

Re-evaluation of Final Environmental Impact Statement
And Section 4(f) Evaluation Approved on 6/17/96

F 5-1(9)6 U.S. Highway 93, Evaro – Polson
Missoula and Lake Counties, Montana

October 22, 2001

Enclosed is a copy of the Re-evaluation of the Final Environmental Impact Statement and Section 4(f) Evaluation approved on 6/17/96 for the above project.

The Federal Highway Administration and the Montana Department of Transportation in cooperation with the Confederated Salish and Kootenai Tribes of the Flathead Indian Reservation are proposing to improve portions of U.S. Highway 93 between Evaro and Polson, Montana.

A draft re-evaluation document was circulated to the public and to government agencies on April 30, 2001. A circulation and comment period of 45 days was established and comments were requested on or before June 14, 2001. Comments received during the open houses held in the corridor and throughout the summer period were incorporated into and responded to in this Re-evaluation document.

Further Questions can be directed to:

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Following distribution of the Re-evaluation a Revised Record of Decision (ROD) will be circulated by the Federal Highway Administration.

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Evaro – Polson
Missoula and Lake Counties, Montana

Re-evaluation

of

Final Environmental Impact Statement

and

Section 4(f) Evaluation

Approved 6/17/96

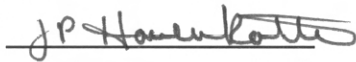
Prepared Pursuant to 23 CFR 771.130(c)

U.S Department of Transportation
Federal Highway Administration
and
Montana Department of Transportation

in cooperation with
Confederated Salish and Kootenai Tribes

October 22, 2001

Approved by:



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Montana Department of Transportation Environmental Re-evaluation of F 5-1(9)6 U.S. Highway 93 Evaro - Polson Final Environmental Impact Statement and Section 4(f) Evaluation Approved 6/17/96

History

(NOTE: revisions and additions from the draft Re-evaluation are indicated by underlined text.)

The Montana Department of Transportation has proposed to improve U.S. Highway 93 (US-93) for a distance of 56.3 miles, from Evaro at MP 6.5 through Polson to MP 62.8 (see Figure 1). The Federal Highway Administration (FHWA), the Montana Department of Transportation (MDT), and the Confederated Salish and Kootenai Tribes (CSKT) (herein after "the three governments") on June 17, 1996 prepared a National Environmental Policy Act (NEPA) Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation to describe the proposed project, alternatives, and the social, economic and environmental impacts. A Record of Decision (ROD) was prepared on August 12, 1996 and modified on February 9, 1998, which selected the existing alignment for improvement throughout the length of the proposed project, the preservation called for development of a corridor bypassing Ronan (Ronan Alignment 4), and the implementation implementing of right-of-way acquisition and access control; but which. However, the ROD deferred making a decision on lane configurations, corridor preservation for an Arlee bypass, corridor preservation or construction of a Polson bypass, mitigation measures, and a Section 4(f) determination until agreement was reached by the three governments on lane configurations, design features, and mitigation measures. The ROD was modified on February 9, 1998, to allow right-of-way acquisition to proceed on non-tribal land.

The Representatives from the three governments then negotiated and signed a Memorandum of Agreement (MOA) dated December 20, 2000. The MOA lays out their preferred conceptual roadway improvements, including lane configurations, design features, and mitigation measures for 30.8 miles of US-93 from Evaro to the Red Horn Road / Dublin Gulch Road intersection near St. Ignatius and for 10.6 miles of US-93 from the Spring Creek Road / Baptiste Road intersection near Ronan to the MT 35 intersection near Polson. The MOA does not include a 11.2 mile section between the Red Horn Road/Dublin Gulch Road intersection and the Spring Creek Road/Baptiste Road intersection (Ninepipe section). Also excluded from the MOA is a 3.8 mile section from the MT 35 intersection in Polson to the north end of the project. The MOA can be viewed at a number of locations along the US-93 corridor between Evaro and Polson including the Arlee Community Center, the St. Ignatius Public Library, the Ronan City Library, and the Polson City Library. It can also be viewed electronically or downloaded from the project website at <http://www.skillsings.com/Web-Page/0000MOA.html>. Additional copies can be viewed at the Skillings-Connolly, Inc. offices located in Ronan at 1317 US-93 South, Suite A, or in Missoula at 1800 South Russell Street, Suite 250.



US 93 EVARO TO POLSON FEIS RE-EVALUATION

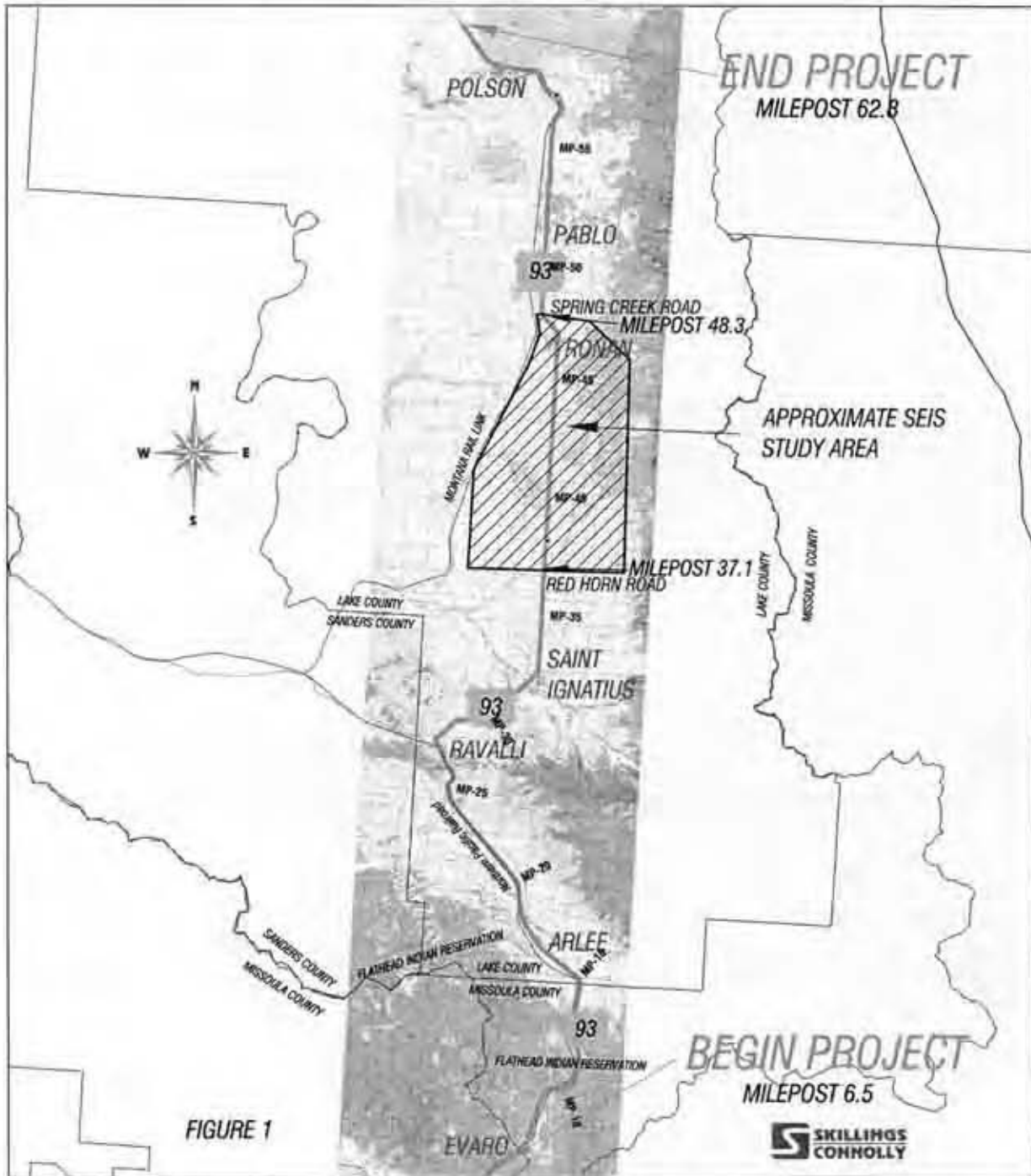


Figure 1 Vicinity Map

This Re-evaluation compares the impacts of the MOA lane configuration and added elements to what was included in the FEIS. It is intended to also incorporate any changes agreed to by the Technical Design Committee (TDC) three governments following the publication of the MOA.

Reason for Re-evaluation

The Council on Environmental Quality (CEQ) and FHWA regulations require FHWA to prepare a Supplemental EIS (SEIS) whenever the agency makes substantial changes to a proposed action, or when new circumstances or information are relevant to environmental concerns. Further, FHWA regulations require an SEIS if the changes or new information may result in significant environmental impacts that were not evaluated in the FEIS. In order to determine if such changes are significant, the regulations require the preparation of appropriate environmental studies, or if necessary an Environmental Assessment (EA), as prescribed in 23 CFR 771.130(c). While the regulations do not give a specific name to these environmental studies, it has been accepted practice in FHWA to use an Environmental Re-evaluation, as prescribed defined in 23 CFR 771.129, to determine the need for an SEIS.

~~CEQ regulations also allow the preparation of an SEIS without first conducting studies when it is clearly necessary to do so.~~ As a part of the MOA negotiations, the three governments agreed to re-evaluate the 1996 FEIS. However, due to a number of environmental and cultural issues and social concerns, the 11.2-mile Ninepipe segment of US-93 ~~between the Red Horn Road / Dublin Gulch Road intersection and the Spring Creek Road / Baptiste Road intersection~~ and the 3.8 mile section north of Polson were excepted out of the MOA (Figure 1). The three governments subsequently agreed to prepare an SEIS for the Ninepipe section as a separate action to explore alternative roadway alignments and to evaluate new circumstances and information relevant to this segment.

This Re-evaluation incorporates by reference the conceptual roadway improvements, including lane configurations, design features and mitigation measures that are addressed in the MOA. This includes evaluation of impacts and mitigation related to the proposed Arlee couplet, and realignments at Ravalli Hill, the roadway north of Ronan, and the section from Caffrey Road to MT 35 at Polson. ~~While the Re-evaluation technically extends to the north end of the project, no changes from the FEIS are currently agreed to north of MT 35.~~ FHWA, MDT, CSKT The three governments, Lake County, and the City of Polson will continue to work together to determine the appropriate improvement project applicable for US-93 from the US-93 / MT 35 intersection north 3.8 miles through Polson to near the vicinity of the US-93 / Rocky Point Road intersection.

