



# U.S. Highway 93 Supplemental Environmental Impact Statement (SEIS) Opportunities



FHWA

# U.S. HIGHWAY 93 Supplemental Environmental Impact Statement

# SEIS

# May 14 & 15, 2002 Open House Summary



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# **US 93 SEIS Project Open House Summary**

## **US 93 SEIS May 14 & 15, 2002 Open House Summary**

Two Open Houses for the US 93 Supplemental Environmental Impact Statement (SEIS) were held on May 14 and 15 in the Ronan Parish Hall from 6:00 – 9:00 PM on both nights. These Open Houses are the third set of scoping meetings to be held for this project. The first scoping meeting was held in Ronan on July 18, 2001, and the second in Charlo on November 1, 2001.

### **Preparation efforts**

1. Newsletter Mailing to approx 1400 adjacent property owners and community members
2. Advertisement published in the Missoulian
3. Advertisement published in the Charkoosta news
4. Advertisement published in the Lake County Leader
5. Press Release to 25 community and media organizations
6. News Article in The Missoulian
7. Web Site update
8. Hand distribution of flyers by AC members

### **Displays Present:**

- Open House Layout Map (Board)
- US 93 Corridor Strip Map
- Landscape Architect Drawings
  - Ninepipe Structures x 6
  - Ronan Cross Sections x 2
  - Spring Creek Concept
- Land Classification Map
- Project Schedule
- Project Website
- Project Newsletter
- Ninepipe Aerial Photo
- FRO Concept Display
- Ronan Design Visualization
- Ronan Couplet and Lane Concepts x 2

### **Format**

Both meetings were in an open house format with no formal presentations conducted.

### **Attendance**

37 guests signed in on the evening of May 14, and 38 guests signed in on May 15 for a total attendance of 75.

## Comments

33 written comments were received from these two open houses. The comments were recorded via maps, post cards, and project staff notes. These comments have been entered into the comment collection database.

## Summary of Written Comments

### **Ronan Alternatives**

The Ronan alternatives presented at the public open houses were:



- Four-lanes with raised landscaped median and sidewalks on existing alignment. This alternative has more landscaped area than the four-lane with two-way left turn lane alternative and would require bicycle lanes to be routed to East and West First Streets in order that it fit mostly within existing right-of-way. Additional right-of-way would still be required on the West side of Existing US-93 between Cleveland and Main Streets and on the East side from Main to approximately 3 blocks north of Round Butte Street.

- Four-lanes with two-way left turn lane on existing alignment. This alternative would include bicycle lanes and sidewalks in both directions. Additional right-of-way would still be required on the West side of Existing US-93 between Cleveland and Main Streets and on the East side from Main to approximately 3 blocks north of Round Butte Street.

**North Bound**



**South Bound**



- A couplet consisting of 2 northbound lanes on the existing alignment and 2 southbound lanes on West 1<sup>st</sup> St., within existing right-of-way, except for new right-of-way at both ends to provide the connections.

**North Bound**



**South Bound**



- A couplet consisting of 2 northbound lanes on the existing alignment and 2 southbound lanes on West 1<sup>st</sup> St., with additional right-of-way required on West 1<sup>st</sup> St. to provide a buffer strip between the proposed roadway and the properties to the west, in addition to the new right-of-way required at both ends to provide the connections. Approximately 30 feet of additional right-of-way would be required on the east side of existing West First Street to provide the buffer on the west side.

In summary, two commentors supported the 4-lane with raised landscaped median alternative, five commentors supported the 4-lane with two-way left turn lane alternative, one commentor supported the couplet within existing right-of-way, and one commentor opposed both couplet alternatives without giving a preference for support of the other alternatives.

In addition, verbal comments observed at the meeting seemed to follow a pattern where residents of West 1<sup>st</sup> St were opposed to either of the couplet options. About half of the other people favored a couplet and about half favored one of the 4 lane options, split about half and half for the two 4-lane options.

### **Corridor / Other**

There was considerable verbal dialogue as well as written comments regarding the McDonald Lake Road / US 93 intersection. Comments and dialogue tended to indicate that they did not want give up access to McDonald Lake Road for a stock crossing at this location. A cloverleaf was suggested or some sort of on ramp as well, so both access and a stock crossing could be achieved. There was general agreement that this was a dangerous intersection and that something to improve sight distance, while maintaining access, is a needed improvement. It was also mentioned that if a stock crossing was built, it should be large enough to accommodate farm vehicles.

There was also dialogue regarding East Post Creek Road and the suggestion was made that the road should be raised so traffic can be seen from the south. Another comment regarding East Post Creek Road noted that there is a creek running parallel to US 93 in this area, which is a natural drainage for a large spring to the north.

### **Follow Up**

All attendees who signed in have been added to the project-mailing database. Comment cards returned by mail will be summarized, in addition to the comments written on the maps, in the final SEIS.