bonner County Historical Society for MOA development, de minimis documentation and DOAE review.	4.13, Appendix A and Archaeological and Historical Technical Report Addenda	No changes to effect determinations for any of the NRHP eligible resources. The SH-53 bridge would be removed rather than just abandoned but it was an adverse effect under the Brown Alternative and would still be an adverse effect under the Modified Brown Alternative. The alternatives' effects to the newly recorded (2009) Segment 7 of the North and South Highway results in a no adverse effect. There would be no change to effect determinations for the Valley Vista Ranch and SH-53 Bridge. The Modified Brown Alternative would avoid the Valley Vista Ranch. DOAE, additional de minimis documentation, MOA and ACHP correspondence was added to Appendix A, *Agency Correspondence*.
Hazardous Materials	Regulations and Guidance	Reviewed hazardous material regulations and guidance	3.14	No change to CERCLA or RCRA regulations or other regulations applicable to the project.
	Affected Environment	Re-ran database search in 2010 using the EDR database service. Compared 2010 results to October 2003 results from DEIS and prepared summary memorandum.	3.14	No substantial differences between database searches found. The southern 2.5 miles of the project corridor are located within Operable Unit 3 (OU3) of the Bunker Hill Mining Company Superfund site. OU3 encompasses the entire Coeur d'Alene River Basin and is a study area but is not an official EPA designated boundary of the superfund site.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
	Environmental Consequences	Reviewed if any alignments resulted in changes in effects to hazardous material sites.	4.14	There would be no substantial alignment shifts or newly recorded sites that would result in substantial changes to effects to hazardous material sites. All alternatives fall within the northern limits of Operational Unit 3 (OU3) of the Bunker Hill Mining Company Superfund Site. While approximately 2.5 miles of the southern end of the US-95 Garwood to Sagle project is within the Operable Unit 3 (OU3) boundary of the Bunker Hill Mining Company Superfund Site, the OU3 boundary is a study area only and not an official EPA Superfund Site boundary. OU3 is concerned primarily with sediments and tailings deposition along waterways within the Coeur d'Alene River Basin. The US-95 Garwood to Sagle project is outside of the deposition zone. In addition, no mine tailings from the Bunker Hill Mining Company Superfund Site were used during the construction of existing US-95. Therefore, there would be no requirement for soil testing or risks to worker safety on existing US-95 as a result of the Superfund Site. OU3 would have no effect to this project and there would be no limitations on excavations or soil removal or required remedial actions in this area related to OU3. (Hansen, pers. comm, 2010)
Visual	Regulations and Guidance	Reviewed FHWA Environmental Review Toolkit in 2010 to identify new regulations, policies or guidance for visual quality assessment.	3.15	No change.
	Affected Environment	Reviewed whether there are substantial changes to the existing conditions in the corridor through aerials, parcel data, and windshield survey through project development.	3.15	No substantial change in the existing conditions that would affect the overall view shed of the area. Some land use changes in Kootenai County along US-95 including logging, clearing, and development. In Bonner County, there is a minimal amount of land use change occurring in Sagle.

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	Environmental Consequences	Reviewed the data points that were used in the DEIS and compared them in light of modified existing conditions.	4.15	No substantial change to existing conditions. Changes have resulted in minor changes to the view shed due to recent clearing and minor development.
Energy	Regulations and Guidance	Reviewed FHWA Environmental Review Toolkit for new regulations and guidance on energy and TA 6640.8a.	3.16, 4.19	No change. There is increased focus for addressing climate change in transportation projects. This is addressed under cumulative effects section.
	Affected Environment	Updated calculations of existing operational energy use based on 2006 ADTs.	3.16	No substantial change. Verification that traffic volumes and trends have not changed substantially between 2006 and 2008. Therefore there would be no substantial change to energy.
	Environmental Consequences	Updated operational energy use based on 2006 ADTs and 2030 projections.	4.16	No substantial change. 2030 projections had minor changes since the DEIS.
Construction	Regulations and Guidance	ISTEA required demonstration of fiscal constraint for federally funded projects. Reviewed FHWA website for new regulations or guidance.	3.17	No change. Renewed emphasis on demonstrating fiscal attainability; therefore added Chapter 11, *Phased Project Implementation* to provide additional detail.
	Affected Environment	Reevaluated construction phasing and funding since the DEIS and discussed in greater detail.	3.17	The DEIS offered a very general description of potential construction phasing. Added a new chapter, Chapter 11, *Phased Project Implementation* which describes construction phasing and funding in greater detail to address public comments.
	Environmental Consequences	Change in construction phasing and scheduling. Completed analysis of seven (7) different phasing options in 2008. Completed analysis of traffic safety and operations in 2007 (and updated it in 2008 and 2009) to determine effects of construction phasing on existing transportation and future constructed phases.	4.17	No substantial changes. The construction phasing would not cause safety or operation problems and would improve the safety and operations over existing conditions. More information is added to the FEIS regarding phasing and funding.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
Indirect	Regulations and Guidance	In 2009 and 2010 reviewed FHWA Environmental Toolkit for updated FHWA regulations and guidance.	3.18	No substantial change. Clarified that the CEQ guidance is now regulation. This is a correction in terminology.