The Re-evaluation effort includes developing an alignment consistent with the conceptual MOA alignment throughout the project length. This alignment was then analyzed for its impact on natural and scenic resources, landscape features, and cultural and historic resources. Changes necessary to bring the preliminary design into compliance with the MOA ~~have been were~~ accomplished, ~~as have recommendations for and modifications that have the potential to reduce avoid or avoid minimize negative impacts were included.~~

There is no NEPA requirement for ~~p~~Public involvement on a Re-evaluation. However, in keeping with FHWA, MDT, and CSKT the three governments' efforts to keep the public and agencies informed, public open houses ~~will be were~~ held, in ~~up to four~~ five different locations (Polson, Ronan, Saint Ignatius, Arlee, and Evaro, MT), upon completion of the draft documentation. The purpose ~~will be was~~ to demonstrate the conclusions reached thus far and seek input from the public. ~~Depending on the outcome of those meetings, a second round of public involvement meetings may be considered.~~ The first public meeting was also the beginning of a 45-day formal public comment period, during which 222 comments were received. Those

concerns and suggestions resulted in many of the changes described below. They are attached together with their responses as Appendix A. The Draft Re-evaluation was also circulated to approximately 180 agencies, tribal members, and businesses of interest. The circulation list is included as Appendix B. The Final Re-evaluation will be sent to them, and to those who commented as a response to their comments.

Description of Changed Conditions

The EIS examined the impacts related to several alternatives including the existing alignment (Alternative 1) and a westerly bypass of Arlee (Alignment 2). Within those alternatives it evaluated several lane configuration alternatives, with Lane Configuration D having the greatest impact since it was a four lane divided facility with a minimum 40-foot median. The right of way necessary for Lane Configuration D was shown as 220 feet. Together with an assumed additional 10 feet on each side for construction disturbance purposes, this was the area of direct impact analyzed in the EIS.

The MDT Preferred Alternative presented in the FEIS was Alternative 1, with a combination of lane configurations that was (for all but 0.4 mile) narrower than Lane Configuration D. Table 1 (Table 5.3-1 from the FEIS) shows the lane configuration of the MDT Preferred Alternative. The FEIS also included the CSKT Preferred Alternative, which was Alternative 1 with Lane Configuration A, the modified two-lane alternative, for the entire project length. It included auxiliary lanes in 5 locations, which are described in Table 2. The Record of Decision, as noted above, deferred selection of lane configurations or an Arlee bypass.

The design discussions that culminated in the December 20, 2000, MOA resulted in a lane configuration of a combination of 4-lane divided and 2-lane design, with alternating passing or climbing lanes. Table 3 shows the lane configuration agreed to in the MOA. Table 4 is a summary of roadway lengths by lane configuration from the MOA. Table 5 is a comparison of the FEIS and MOA lane configurations by roadway type. As indicated in the footnotes, the MOA did not address the Ninepipe segment or the Polson segment north of MT 35.

The preferred roadway improvements described in the MOA and this Re-evaluation also incorporate new elements not explicitly considered in the 1996 EIS. These elements include:

Evavo (See Figure 2)

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway.

The MOA proposed a 4-lane roadway with a frontage road for this area.

The three governments considered several options to improve that area. Options included:

- moving the intersection location for Mercer Lane / Boggess Lane from the existing access to Boggess to the existing access at Mercer Lane
- shifting the railroad to the east and moving the frontage road further from Evavo relieving the citizens from R/W impacts
- replacing the frontage road with multiple accesses (much like what exists today) and a two-way left turn lane on US 93

Following input from the citizens of Evavo, the design for that area was changed to lessen impacts on their community while still providing a safe highway. Those changes are as follows:

Table 1 (FEIS Table 5.3-1) - Lane Configuration of the MDT Preferred Alternative in the FEIS

LOCATION (Mileposts)		LANE CONFIGURATION ^a				LOCATION DESCRIPTION
FROM	TO	A	B	C	D	
6.5	7.2			0.7		Evaro
7.2	10.2		3.0			Evaro to vicinity of Joe's Smoke Ring
10.2	10.6				0.4	Evaro wildlife corridor (Joe's Smoke Ring to Schley homesites)
10.6	16.7		6.1			Schley homesites to Jocko Road (MTSFAS 559)
16.7	17.3			0.6		Jocko Road (MTSFAS 559) to Arlee
17.3	18.4			1.1		Arlee
18.4	19.3			0.9		Arlee to north of Dumontier Road
19.3	26.5		7.2			North of Dumontier Road to Ravalli
26.5	27.5			1.0		Ravalli
27.5	34.5		7.0			Ravalli to north of St. Ignatius
34.5	35.1			0.6		Vicinity of Lemery/Pinsoneault roads, north of St. Ignatius
35.1	37.0		1.9			North of St. Ignatius to Post Creek area
37.0	37.6			0.6		Post Creek area
37.6	45.1		7.5			Post Creek area to area south of Ronan
45.1	46.1			1.0		Area south of Ronan
46.1	47.9			1.8		Ronan
47.9	48.4			0.5		Ronan to vicinity of Baptiste/Spring Creek roads, north of Ronan
48.4	51.8		3.4			North of Ronan to Pablo
51.8	53.6			1.8		Pablo
53.6	55.6			2.0		North of Pablo, vicinity of Courville/Light roads to North Reservoir Road/Minesinger Trail
55.6	56.5		0.9			North Reservoir Road/Minesinger Trail to Caffrey/Ford roads
56.5	57.2			0.7		Caffrey/Ford roads to highway segment with narrow width due to hill and railroad tracks
57.2	57.8		0.6			Highway segment with narrow width
57.8	59.0			1.2		Highway segment with narrow width to MT 35
59.0	61.1	2.1 ^b				MT 35 to Flathead River bridge, Polson
61.1	62.8	1.7 ^c				Flathead River bridge to end of proposed action, Polson
SUBTOTAL: EXISTING ALIGNMENT		3.8	37.6	14.5	0.4	
56.5	62.8		5.8			Alignment 3 around Polson
TOTALS		3.8	43.4	14.5	0.4	

^a A=2 lane; B=4 lane undivided; C=4 lane with center turn lane; D=4 lane divided.
^b No change in existing lane configuration. ^c Addition of a continuous two-way left-turn center median.
 (Based on FEIS table by Morrison-Maierle and Carter Burgess, 1994.)

Table 2 – Auxiliary Lane Configuration of the CSKT Modified Two-lane Preferred Alternative in the FEIS

Milepost		Item	Direction/Location
From	To		
12.1	14.1	Passing lane	Southbound, Evaro Hill
17.7*	18.0*	Raised landscaped 20-30 foot median, left turn bays	Through Arlee
27.7	29.5	Passing lane	Northbound, Ravalli Hill
29.5	31.2	Passing lane	Southbound, Bison Range Grade
38.4	40.2	Passing lane	Northbound, Post Creek Hill
46.4*	48.0*	Raised landscaped 20-30 foot median, left turn bays	Through Ronan
51.9	54.2	Raised landscaped 20-30 foot median, left and right turn bays	Through Pablo
56.3	58.2	Passing lane	Southbound, Polson Hill

*Milepost estimated – not specified in FEIS

Table 3 - Recommended Lane Configuration for US 93 Corridor in the 12/20/2000 MOA

General location	Stations		Mileposts		Lane configuration	Length	
	From	To	From	To		km	mi
Evvaro	109+50	111+50	6.39	6.51	Existing four-lane undivided	0.20	0.12
Evvaro	111+50	129+00	6.51	7.60	Four-lane undivided	1.75	1.09
Finley Creek/Frog Creek	129+00	139+00	7.60	8.22	SB passing lane	1.00	0.62
North of Frog Creek to MRL	139+00	160+20	8.22	9.54	NB passing lane	2.12	1.32
Joe's Smoke Ring	160+20	178+00	9.54	10.64	Two-lane undivided	1.77	1.10
Coriacan Rd-Doney Ln	178+00	217+00	10.64	13.07	SB climbing lane	3.91	2.43
Doney Ln-S. Couture Loop	217+00	248+00	13.07	14.99	NB passing lane	3.09	1.92
S. Couture Loop-Agency Rd	248+00	255+90	14.99	15.48	Two-lane undivided	0.79	0.49
Agency Rd-Coombs Ln	255+90	267+20	15.48	16.18	SB passing lane	1.13	0.70
Coombs Ln-Arlee	267+20	287+00	16.18	17.41	Four-lane divided	1.97	1.23
Arlee	287+00	300+00	17.41	18.22	Couplet composed of two separate two-lane undivided one-way roadways	1.30	0.81
Arlee-Jocko River	300+00	308+40	18.22	18.74	Four-lane divided	0.84	0.52
Schall Flats	308+40	340+00	18.74	20.70	SB passing lane ^a	3.15	1.96
Schall Flats	340+00	379+00	20.70	23.12	NB passing lane	3.90	2.42
Schall Flats-Spring Creek	379+00	385+10	23.12	23.50	Two-lane undivided	0.61	0.38
Spring Creek-Valley Creek Rd	385+10	403+20	23.50	24.63	SB passing lane	1.81	1.13
Ravalli Canyon-Ravalli	403+20	449+70	24.63	27.52	Two-lane undivided	4.65	2.89
Ravalli Hill	449+70	472+10	27.52	28.91	NB climbing lane	2.24	1.39
Ravalli Hill	472+10	480+20	28.91	29.41	Overlapping NB and SB climbing lanes	0.81	0.50
Mission Hill	480+20	508+50	29.41	31.17	SB climbing lane	2.83	1.76
Mission Hill-St. Ignatius	508+50	542+40	31.17	33.27	Two-lane undivided	3.38	2.10
Post Creek Tributaries	542+40	566+60	33.27	34.77	NB passing lane	2.41	1.50
Post Creek Tributaries	566+60	572+40	34.77	35.13	Two-lane undivided	0.58	0.36
Post Creek Tributaries	572+40	599+70	35.13	36.83	SB passing lane	2.74	1.70
Red Horn Rd	599+70	603+10	36.83	37.04	Two-lane undivided	0.34	0.21
Ninepipe Area and Ronan	603+10	767+00	37.04	48.24	No specific lane configuration recommended ^b	18.02	11.20
Ronan-Polson	767+00	937+20	48.24	58.81	Four-lane divided ^c	16.91	10.57

^a Section at Jocko River Bridge was shown in MOA as two-lane undivided, but changed to SB passing lane by action of TDC.

^b No final lane configuration has been recommended for this portion of the roadway in the Ninepipe area and Ronan. A supplemental EIS is being prepared to assess alternative alignments in this area. This area includes the station equation 768+38 Back = 751+93 Ahead.

^c May include a four-lane undivided cross section or a five-lane cross section with a center two-way left-turn lane over a length of approximately 1.2 to 1.5 mi. immediately south of MT Highway 35.

NOTE: All station locations and mileposts are approximate and may need to be adjusted in the detailed design process.

Table 4 - Summary of Roadway Lengths by Lane Configuration in MOA

Lane Configuration ^a	Total roadway length	
	km	mi
Two-lane undivided ^b	12.12	7.53
NB passing or climbing lane	13.76	8.55
SB passing or climbing lane ^b	16.57	10.30
Overlapping NB and SB passing or climbing lanes	0.80	0.50
Four-lane undivided	1.95	1.21
Four-lane divided ^c	19.82	12.32
Couplet composed of two separate two-lane one-way roadways	1.30	0.81
Total	66.32	41.22

^a This table does not include the portion of the roadway from Station 603+10 to 767+00 (Ninepipe area) where no lane configuration has been recommended.

^b Changed in Jocko River area by the TDC three governments from what was shown in MOA.

^c ~~The totals on this line include a portion of the roadway (approximately 1.2 to 1.5 mi. in length) immediately south of MT Highway 35 that may be constructed with a four-lane divided cross section or a five-lane cross section with a center two-way left-turn lane.~~

Table 5 - Comparison of FEIS and MOA Lane Configuration (miles)

Lane Configuration	FEIS (MDT Preferred Alt.)	FEIS (CSKT Preferred Alt.)	MOA
Two-lane undivided	3.8 ^a	43.0	7.53 ^b
Two-lane with raised landscaped 20-30 foot median		4.2	
NB passing or climbing lane		3.6	8.55
SB passing or climbing lane		5.5	10.30 ^b
Overlapping NB and SB passing or climbing lanes			0.50
Four-lane undivided	37.6 ^c		1.21 ^d
Four-lane with continuous two-way left turn center lane	14.5 ^e		
Four-lane divided	0.4		12.32
Couplet composed of two separate two-lane one-way roadways			0.81 ^f
Total	56.3	56.3	41.22 ^g

^a MT 35 to end of project, not included in MOA (but included in Re-evaluation)

^b changed in Jocko River area by the TDC three governments from what was shown in MOA

^c includes 7.5 mi. in Ninepipe section that was excluded from MOA

^d includes 0.12 mi. at beginning of project not included in FEIS

^e includes 3.7 mi. in Ninepipe section that was excluded from MOA

^f Arlee Alignment 2 was considered in the FEIS but was not included in the Preferred Alternatives

^g does not include Ninepipe section or from MT 35 north



EVARO

FIGURE 2

Figure 2 Evaro

- The highway alignment, frontage road, and the railroad will be shifted to the east to minimize right-of-way impacts to the Evaro community.
- The north access will be shifted south away from the north curve to approximately intersect with Mercer Lane. The south access will be located a little farther north of the south curve at Grooms Road.
- The two railroad crossings to the east will be combined and located at Mercer Lane.
- Several citizens asked for multiple accesses and a two-way left turn lane instead of a frontage road. This option was studied for traffic and safety, and it was confirmed that a frontage road is the safest option for this location. A frontage road will provide safe local circulation and a safe place for school buses to load and unload. Evaro's location between the crest of a hill and a curve limits the number of safe options available. It should be noted that residents have created and use an unofficial frontage road in the highway ditch for local access.

There are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

Schley Home Sites

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway.

The MOA proposed a 2-lane roadway with a southbound passing lane and frontage roads on both sides of US 93 for this area.

The three governments now have selected a 2-lane roadway with a southbound passing lane for this area. The frontage roads are existing and the tribe wants to retain ownership and control of them as well as maintenance responsibility.

There are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

Dirty Corner (See Figure 3)

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway.

The MOA proposed a 2-lane roadway with a 2-lane access road in this area tying the county roads into US 93 via Blackhawk Loop to the north.

Two options were considered subsequent to the MOA:

- a) moving the access to the vicinity of Blackhawk Loop, or
- b) moving the access to the vicinity of South Couture Loop.

Blackhawk Loop is a privately owned road, and the members of the community were strongly against the use of it as a busy county road. The community cited safety and quality of life issues. After reconsideration, the three governments agreed to flatten the vertical curve at Dirty



DIRTY CORNER

FIGURE 3

Figure 3 Dirty Corner

Corner and relocate the existing access to US 93 away from the vicinity of the intersection of Coldwater Lane and Agency Road by using option “b”.

South Couture Loop currently intersects US 93 on the west side near the beginning of the Dirty Corner curve. Coldwater Lane and Agency Road currently intersect US 93 near the middle of that curve. The option selected was a frontage/access road extending from the intersection of Coldwater and Agency southerly along the east side of US 93 to South Couture Loop. There are some concerns regarding noise and lighting impacts in that area. Landscaping will be used to mitigate those impacts.

There are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

Couplet at Arlee (See Figure 4)

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway. The FEIS also evaluated the impacts of Alignment 2 at Arlee, a westerly bypass, as an alternative to widening the highway through the community.

The MOA proposed a 4-lane divided roadway into and out of town. In the area of Arlee itself it proposed a couplet with a 2-lane roadway following the existing US 93 through town for northbound traffic, and a new 2-lane roadway on the west edge of town. As a result of the MOA negotiations, a decision was made to evaluate the use of an alignment to the west, similar to the bypass alignment, as part of a one way couplet together with the existing alignment, for southbound traffic. It included cross streets between the roadway to provide access and turn around capability. This configuration will greatly improve the safety and accessibility of cross traffic for both vehicles and pedestrians, provide better parking, and will allow improved landscaping opportunities. It will also improve the accessibility of main line travelers to stop and shop at existing businesses adjacent to US 93. Connecting streets will provide southbound traffic with the opportunity to access the businesses and activities in the town. The couplet will also allow an alternative for through traffic during Pow Wow celebrations on July Fourth.

Following a large amount of input from the citizens of Arlee, the three governments reconsidered the selected option of a couplet for Arlee. Input from the townspeople was mixed, some in favor of the couplet, and some in favor of keeping both directions of US 93 on the existing alignment. Residents of the town presented proposals for both a 3-lane and a 4-lane facility through town. The three governments have agreed to retain the couplet for the following reasons:

- A two-lane facility with turn lanes is a short-term solution and would eventually have to be converted to a four-lane road. A four-lane facility with left turn lanes, while it would function for through-traffic, would create a barrier to cross-traffic and pedestrians and would essentially divide the Arlee community.
- The couplet will be safer for pedestrian use, especially for the young and elderly pedestrians who walk to the school and the post office. It will be less daunting to cross 26 feet of pavement, with traffic coming from one direction, than 76 feet of pavement with traffic coming from both directions.
- The couplet will provide a higher level of service for local and through-traffic now and well past 20 years from now.
- The couplet defines and allows an area for future commercial growth.



ARLEE COUPLET

FIGURE 4

Figure 4 Arlee Couplet

As a result of the public input received, however, several changes to the couplet described in the MOA were made, as noted below.

- Powwow Road and North Couture Loop intersections will be straightened to improve sight distance.
- Turn-around access will be designed for traffic at North Couture Loop and Oxford Lane/Finley Creek Road.
- Additional accesses will be added to the southbound couplet at Whitworth and Wessinger Streets to enhance internal traffic circulation as well as access.
- The southbound leg will be shifted to miss a burial site.
- Each of the four east-west access roads will be improved so as to significantly enhance Arlee's road and storm water infrastructure.
- Emergency signals for the Arlee Fire Department will be provided to give safe, quick access to either leg of the couplet.

The impacts of the Arlee couplet were discussed in the FEIS in the section evaluating Alignment 2. Accordingly, there are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

Jocko River and Dumontier Road (See Figure 5)

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway.

The MOA proposed a 2-lane roadway crossing the Jocko River. This section connected a 3-lane roadway to the north with a 4-lane roadway south of the river.

The three governments now have selected a 3-lane roadway with a southbound passing lane in this area. They also will provide a 2-lane access road from Dumontier Road following the Old 93 route northward until it ties into US 93 approximately 950-1000 meters north of the existing access.

There are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

Realignment at the Top of Ravalli Hill (See Figure 6)

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway. It noted 4(f) impacts to both the Bison Range and the CSKT Visitor Center.

The MOA proposed a 2-lane roadway with a northbound passing lane coming up the hill from the south, and a southbound passing lane coming up the hill from the north. It also proposed about 0.5 mile of overlapping passing lanes. It proposed building a new Visitor Center on the north side of the highway and reclaiming the site of the existing Visitor Center on the south side. It proposed accessing the new Visitor Center by constructing an interchange.

The three governments have selected a 2-lane roadway with a northbound passing lane coming up the hill from the south, and a southbound passing lane coming up the hill from the north. It also includes about 0.5 mile of overlapping passing lanes. They will shift the highway alignment



FIGURE 5

JOCKO RIVER

Figure 5 Jocko River



RAVALLI HILL

FIGURE 6

Figure 6 Ravalli Hill

to the south and provide access with an interchange to allow the roadway geometry to provide a more natural entrance to the Visitor Center and avoid all impacts to the Bison Range, a Section 4(f) resource. It also proposed building the new Visitor Center on the north side of the highway and reclaiming the site of the existing Visitor Center on the south side.

There are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

~~As a result of the MOA negotiations, a decision was made to move the Tribal Visitor's / Interpretive Center at the top of Ravalli Hill from the south side of US 93 to the north side. An interchange was chosen for getting traffic from one side of the highway to the other to provide a safe crossing. US 93 was realigned further to the south in order to provide the space required for the interchange without impacting the U.S. Fish and Wildlife Service (USFWS) Bison Range facility. Currently, those wishing to visit the Interpretive Center as well as observe vistas and wild animals must cross the roadway. Many of these do so on foot, creating an unsafe environment for both themselves and the traffic on US 93. This plan will provide enhanced safety by eliminating the need for crossing US 93 on foot.~~

Realignments North of Ronan

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway.

The MOA proposed a divided 4-lane roadway from Ronan to Polson. The roadway follows the existing alignment except for two areas, one south of Pablo and the other north of Pablo. In these areas a curvilinear alignment was added to better fit the land and enhance the views of the surrounding landscape.

The reevaluation proposes a divided 4-lane roadway from Ronan to Polson. The roadway follows the existing alignment except for two areas, one south of Pablo and the other north of Pablo (discussed below). In these areas a curvilinear alignment was added to better fit the land and enhance the views of the surrounding landscape.

The Re-evaluation lane configuration would impact 5.1 acres of wetland at Mud Creek. Previous alternatives described in the 1996 FEIS would have filled up to 0.95 acres at this site. Increased wetland impacts at this site are attributed to the addition of a curvilinear alignment, and a proposed wildlife crossing structure. While extensive wetland impacts are expected at this site, numerous mitigation opportunities are also present. This land is owned by CSKT and there is a strong commitment to provide additional wetland and stream mitigation at this site to offset the expected wetland impacts.