	Affected Environment	Interviewed Bonner and Kootenai counties and City of Athol officials in 2009 to discuss current development plans and potentially affected resources.	3.18	No substantial changes that affect indirect effects. The FEIS discussion of indirect effects was reorganized.
	Environmental Consequences	Collected additional information from County and City Planners regarding potential future development and effects of the proposed facility on growth and development.	4.18	No substantial changes to project effects. Separated discussions of indirect and cumulative effects into different sections.
Cumulative	Regulations and Guidance	In 2009 and 2010, reviewed FHWA Environmental Toolkit for updated FHWA regulations and guidance.	3.19	No substantial change The terminology was change from CEQ "guidance" to CEQ "regulation".
	Affected Environment	Updated list of past and planned transportation projects. In 2009 worked with Bonner and Kootenai counties to collect updated information regarding the proposed and platted developments.	3.19	No change to cumulative effects. Changes were made to the presentation of the information. Added discussion about historic trends contributing to effects to specific resources. Expanded discussion of existing and past effects and developments. Verified that there were no substantial changes to the proposed and platted developments since the DEIS.
	Environmental Consequences	Verified if the changed existing, past and reasonably foreseeable future projects would affect the resources differently.	4.19	No changes to project effects. Separated discussions of indirect and cumulative effects into different sections. Updated development information and effects.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
Section 4(f)	Regulations and Guidance	Reviewed the Section 4(f) Evaluation and de minimis documentation in light of the new Final Rule on Section 4(f) and ITD documentation requirements. Reviewed the public review requirements for the de minimis impacts to the Farragut Recreational Trail.	Chapter 10, Appendix A	No substantial change. Revised regulatory references for the final 4(f) rule (March 2008). The new rule clarifies the public review process for de minimis Section 4(f) use. New ITD documentation and coordination requirements. The project is consistent with the new 4(f) rule.
	Affected Environment	Valley Vista Ranch information updated to reflect demolished buildings. SH-53 bridge effects from Modified Brown Alternative added. Updated de minimis documentation for Farragut Recreational Trail. De minimis forms and letters were signed by SHPO and Kootenai County for concurrence.	Chapter 10 and 3.13.1, Cultural Resource Technical Report Addenda and Appendix A	No substantial change. SH-53 Bridge is now eligible under Criteria A and C. It was previously only eligible under A. Added more information about Farragut Recreational Trail mitigation and de minimis effects.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
	Environmental Consequences	Coordinated with NPS, Kootenai County Parks and Waterways and SHPO regarding de minimis effect and mitigation.	Chapter 10 and Appendix A	No substantial changes to effects although additional detail and documentation was added to FEIS. Identified mitigation for impacts to Farragut Recreation Trail that is considered with the de minimis effect determination. Revised acreage of effect for Yellow Alternative on Clement Farm. Evaluated use of SH-53 bridge for bicycle/pedestrian bridge in more detail. Added more detail regarding feasibility and prudence for Section 4(f) use of SH-53 Bridge and Clement Farm. Developed mitigation under Section 106 for Clement Farm and SH-53 Bridge. De minimis effect documentation obtained for Farragut Recreation Trail and de minimis forms included in Appendix A for NPRR, North and South Highway, and Spokane International-Corbin Spur. Added additional discussion regarding the coordination with Kootenai County, NPS, SHPO and the public regarding de minimis effects.
Project Implementation	Regulations and Guidance	ISTEA requires major transportation projects to identify physical and funding limitations for phasing and fiscal constraints for construction according FHWA.	Chapter 11	Chapter 11, *Phased Project Implementation* was added to FEIS to identify and evaluate construction funding and describe construction phasing.
	Affected Environment	Added updated traffic data for analysis of phasing and updated information regarding funding. Reviewed traffic data and analysis. See Transportation Networks above.	Chapter 11; Section 3.1, and Traffic Analysis Technical Report.	No change. Additional data and analysis added.

Resource Evaluated	Category of Review	Reevaluation Process Description	FEIS Section with Reevaluated Information	Summary of finding
	Environmental Consequences	Completed safety and operation analysis of construction phasing. See Transportation Networks above. Reviewed construction cost and right-of-way cost trends since 2007. Reevaluated the status of the successfully implemented phased projects.	Chapter 11	No change in effects but Chapter 11 *Phased Project Implementation* was added to provide additional information on construction phasing. The environmental effects of the full build-out would be the same as described in the FEIS. Each initial construction phase would have less effect on resources than what is described in this FEIS. Mitigation will be implemented during each phase. Safety would substantially improve in areas of initial phased construction. Operations and Level of Service would improve in initial phased construction areas. No operational or safety concerns are anticipated in the transition areas. The full build-out of the project would eliminate remaining deficiencies that elsewhere occur during phasing. Added updated funding, STIP and GARVEE information. Updated descriptions of construction phases. Updated construction cost estimates to 2007 and, despite the fact that the construction costs for highways and right-of-way has been volatile, estimated costs for 2010 would not be substantially different from 2007 estimates.