Based on the mitigation opportunity available, there are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

~~As a result of the MOA negotiations, a decision was made to provide a more curvilinear alignment north of Ronan. The noticeable changes are just north and south of Pablo. This curvilinear alignment allows the road to better fit the landscape and enhances the views of the surrounding landscape for the highway travelers.~~

North Pablo (See Figure 7)

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway.

The MOA proposed a divided 4-lane roadway through and north of Pablo. The roadway follows the existing alignment except for an area north of Pablo. In this area a curvilinear alignment was added to better fit the land and enhance the views of the surrounding landscape. It also proposed a frontage road that would be located to the east of the businesses on the east side of the roadway. This would avoid additional impacts to the businesses.

The three governments have now selected a divided 4-lane roadway through and north of Pablo. The roadway follows the existing alignment except for an area north of Pablo. In this area a curvilinear alignment was added to better fit the land and enhance the views of the surrounding landscape. It also proposes a frontage road that would be located between US 93 and the businesses. This would avoid additional impacts to the businesses and avoid ROW impacts to additional parcels east of the businesses that were not impacted previously. Some of the businesses also feel the highway-side accesses are better than an access "behind" them. The alignment of US 93 will be shifted to the west to provide the right-of-way to reduce the impacts to those residences and businesses.

There are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

Realignment Between Caffrey Road and MT 35 in the Vicinity of Polson (See Figure 8)

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway. The alternatives included a realignment of the historic railroad.

The MOA proposed a divided 4-lane roadway in this area, with a more curvilinear alignment and varying median widths, and vertical alignments to better fit the land and enhance views of Flathead Lake and the other surrounding landscape. It also included a realignment of the historic railroad.

As a result of the MOA negotiations, a decision was made. The three governments have agreed to integrate the horizontal and vertical alignment of the reconstructed roadway with the hilly terrain while maintaining the views of Flathead Lake. This ~~was~~ will be implemented with the design of a four-lane divided highway with independent alignments for the northbound and the southbound lanes. The Northern Pacific Railroad Dixon-Polson Branchline, operated by Montana Rail Link (MRL), roadbed and rails are eligible for inclusion on the National Register of Historic Places, and as such any disturbance must be processed under the provisions of Section 4(f) of the Department of Transportation Act and § 106 of the National Historic Preservation Act. The FEIS provided mitigation for relocation of about 1800' of the MRL rail line on Polson Hill. The alignment proposed in the MOA keeps the track relocation within 1800 linear feet. Therefore, no additional impact to the rail line is planned. The use of extensive retaining walls will be required to meet this criterion and is included in the plan.

There are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.



NORTH PABLO

FIGURE 7

Figure 7 North Pablo



RAILROAD REALIGNMENT

FIGURE 8

Figure 8 Railroad Realignment

In the event MRL should discontinue its railroad operations to its northern terminus, an additional proposal was investigated that would reduce the need for the extensive system of retaining walls and provide a much improved curvilinear alignment that would require the use of more than the original 1800' of railroad. This realignment must be approved by MRL, and any increase in Section 4(f) impacts will also require coordination, discussions, and approvals with the Montana State Historic Preservation Officer (MSHPO), Tribal Historic Preservation Officer (THPO), and the Advisory Council on Historic Preservation. While this action is not being proposed or evaluated at this time, if proposed at a future date a new independent Section 4(f) statement will be prepared.

Glory Road (See Figure 9)

The range of alternatives discussed in the FEIS included 2 lanes with auxiliary lanes where needed; 4 lanes; 4 lanes with a continuous two-way left-turn center lane; or a 4-lane divided highway.

The MOA proposed a divided 4-lane roadway in this area. Rather than follow the existing alignment, it was more curvilinear with varying median widths and vertical alignments to better fit the land and enhance views of Flathead Lake and the other surrounding landscape. It included closing the Glory Road access and the use of a frontage road from Glory Road to a new access 400 meters to the north.

The three governments have now selected a divided 4-lane roadway in this area with a more curvilinear alignment with varying median widths and vertical alignments to better fit the land and enhance views of Flathead Lake and the other surrounding landscape. This selection will include closing the Glory Road access and the use of a frontage road from Glory Road to a new access 600 meters to the north. This frontage road was moved from within the existing right-of-way to the east to reduce the impact on the vegetated hillside to the west. The access point to US 93 was moved another 200 meters north and has impacts to parking for the businesses on the east. Further efforts will be made to minimize these impacts during project design.

There are no changes to the proposed action resulting in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

To alleviate the large cuts to the natural vegetated hillside to the west of US 93 in this area, the frontage road to Glory Road was relocated to the bottom of the slope east of US 93. The frontage road was planned to intersect US 93 at the south edge of the James R. and Sue Anne Iman parcel, impacting about half of their frontage on US 93. It crossed the front of the Nickel Cars used-car lot, impacting much of their display and access areas. It then followed the bottom of the fill slope for US 93 for approximately 300 meters, and swung east to tie into Glory Road about 100 meters east of US 93. By moving the frontage road to the toe of slope the impact on the property owners in that area is minimized.

Due to the impacts of the frontage road on the parking of the businesses as well as the display for Nickel Cars, the three governments agreed to move the frontage road connection to US 93 to the south end of the Nickel Cars property. The accesses to Nickel Cars and the private residences just south of there will connect to the frontage road. Two other commercial accesses will be provided as shown in the Access Control and Corridor Preservation plans, one to be shared by Les Schwab Tires and the Iman property, and the other for the Museum and Clearview Drive. Details for median crossings will be worked out during the design phase.



FIGURE 9

GLORY ROAD

Figure 9 Glory Road

Areas of Potential Impact

Water and Hydrology

The following paragraphs provide a description of conceptual level design guidelines and recommendations that have been developed as part of the MOA signed by the participating agencies three governments on December 20, 2000 (MDT et al. 2000). These design guidelines and recommendations were not proposed at the time of the publication of the 1996 Final EIS and reinforce the intention to minimize intrusion into adjacent natural resources and to enhance and restore damaged resources where the opportunity is available. Specifically, the water and hydrology related recommendations are designed to “maintain the chemical, physical, and biological quality of wetlands and streams, to prevent contamination of groundwater, and to provide erosion and sediment control” (MDT et al. 2000). Every reasonable effort will be made to assure that the spirit of the guidelines presented in the MOA is incorporated into the final design.

Over a dozen recommendations were presented in the MOA (see pages 29-30 in the Design Guidelines and Recommendations section of the MOA), some of which are applicable to the entire project, and some that are applicable to specific areas or sections. The following bulleted items highlight the major recommendations:

- ~~Select~~ The selected road configurations that minimize the area of impervious surface in order to reduce runoff.
- Use bioswales composed of indigenous plant materials to minimize impacts associated with roadway runoff. In wetland areas, create ribbon marshes that run parallel to the road and can be used to filter runoff. Ribbon marshes would consist of cattails and other appropriate plants.
- In selected populated areas, install curbs and gutters to control runoff. All urban cross-sections shall include stormwater collection and best management practices for treatment systems.
- ~~In the other areas~~ Use surface drainage systems such as swales, culverts, and retention basins instead of closed underground systems. Locate release points to minimize erosion if underground systems must be used, and maintain the site’s natural drainage pattern.
- Maintain wetland and riparian vegetation buffers to filter sediment and chemical pollutants carried by stormwater runoff.
- ~~In proximity to the existing highway,~~ Restore streams that have been channelized due to previous road construction related to US 93. Streams will be restored as close to their original channels as possible. Examples are Spring Creek at Schall Flats, and Mission Creek near St. Ignatius. Other streams will be reviewed during design for similar treatment.

Wildlife Crossing Structures and Associated Fencing

Mitigation for impacts on wildlife proposed in the FEIS included a wildlife overcrossing at Milepost 10.3, an extended Post Creek bridge, and a 13-foot culvert at Mission Creek. Recognizing the potential adverse effects of the roadway on wildlife, the MOA lane configuration incorporates approximately 42-44 wildlife crossings within the project corridor, along with fencing to funnel wildlife toward these crossing structures. Although 44 crossings are currently proposed, others may be added or some may be dropped during final design after coordination

with tribal and regulatory agencies. Table 6 identifies the proposed locations for wildlife crossing structures and wildlife fencing along with the structure type and approximate size.

Four types of crossing structures are proposed: one overpass, ~~eight~~nine open-span bridges, and ~~33~~34 corrugated metal pipes or concrete box culverts. The overpass, which is proposed at milepost 10.4, would support about 1.2 meters (4 feet) of topsoil on which vegetation would be established to provide cover. New open-span bridges are proposed at ~~eight~~nine locations and would provide a minimum of 3 meters (10 feet) of height clearance and 15 meters (50 feet) of dry land passage along the adjacent river or stream. Two of the proposed bridges would replace existing bridges; the remainder would replace culverts. At the remaining crossing locations either a corrugated metal pipe or a concrete box culvert ranging in size from 1.2 x 1.8 meters (4 x 6 feet) to 3.7 x 6.7 meters (12 x 22 feet) would be installed. These crossing would provide wildlife passage for both fish and wildlife. Where these structures convey streamflows, a dry bench adjacent to the stream would provide dry land passage, primarily for small mammals. The design of these structures may vary depending upon the analysis conducted at specific site locations during final design.

To facilitate use of the wildlife crossing structures and improve traffic safety, fencing would be installed to guide wildlife to the crossing site and vegetative cover would be planted. Generally, fencing would be 2.4-meter (8-foot) page wire fencing placed parallel to the road corridor. Table 7 identifies the locations and length of page wire fencing within the US 93 project corridor. Wing fencing would also be used at several locations. Wing fencing is 2.4-meter (8-foot) page wire fencing placed at a 45-degree angle to the road and extended for approximately 45 meters (150 feet). Sites where fencing is not currently proposed would be monitored. If it is determined that fencing is needed to facilitate use of crossing structures, it would be added.

Table 6 - Locations of recommended wildlife and fish passage structures in the US 93 project corridor.

Mile post*	Crossing Name	Type	Size in meters (feet)	Proposed Fencing
7.8	Frog Creek Fish Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	2.4 meter (8-foot) page wire
8.5	North Evaro Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
9.7	Rail Link Fish and Wildlife Crossing	Multi-span bridge (existing)	N/A	2.4 meter (8-foot) page wire
10.1	Finley Creek Tributary #1 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
10.3	Finley Creek Tributary #2 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
10.4	Evaro Hill Overcrossing	Wildlife overcrossing	46 to 61 (150 to 200) span	2.4 meter (8-foot) page wire
10.6	Finley Creek Tributary #3 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
11.9	Schley Creek Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
12.3	East Fork Finley Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
15.6	Agency Creek Fish Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	2.4 meter (8-foot) page wire

19	Jocko River Fish and Wildlife Crossing	Open span or multi-span bridge	91 to 122 (300 to 400) span	2.4 meter (8-foot) page wire
20.6	Schall Flats #1 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	Evaluate need through monitoring
21.4	Schall Flats #2 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	Evaluate need through monitoring
22	Schall Flats #3 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	Evaluate need through monitoring
22.8	Schall Flats #4 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
23.3	Jocko/Spring Creek Fish and Wildlife Crossing	Open span bridge	31 to 46 (100 to 150) span	2.4 meter (8-foot) page wire
25.16	Ravalli Curves #1 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
25.2	Ravalli Curves #2 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
26	Jocko Side Channel Fish and Wildlife Crossing	Open span bridge	31 to 46 (100 to 150) span	2.4 meter (8-foot) page wire
26.06	Ravalli Curves #3 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	2.4 meter (8-foot) page wire
26.1	Ravalli Curves #4 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	2.4 meter (8-foot) page wire
26.3	Ravalli Curves #5 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	2.4 meter (8-foot) page wire
26.4	Copper Creek Fish and Wildlife Crossing	Open span bridge	31 to 46 (100 to 150) span	2.4 meter (8-foot) page wire
28.2	Ravalli Hill Wildlife Crossing #1	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
28.4	Ravalli Hill Wildlife Crossing #2	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
30.5	Pistol Creek #1 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
30.7	Pistol Creek #2 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
31.8	Sabine Creek Fish Crossing	Corrugated metal arch culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
32.5	Mission Creek Crossing	Open span bridge	31 to 38 (100 to 150) span	2.4 meter (8-foot) page wire
33.4	Post Creek Drainage #1 Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	Evaluate need through monitoring
33.8	Post Creek Drainage #2 Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire in wing pattern
34.1	Post Creek Drainage #3 Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire

34.3	Post Creek Drainage #4 Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire in wing pattern
34.5	Post Creek Drainage #5 Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	Evaluate need through monitoring
34.7	Post Creek Drainage #6 Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	Evaluate need through monitoring
36.4	Post Creek Drainage #7 Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	Evaluate need through monitoring
36.7	Post Creek Drainage #8 Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	1.2 x 1.8 (4 x 6)	Evaluate need through monitoring
47.6	Ronan Canal #1 Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire in wing pattern
48.3	Ronan Canal #2 Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire in wing pattern
49.4	Mud Creek Tributary Fish and Wildlife Crossing	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire in wing pattern
49.9	Mud Creek #1 Fish and Wildlife Crossing	Open span bridge	12 to 21 (40 to 70) span	2.4 meter (8-foot) page wire in wing pattern
Old hwy 93	Mud Creek #2 Fish and Wildlife Crossing	Open span bridge	12 to 21 (40 to 70) span	2.4 meter (8-foot) page wire in wing pattern
56.6	Polson Hill Wildlife Crossing #1	Corrugated metal pipe or concrete box culvert	3.7 x 6.7 (12 x 22)	2.4 meter (8-foot) page wire
56.6	Polson Hill Wildlife Crossing #2	Open span bridge	12 to 21 (40 to 70) span	2.4 meter (8-foot) page wire

* Mileposts are included for general reference only and must be field verified during design phase.

Table 7 - Locations of 2.4-meter (8-foot) page wire wildlife fencing within the US 93 project corridor.

Mileposts*	Area Description	Length
7.2 to 12.3	Frog Creek to East Fork Finley Creek	5 miles
18.7 to 19.9	Jocko River Bridge	1.3 miles
22.4 to 26.7	Schall Flats crossing #4 through Ravalli Canyon to south end of Ravalli	4.4 miles
27.7 to 30.9	North of Ravalli Hill to Pistol Creek crossing #2	3.2 miles
57.1 to 57.9	Polson Hill	1.9 miles

* Mileposts are included for general reference only and must be field verified during design phase.

New or Revised Laws or Regulations

None.

New Threatened and Endangered Species Listings

Section 7 of the Endangered Species Act prohibits any federal agency from carrying out an action that is likely to jeopardize the continued existence of a listed species. It also requires preparation of a Biological Assessment (BA) for major federal actions. The purpose of a BA is to document the expected occurrence and use of habitats in the area of the proposed action by listed species and to assess the project impacts on those species. This analysis is then presented to the U.S. Fish and Wildlife Service for consultation on project effects on listed species. All federally funded or federally permitted actions are subject to Section 7 *whether or not the action is already approved and/or underway when a species is listed*.

The 1995 BA described the occurrence of grizzly bear (*Ursus arctos horribilis*), gray wolf (*Canis lupus*), peregrine falcon (*Falco peregrinus*), and bald eagle (*Haliaeetus leucocephalus*) in the project corridor and addressed the potential impacts on these species and their habitats as a result of the project.

After the MOA was issued in December 2000, it was determined that an updated BA should be completed. The need for this update was based on the following factors:

- A period of 6 years has elapsed since the completion of the analyses of project effects, and during this time changes in land uses, habitat conditions, and species occurrence may have been substantial enough to alter the results of the analysis of effects on listed species in the project area
- The MOA presents new roadway alignment concepts and project components that are not addressed in the 1996 FEIS or its accompanying biological assessment
- The biological assessment prepared in 1995 does not address potential project effects on the following four species:
 - Spalding's catchfly, which was proposed by the United States Fish and Wildlife Service (USFWS) for listing as threatened in 1999
 - Water Howellia, which was listed by USFWS as threatened in 1994
 - Bull trout, which was listed by USFWS as threatened in 1999.
 - Canada lynx, which has been listed by USFWS as threatened only since 2000.

The findings and determination of project effects on listed species are described below, and in the Draft-BA (Herrera Environmental Consultants, 2001) and the resulting Biological Opinion (USFWS, 2001).

How Changes Affect the Following Areas from the FEIS:

Traffic operation and safety

The conclusions shown here are summarized from the MOA. For a more detailed discussion please refer directly to the MOA.

The traffic analysis performed during the MOA negotiations provided for lane configurations as follows:

- Four-lane undivided roadway from Evaro to Finley Creek (1.21 miles)
- Four-lane divided roadway from Coombs Lane to Arlee couplet South; Arlee couplet North to Jocko River; and Ronan to MT 35 intersection in Polson (12.32 miles)~~(may be four-lane divided or five-lane for 1.5 mi. S. of MT 35).~~
- Two-lane couplet (two lanes each way) through and around Arlee (0.81 mile) (see Table 12).
- Approximately 7.5 miles of two-lane undivided highway through Ravalli Canyon and near St. Ignatius
- Alternating 10.80 miles of southbound passing/climbing lanes and 9.05 miles of northbound passing/climbing lanes (including 0.50 mile overlapping)

The overall combined Level of Service for year 2024 is projected to be level-of-service (LOS) B for both normal weekdays and summer weekends. (LOS B was defined in the FEIS as traffic flow at 55 mph or slightly higher, with passing demand approximately equal to passing capacity, and delays up to 45% of the time.)

Over the 20-year period after improvements are constructed the potential accident reduction is estimated at 70 fatal accidents, 520 nonfatal injury accidents, and 650 property-damage-only accidents.

Land Use

Purchase of approximately ~~82~~80 acres of additional right-of-way in various locations along the project corridor ~~would~~will be required under the MOA lane configuration compared to the four-lane divided configuration in the FEIS. ~~Additional~~The additional right of way would be required to provide for the following mitigation measures:

- Addition of approximately 44 wildlife crossings
- Realignment to facilitate curvilinear highway alignment and creating buffer zones
- Wetland mitigation
- Cultural site avoidance
- Section 4(f) site avoidance
- Realignment to avoid residences and businesses in both rural areas and within communities

The impacts of this additional right-of-way acquisition are necessary to accomplish the mitigation measures described, and will be offset by the benefits they will provide. It will not result in significant impacts not previously evaluated in the 1996 FEIS nor is there new information on the proposed action that establishes a new significant environmental impact not previously evaluated in the 1996 FEIS.

~~in the Ravalli Hill area between MP 27 and MP 30 in order to increase the radius of the curve of US 93 north of Montana Highway 200. Additional right-of-way will also be required to accommodate an interchange to provide safe access to the new and expanded visitor center to~~

be located north of US 93 (on the left side of the road as traveling north) and west of the National Bison Range.

~~Additional right of way would be required in Arlee for the proposed south-bound alignment, and in the Pablo area between MP 50 and MP 51 to accommodate a more curvilinear alignment and provide adequate design of the intersection of US 93 with Old US 93. The addition of approximately 42 wildlife crossings will also require more right-of-way than planned in the FEIS.~~

Indirect effects

Patterns of land use may change in the Arlee area as an indirect effect of the couplet proposed under the MOA lane configuration. The area east of the proposed southbound lanes of the Arlee couplet is primarily residential. The introduction of highway traffic to this area may result in a shift from residential to commercial land uses, and may encourage strip development and subdivision of land. Undesirable land use patterns and development can be avoided through coordinated access control, strategic land use planning, and development regulation.

Farmlands

The MOA lane configuration will not result in any additional conversion of Farmland Protection Policy Act (FPPA) farmland compared to the MDT Preferred Alternative or 4-lane divided alternative discussed in the FEIS.

Social

The MOA lane configuration will not result in any additional social impacts.

Economics

No new significant corridor-wide impacts to development, tourism, property values, or taxes would result from the proposed MOA alignment. ~~However, t~~The MOA alignment would will displace five small approximately the same number of businesses that as were not specifically addressed in the FEIS (these businesses are identified in the Relocations section of this Re-evaluation). The relocation of these businesses will result in some adverse local economic impacts due to the temporary loss of jobs. Relocation assistance, as described in the FEIS, will provide some mitigation for this short-term impact.

The MOA lane configuration may result in short term adverse impacts to highway-oriented businesses in Arlee due to traffic diversions around the commercial strip on US 93 during construction. In addition, under the MOA lane configuration, some existing businesses on the existing US 93 alignment would not be visible from the southbound segment of the proposed Arlee couplet, and this could result in a decrease in numbers of drop-in customers. This impact ~~could will~~ be mitigated by providing signage and turnouts visible from the southbound lanes allowing travelers easier access to businesses along the existing US 93 alignment.

Long-term benefits of the MOA lane configuration include improved access to existing businesses and additional parking opportunities.

Pedestrians and Bicyclists

Improved mainline shoulder widths will greatly enhance pedestrian and bicycle safety and accessibility. In areas where the highway is divided or will be comprised of a couplet (Arlee) vehicles, pedestrians, or bicyclists can concentrate on a single direction of mainline traffic as they progress onto or across the highway.

Pedestrian and bicycle safety and accessibility will also be enhanced in the Arlee area with the addition of a trail from Coombs Lane to the sidewalks in town.

In the Pablo area, the project corridor crosses between a residential area to the west and a high school and community college to the east. Short-term impacts to safety and access for bicyclists and pedestrians crossing US 93 to access these schools could be viewed as adverse, however in the long-term it would provide new opportunities for sidewalks and crosswalks that would improve pedestrian and bicycle access and safety in the area. Three intersections will be signalized as a part of this project and will provide pedestrian crosswalks with crossing signals.

Mitigation for potential impacts to bicyclists and pedestrians is discussed in section 7.6.4 in the FEIS and could be effectively applied to any new impacts under the MOA lane configuration.

Air Quality

Air quality would be reduced throughout the project corridor during construction. Although the duration and magnitude of both short-term and long-term impacts to air quality would not increase under the MOA lane configuration, the areas of impact vary from those described in the FEIS.

The air quality along the proposed southbound lane through Arlee would be adversely impacted during construction and operation of this new corridor. This proposed southbound lane would be located adjacent to a residential area with buildings as close as 100 feet from the center lane line of the highway, and air quality impacts to the residents in this area were not specifically addressed in the FEIS.

Mitigation for air quality impacts is discussed in section 7.7.5 in the FEIS, and would be effectively applied to the Arlee area. As noted in the FEIS, improvement of US 93 and reduced congestion will result in a net reduction in vehicle emissions and improved air quality.

Noise

The noise levels for residents located along the proposed southbound alignment of the Arlee couplet would increase as a result of the MOA lane configuration. However, increases exceeding 10 A-weighted decibels (dBA) (defined as a substantial increase and thus an impact by FHWA) or exceedance of the FHWA noise abatement criterion (67 dBA) are not anticipated for this residential area. Noise levels along the northbound alignment should be reduced due to the absence of the southbound traffic.

Water and Hydrology

Currently, storm water and snow melt in the project area discharges to roadside ditches or nearby surface waters including wetlands, streams, and reservoirs. Some roadside ditches likely infiltrate some water runoff, but the majority of the runoff in these facilities is discharged to nearby surface waters without any treatment or detention.

As described in the previous sections of Changed Conditions, runoff treatment and conveyance facilities are recommended in the MOA (pages 29-30 in the Design Guidelines and Recommendations section of the MOA) and would be constructed as a component of the proposed project. The guidelines and recommendations presented in the MOA are designed to improve water quality and benefit listed species. In particular, runoff treatment facilities would reduce pollutant loads to nearby streams and wetlands by treating roadway runoff that currently

receives no treatment. Likewise, improved conveyance and erosion control measures will reduce sediment loads to streams and wetlands and will minimize physical impacts to streams. ~~In addition, the new facilities will provide the ability to contain hazardous material spills in the event of a traffic accident.~~ Overall, the guidelines and recommendations presented in the MOA would further reduce impacts to water resources as well as enhance and restore damaged resources where the opportunity is available.

Floodplains and Stream Crossings

The MOA lane configuration would require cut and fill along the roadway corridor at a few new locations ~~that were not addressed in the 1996 FEIS as described below.~~ The majority of these additional cut and fill areas do not affect stream crossings along the project corridor at all. However, a few of the new cut and fill boundaries will result in new impacts to waterways (mostly minor drainages) that are no greater than those already described in the FEIS. Most of these impacts will occur at locations where cut and fill were already required and culvert replacements or wildlife crossings are already proposed. Therefore, while there is a minor change in the amount of disturbance and the amount of fill in waterways throughout the corridor, these impacts and appropriate mitigation were already addressed in the 1996 FEIS.

As described for the alternatives in the 1996 FEIS, most of the culverts within the project corridor would be replaced and fish passage would be provided at all stream crossings. Culverts within intermittent drainages that do not provide fish habitat may be extended if the current culvert is in good condition. Because several of the wildlife crossing structures proposed under the MOA lane configuration are located at stream crossings, larger culverts and bridges are proposed under the MOA than in the 1996 FEIS.

New bridges would replace existing box culverts at Jocko Spring Creek, near milepost 23, and Mud Creek near milepost 49.5. Bridges would facilitate fish passage, preserve in-stream fish habitat within these systems, and reduce fill in the floodplain. Enlarged culverts for wildlife crossings and the commitment to provide natural stream bottoms within culverts in fish-bearing streams (page 27 of the Design Guidelines and Recommendations section of the MOA) would also facilitate fish passage, minimize the effects of in-stream fish habitat loss, and minimize inlet scouring and reduce stream bank erosion at the crossing site.

For North Fork Finley Creek, the 1996 FEIS noted one exception to the statement that fish passage would be provided at all fish-bearing stream crossings. The 1996 FEIS recommended that the culvert under US 93 at North Fork Finley Creek should remain impassable for fish to prevent non-native species from accessing upstream reaches that support native west slope cutthroat trout. Under the MOA lane configuration, this culvert would be replaced with a fish passable one. CSKT fisheries biologists may choose to construct removable in-stream barriers to prevent non-native fish migration upstream.

In addition, a few minor streams and drainage crossings do not appear to have been identified in the 1996 FEIS. ~~The 1996 FEIS tabulated all stream/drainage crossings with drainage areas greater than 1.0 square miles. Three crossings that were not identified in the 1996 FEIS were observed during a field visit on April 9th, 2001 in support of this re-evaluation. Precise drainage areas were not delineated or calculated during the field visit, but based on flow and aerial photographic information, these sites did appear to exceed the 1.0 square mile limit.~~ All of these systems would have been affected by the alternatives proposed in the 1996 FEIS.

The three ~~(potentially overlooked)~~ additional crossings are: an unnamed tributary crossing in the vicinity of milepost 11.8-11.9 located southwest of Schley Creek; a side channel to the Jocko River south of milepost 26 (located at proposed wildlife crossing number 23); and Post Creek drainage (located at proposed wildlife crossing number 30). Under the MOA lane configuration,

the culverts at Schley Creek and the Post Creek drainage would be replaced with a wildlife crossing structures, and a bridge would be constructed at the Jocko River side channel.

Finally, the 1996 FEIS did not identify O'Keefe Creek, which is not crossed by the project corridor, but is located adjacent to the west side of US 93 corridor at milepost 6.7. O'Keefe Creek is rated as a high quality stream by the Montana Department of Fish, Wildlife, and Parks and supports west slope cutthroat trout. The MOA lane configuration would require the realignment of about a 100-foot portion of the stream channel that flows along the base of the roadway embankment. All of the 1996 FEIS alternatives would have affected O'Keefe Creek, and it is not clear why this system was not previously described. At this location, O'Keefe Creek receives extensive sediment input from sanding activities during winter storm events and flows through an excavated pond and an area with minimal riparian vegetation.

Relocating the O'Keefe stream channel at this site provides an opportunity to move the channel away from the roadway and restore riparian vegetation. If it is necessary to retain the pond at this location, it could be retained in its present location and extended to restore the area that is lost. Additional mitigation will be considered at this site by adding a berm to the side of the roadway to trap sand before it washes into the stream. This berm will be evaluated for possible extension south of the beginning point of the project corridor for the length of the stream channel.

Wetlands

The 1996 FEIS identified nearly 200 wetlands in the project corridor, but apparently overlooked a wetland associated with O'Keefe Creek at the beginning of the project corridor. This wetland includes an excavated pond within the main stem of the stream channel and measuring less than 0.06 hectares (0.15 acres) in size and a scrub-shrub wetland associated with O'Keefe Creek. This system is likely a category III wetland primarily providing sediment filtration and general fish and wildlife habitat functions. With the exception of the O'Keefe wetland, all of the wetland systems affected by the MOA lane configuration were previously described in the 1996 FEIS.

The MOA lane configuration would result in the loss of approximately 44.27 51 acres of existing wetland habitat in the project corridor, which is about 13-23 acres more than the MDT preferred alternative and 4-5 acres more than the 4-lane divided configuration identified in the 1996 FEIS, respectively. Because the same wetlands would be affected by the MOA lane configuration as those affected by the 1996 FEIS alternatives, loss of wetland functions would be similar to those previously described. As stated in the 1996 FEIS, minor adjustments to the alignment may be incorporated as final designs are developed in order to minimize impacts on wetlands. Sites identified in the 1996 FEIS for compensatory mitigation would be updated and expanded as needed for impacts resulting from the MOA lane configuration. Additional benefits to wetlands are expected from the implementation of runoff conveyance facilities in the project corridor.

For the most part, the amount of acreage lost within an individual wetland under the MOA lane configuration would be similar to the alternatives described in the 1996 FEIS. There is one notable exception at Mud Creek near milepost 51. are two areas with notable exceptions: Evaro, near milepost 6.8 and Mud Creek near milepost 51. In Evaro, the roadway alignment would shift to the east to provide a frontage road to access project corridor businesses on the west side of the roadway. This shift would also require a shift in the Montana Rail Link railroad. A wetland complex located between US 93 and the railroad would be eliminated due to this roadway shift. The wetlands at this location primarily consist of roadside ditches that support emergent vegetation and are rated Category III or IV wetlands, providing moderate to low functions. Project mitigation would replace wetland functions lost due to project implementation.

The MOA lane configuration would impact 6.7 5.1 acres of wetland at Mud Creek. Previous alternatives described in the 1996 FEIS would have filled up to 0.95 acres at this site. Increased wetland impacts at this site are attributed to a divided four-lane configuration, the addition of a curvilinear alignment, and a proposed wildlife crossing structure. While extensive wetland impacts are expected at this site, numerous mitigation opportunities are also present. This land is owned by CSKT and there is a strong commitment to provide wetland and stream mitigation at this site to offset the expected wetland impacts.

~~An additional 0.26 acres of wetland impact would occur at O'Keefe wetland. All of the 1996 FEIS alternatives would have affected the O'Keefe wetland, so the impact is not new but is newly described. Mitigation at this site could be accomplished by extending the pond on site to mitigate the portion of the pond filled by the roadway. In addition, planting riparian vegetation would enhance the wildlife habitat at this site and provide an additional buffer and sediment trap from the roadway.~~

Because the same wetlands would be affected by the MOA lane configuration as those affected by the 1996 FEIS alternatives, loss of wetland functions are expected to be similar to those previously described. Due to the amount of time that has lapsed since the completion of wetland delineations in the project corridor, project staff have verified wetland boundaries delineated in support of the 1996 EIS. Wetland impacts were recalculated and function assessments were completed to obtain the most accurate and up-to-date information. The new information will be used to establish goals and objectives for project mitigation. While the 1996 EIS described several opportunities to mitigate for project impacts on wetlands, the majority of these sites have been developed to mitigate for impacts associated with other projects. Currently project biologists are coordinating with CSKT biologists and MDT staff to identify both onsite and offsite mitigation opportunities. Onsite opportunities will focus on wetland enhancement and restoration at wildlife crossing structures, stream restoration where culverts are removed and bridges are constructed, and restoration of wetlands in the project corridor. Because of the extent of wetland impacts anticipated, additional mitigation will be required at one or more offsite locations. Offsite mitigation will seek to restore or enhance wetlands to replace functions lost by project impacts. Mitigation plans will be developed in coordination with the U.S. Army Corps of Engineers. All mitigation sites will be monitored to ensure long-term success. As stated in the 1996 FEIS, additional opportunities to minimize impacts will be examined as final designs are developed.

Fish and Wildlife

In general, the MOA lane configuration would have similar effects on wildlife in the project corridor as described in the 1996 FEIS. This is because the MOA lane configuration generally follows the existing road alignment and predominately consists of a two-lane highway with an additional, alternating lane for passing northbound or southbound traffic. As a result, the majority of habitat disturbance is confined to the right-of-way associated with the existing alignment. Mitigation measures as described in the 1996 FEIS would also be implemented to minimize project impacts on wildlife.

It is important to note that the MOA lane configuration includes additional elements that were not included in the alternatives described in the 1996 FEIS that would benefit wildlife in the project corridor. The approximately 42-44 wildlife crossing structures that would be incorporated throughout the project corridor are expected to benefit not only listed species, but also a wide range of wildlife. Small mammals and ungulates are expected to use the crossing sites as well as amphibians and reptiles. Fencing jump-outs would be constructed approximately every half-mile where continuous fencing is proposed. Jump-outs would provide an opportunity for wildlife trapped in the road corridor to jump back into the habitat areas along the road corridor. These

systems are used successfully in several locations in the United States and Canada. The new wildlife crossings will reduce animal mortality and enhance movement of wildlife throughout the region where US 93 has been a barrier to such movement.

The design guidelines and recommendations outlined in the MOA also provide additional measures that would minimize impacts on vegetation and wildlife in the corridor. These measures include, but are not limited to:

- The three governments will strive to limiting commercial, residential, and industrial development in areas adjacent to wildlife crossings through property purchase and/or easements.
- Restoring vegetation along areas leading up to wildlife crossings, and providing cover to shield the entrances from the road
- Preserving large trees wherever possible, including all conifers 50 years and older (i.e., 18-inch diameter at breast height or larger).
- Preserving shrubs and trees at or near stream crossings.
- Developing and implementing detailed revegetation plans for stream crossings.
- Using only indigenous plant materials for revegetation of disturbed areas (species considered indigenous for purposes of the project are identified in the MOA).

Impacts of the MOA lane configuration on fish are discussed above under floodplains and stream crossings.

Threatened / Endangered Species

A The summary of the analysis presented in the BA is provided below for each species is based on the Biological Assessment (Herrera Environmental Consultants, 2001) prepared for this project and the resulting Biological Opinion (USFWS, 2001). The peregrine falcon, which was addressed in the 1995 BA, was not analyzed in the updated BA. Peregrine falcon was removed from the threatened and endangered species list in 1999. Peregrine falcon use of the project area is concentrated at the base of the Mission Mountains, and there are no peregrine falcon nesting sites in the project area.

Spalding's Catchfly

Because the nearest population of Spalding's catchfly is 25 miles northwest of the project corridor, and there is no remnant habitat for the species in the project corridor, no direct or indirect effects on populations of Spalding's catchfly are expected to result from the proposed action.

Water Howellia

Because there are no known populations of water Howellia west of the Mission Range, and there is no suitable habitat for the species in the project corridor, no direct or indirect effects on populations of water Howellia are expected to result from the proposed action.

Bald Eagles

The 1995 BA identified two nesting pairs of bald eagles within 3.5 miles of the project corridor. In addition to the nests identified in the 1995 BA, a new pair of bald eagles is nesting at the Jocko River about 2.8 km (1.75 miles) from the US 93 bridge crossing over the Jocko River. At

its closest point north of the bridge crossing, the project corridor is about 1.6 km (1 mile) from the nest. Because the noise generated by bridge replacement and road reconstruction would be tempered by the ambient noise of the Jocko River, normal traffic along US 93, and the distance from the nest, this pair may be affected by construction but would not be adversely affected. ~~Loud activities such as pile driving or blasting may be required to construct the new bridge. If pile driving or blasting is required, these activities would be restricted to the time period between August 15 and January 1, which is outside the nesting season, to avoid adverse effects on the nesting pair.~~

Incidental occurrence of wintering bald eagles may occur throughout the project corridor, particularly where large trees provide views of open water. Concentrations of wintering bald eagles occur at the Polson sewage lagoon on the Flathead River. The wintering period for bald eagles typically occurs between October 31 to March 31. Construction activities also typically shut down for the majority of this time period, although this may vary from year to year. However, because limited construction activities are expected during this period, and construction of the Polson segment of the alignment would be limited to the time period outside the wintering period for bald eagles, no adverse effects on wintering bald eagle populations are expected.

As concluded in the 1996 FEIS, Operation of the US 93 corridor is not expected to adversely affect any nesting pairs or wintering populations of bald eagles.

Canada Lynx

The Canada lynx does not occur in resident populations within the US 93 project vicinity, and the only suitable habitat to support lynx in the project corridor occurs within the Evaro corridor. Resident populations are present in suitable habitats in the surrounding Rocky Mountain range and dispersing animals are likely to sometimes traverse the project corridor. Potential travel corridors in the project area likely include the Evaro corridor, the Jocko River, and perhaps Ravalli Hill (Soukkala 2001 personal communication).

The primary potential effect of the proposed project on Canada lynx would be a contribution to the impediment of lynx movement and dispersal through the project corridor and a potential increase in mortality from lynx-vehicle collisions. This effect would result from road widening, loss of roadside vegetation, and increased traffic levels within the corridor. Currently, there is no information to determine the level at which traffic volume or roadway design may influence lynx movements or create an impediment to movement (FR 65:58, March 24, 2000), and no data are available on Canada lynx movements through the project corridor.

Recognizing the effects of roads on wildlife populations, the proposed action incorporates approximately ~~42~~44 wildlife crossing structures and associated fencing spaced throughout the project corridor. Most of these structures were sized to accommodate the largest and most wary species in the project vicinity (in most cases, grizzly bear). Site-specific guidelines for each crossing location are contained in the wildlife crossing section of the memorandum of agreement. The need to facilitate wildlife movement through the project corridor, particularly for lynx, wolves, and bears, is recognized in section 6.12.7 Wildlife Movement Corridors of the 1996 EIS. At the time of the publication of the 1996 EIS, Canada lynx was not a listed species. The 1996 EIS draws no conclusion on the severity of the project on lynx, but acknowledges that potential increases in mortality and increased fragmentation are likely.

The implementation of crossing structures as an element of the proposed action would facilitate movement of lynx through the corridor. However, few data are available regarding lynx use of crossing structures. Moreover, lynx may require a period of adjustment before using the

crossing structures. Consequently, the proposed action may adversely affect Canada lynx. Project proponents are currently consulting with the USFWS to ensure that populations of Canada lynx in the project corridor are not jeopardized by the proposed action.

The USFWS has determined that this project, as proposed, is not likely to jeopardize the continued existence of Canada lynx nor any subpopulations thereof. No critical habitat has been designated for this species, therefore, none will be affected (USFWS, 2001).

Grizzly Bear

The project vicinity is not located within any of the established grizzly bear recovery areas; however, the northern Continental Divide recovery area is located east of the project corridor and bears range within the project vicinity in the spring and fall to forage. The Evaro corridor is managed by the Confederated Salish and Kootenai Tribes as Situation II habitat and may serve as an important linkage area between northern Continental Divide grizzly bear recovery area and the Bitterroot grizzly bear recovery area. Currently, bears are infrequent within the habitats adjacent to US 93 and occasionally cross the road. Few data have been collected on grizzly bear crossing locations, but are expected at Evaro corridor, Ravalli Hill, and the Ninepipe area (Soukka 2001 personal communication). The Ninepipe area will be discussed in a Supplemental Environmental Impact Statement and Biological Assessment.

Operation of the proposed project would primarily affect grizzly bears by increasing the difficulty associated with crossing the project corridor, loss of habitat, and potential increases in mortality resulting from bear-vehicle collisions. Of particular importance is fragmentation of potential linkage areas between recovery zones. These impacts would result from road widening, loss of roadside vegetation and habitat modification, and projected increases in traffic volumes and speeds. No important grizzly bear foraging areas in the valley would be altered by the project. As stated in the 1995 BA, there is ~~was~~ an unconfirmed report of a grizzly bear being killed by a vehicle near Post Creek in the project corridor and confirmed reports of road-killed black bears within the Evaro corridor. More recently a 4- to 5-year-old grizzly was killed near Post Creek August 29, 2001, and another near Ninepipe Reservoir in 1998.

Recognizing the effects of roads on wildlife, the MOA lane configuration incorporates approximately ~~42~~ 44 crossing structures and associated fencing to facilitate wildlife movement through the US 93 corridor (see discussion above under Canada lynx). There is little other data on bear utilization of crossing structures. Final designs for the proposed structures will be based on the best available data in the literature, observations made at structures successfully used in Banff National Park, Canada, and the site conditions in the project corridor. Site-specific guidelines to encourage bear use of these structures are identified where appropriate in the wildlife crossing section of the memorandum of agreement. ~~One key to the success of these structures may be managing human activities near crossing structures.~~

~~The MOA lane configuration incorporates wildlife crossing structures and associated fencing and generally maintains a two- to three-lane configuration, which would facilitate bear movement across the road corridor and reduce the risk of mortality from bear-vehicle collisions. The implementation of crossing structures as an element of the proposed action would facilitate movement of lynx through the corridor. However, few data are available regarding bear use of crossing structures and while males have been observed, female grizzlies have not been documented crossing the Trans-Canada Highway in Banff National Park. Moreover, grizzlies may require a period of adjustment before using the crossing structures. Consequently, the proposed action may adversely affect grizzly bears. Project proponents are currently consulting with the USFWS to ensure that populations of grizzly bear in the project corridor are not jeopardized by the proposed action.~~

The USFWS has determined that this project, as proposed, is not likely to jeopardize the continued existence of grizzly bears nor any subpopulations thereof. No critical habitat has been designated for this species, therefore, none will be affected (USFWS, 2001).

Gray Wolf

Key components of wolf habitat include a sufficient year-round prey base; suitable and secluded denning and rendezvous sites; and sufficient space with minimal exposure to humans (USFWS 1987). The increasing amount of human habitation and presence of US 93 make it unlikely that the project vicinity would support core habitat for a wolf pack. Sightings in the project vicinity indicate that wolves cross the US 93 corridor, although it is not known at what frequency or location. Wolf packs are established in habitat areas outside the project corridor and dispersing animals likely cross the project corridor. Occurrence of wolves in the Ninemile area, located west of US 93 and south of Dixon, indicate that they are likely crossing US 93 at the Evaro corridor. Other key crossing areas may include Jocko River, Ravalli, and the Ninepipe area (Soukkala 2001 personal communication).

The primary potential effect of the proposed project on wolves would be a contribution to the impediment of wolf dispersal through the project corridor and an increased risk of mortality associated with vehicle collisions. These impacts are attributed to the wider road surface, reduced vegetative cover along the roadway, and projected increases in traffic volumes.

Recognizing the effects of roads on wildlife, the proposed action incorporates approximately 42 44 crossing structures (see discussion under Canada lynx). Important wolf crossing areas are expected at the same locations as described for lynx including Evaro, Jocko River, Ravalli, and the Ninepipe area (Soukkala 2001 personal communication). No new impacts on gray wolves have been identified since the publication of the 1996 EIS.

The implementation of crossing structures as an element of the proposed action would facilitate wolf movement through the corridor. However, few data are available regarding wolf use of crossing structures. Moreover, wolves may require a period of adjustment before using the crossing structures. Consequently, the proposed action may adversely affect gray wolves. As described for Canada lynx, wolf movement would be facilitated by implementation of crossing structures through the project corridor. Project proponents are currently consulting with the USFWS to ensure that populations of gray wolf in the project corridor are not jeopardized by the proposed action.

The USFWS has determined that this project, as proposed, is not likely to jeopardize the continued existence of gray wolves nor any subpopulations thereof. No critical habitat has been designated for this species, therefore, none will be affected (USFWS, 2001).

Bull Trout

Bull trout occurrence and suitability of habitat in the project corridor is summarized in Table 8. In general, bull trout in the project corridor occur at low levels within the Flathead River, Jocko River, Mission Creek, and Post Creek.

Direct Effects Project-wide

Construction activities within the project corridor may directly affect bull trout and other fish species in the following ways:

- There would be a temporary diversion of streamflow within systems where culverts are removed to install bridges and crossing structures. Such a diversion could generate sediments downstream of the construction site and may create a temporary migration barrier for fish.

Table 8 - Bull trout occurrence and suitability of habitat in the US 93 project corridor.

Stream	US 93 Milepost ^a	Bull Trout Present ^b ?	Suitability of Habitat
Flathead River drainage			
Flathead River	NA	Yes	Supports nodal habitat areas ^c .
Jocko River drainage			
Jocko River	19.0	Yes	Core habitat area within corridor, although rare within reach affected by the proposed action ^d .
Finley Creek	9.7	No	Likely historical presence. Unlikely to support bull trout in its current condition ^e .
Frog Creek	7.8	No	Inaccessible from Finley Creek. Highly fragmented by land use practices ^e .
Schley Creek	11.8	No	Likely historical presence. Inaccessible from Finley Creek ^e .
East Fork Finley Creek	12.2	No	Likely historical presence. Impassable barrier immediately upstream of US 93 corridor ^e .
Agency Creek	15.7	No	Likely historical presence. Inaccessible from Finley Creek ^e .
Jocko Spring Creek	23.3	No	Currently not known to support bull trout ^f .
Copper Creek	28.2	No	Intermittent system. No resident fish populations in this system ^f .
Mission Creek drainage			
Mission Creek	32.4	Yes	May occur in low numbers within the reach affected by the proposed action, historically important habitat, core areas located upstream ^g .
Sabine Creek	31.8	No	Currently unsuitable, historical status not known. Land use practices and resident nonnative fish limit restoration ^g .
Pistol Creek	30.5	No	Currently unsuitable, historical status not known. Land use practices and resident nonnative fish limit restoration ^g .
Post Creek	37.8	Yes ^a	Occur in low numbers in project corridor ^g .
Crow Creek drainage			
Crow Creek	44.2	No	Not known historically. Habitat suitability unknown. Permanent barrier downstream of project corridor ^h .
Ronan Spring Creek	47.0	No	Not known historically. Habitat suitability unknown. Permanent barrier downstream of project corridor ^h .
Mud Creek	51.0	No	Not known historically. Habitat suitability unknown. Permanent barrier downstream of project corridor ^h .

^a Mileposts are approximate.

^b Source: Evarts (2001a personal communication); Montana Rivers Information System (MRIS) (2001a,b).

^c Source: Montana Bull Trout Scientific Group (MBTSG) (1996).

^d Source: MBTSG (1996); BIA and CSKT (1999); MRIS (2001a).

^e Source: MRIS (2001b); CSKT (2000a); Hansen (2001b personal communication); Evarts (2001a personal communication).

^f Source: Evarts (2001a personal communication).

^g Source: MBTSG (1996); MRIS (2001a); Evarts (2001a personal communication).

^h Source: MBTSG (1996); MRIS (2001b); Evarts (2001b personal communication).

- Dust and particles from asphalt removal and paving may settle into nearby streams and wetlands.
- Dewatering and excavation of the construction site may result in increased sediment entering nearby wetlands and streams.
- Runoff from recently cleared and graded areas may result in increased sediment entering nearby wetlands and streams.
- Erosion of embankments and streambeds may occur during construction activities.
- Accidental spills of fuels, oils, concrete leachate, and chemicals used during construction could enter nearby wetlands and streams; however, a spill prevention, control, and countermeasures plan would be implemented to manage spills.

Operation of the new US 93 corridor may directly affect bull trout and other fish species in the following ways:

- Operation of the widened roadway would generate increases in pollutants, sediments, and nutrients entering nearby streams and surface waters from impervious surface areas.

Water Quality

Construction and operation of the widened roadway would generate increases in pollutants, sediments, and nutrients entering nearby streams and surface waters. Potential pollutant sources for this project include construction activities, such as clearing and grading, asphalt removal and paving, culvert replacement or extension, construction of new bridges, and the creation of impervious surface areas. Hydrocarbons, heavy metals, and other pollutants commonly associated with runoff from impervious surfaces supporting automobile traffic are anticipated from the new impervious surfaces. Surface water runoff treatment is discussed below.

Increased Impervious Surface Area

Increased impervious surface areas result in a loss of infiltration through the soil. As a result, stormwater enters area streams and rivers episodically resulting in increased peak flows and reduced base flows. Increases in stormwater delivery can also lead to the occurrence of more frequent flood events. Other potential impacts include increases in the pollutant levels and occasionally in water temperatures in receiving waters.

Wetland Fill

Operation of the new roadway would result in the loss of about ~~44.53~~ 51 acres of existing wetlands in the project corridor. Loss of wetland habitat can directly and indirectly affect bull trout and other fish habitat depending on the proximity of the wetland to fish-bearing streams, the presence of a hydrologic connection, and the wetland type. Loss of wetland habitat may result in a loss of infiltration through the soil and flood storage capacity. As a result, stormwater enters area streams and rivers episodically resulting in increased peak flows and reduced base flows. Loss of flood storage capacity can also lead to the occurrence of more frequent flood events. Wetlands also serve to filter sediments, nutrients, and pollutants from stormwater runoff, before it enters streams. Mitigation of the impacts is discussed below under Mitigation Measures.

Indirect Effects Project-wide

The potential long-term indirect effects (i.e., prolonged periods of inundation and channel and bank scouring) of the proposed project are associated with potential changes in peak and base streamflows. These would result from loss of wetland acreage, changes in stream conveyance capacity at culverts and bridges, and increases in impervious surface areas and the resultant stormwater runoff.

- Increased impervious surface areas result in a loss of infiltration through the soil and cause increased peak flows and reduced base flows. This can also lead to more frequent flood events.

Beneficial Effects Project-wide

The following beneficial effects would result from the proposed action:

- Impassable culverts at East Fork Finley Creek, Schley Creek, and Agency Creek would be removed and replaced with passable ones.
- Fish passage would be improved by the removal of culverts and the installation of bridges at Mission Creek, Jocko Spring Creek, the Jocko side channel, and Mud Creek.
- The Jocko River bridge, which in its current configuration constricts flood flows, ~~would~~ will be removed and replaced with a wider structure spanning the ~~100-year floodway~~ ordinary high water mark of the system. The new bridge ~~would~~ will provide dry land passage for wildlife.
- Stream fish and wildlife habitat would be improved by in-channel and riparian restoration activities at all proposed fish and wildlife passage structures.
- Informal pullouts that contribute sediments to area wetlands and streams would be eliminated and restored with native vegetation.
- ~~Stormwater treatment and detention facilities would provide treatment and detention of the stormwater runoff generated from the roadway surface. (Runoff from the existing roadway is not treated or detained.)~~

Mitigation Measures

In addition to the beneficial effects expected to result from the project, numerous mitigation measures are proposed to minimize impacts on bull trout and other fish and wildlife species. These measures are summarized in Table 9.

Table 9 - Potential project impacts on bull trout resulting from construction and operation of the US 93 reconstruction project, with corresponding conservation measures.

Project Impacts	Conservation Measures
Direct and Indirect Effects	
Loss of riparian habitat at river and stream crossings.	Implement revegetation plans at stream crossings.
Increased sedimentation to streams and wetlands.	Implement best management practices. Implement temporary erosion and sediment control plan during construction. Restrict in water work to periods of low flow.
Loss of wetland acreage.	Create or restore wetlands in the corridor providing similar functions to those lost.
Increased impervious surface.	Detain stormwater runoff to match pre-development rates. Implement the guidelines contained on pages 29 and 30 of the Design Guidelines and Recommendations section of the MOA. Where constructed, maintain stormwater detention facilities so they continue to function as initially intended.
Decreases in water quality.	Implement the guidelines contained on pages 29 and 30 of the Design Guidelines and Recommendations section of the MOA. Treat stormwater runoff from the new road surface. Where constructed, maintain stormwater treatment facilities so they continue to function as initially intended.
Accidental spills during construction.	Implement a spill prevention plan during construction.
Displacement of fish due to human disturbance and in-water work.	Construct bridges from land. Restrict in-water work to the months outside the spawning period for bull trout. <u>Instream work will be conducted only during the period from July 1 through August 31.</u> Remove fish from stream channels and divert flows around the construction site. <u>Upon locating dead, injured or sick bull trout, notification will be made within 24 hours to USFWS or the Tribal Fish, Wildlife, Recreation and Conservation Office. Information relative to the date, time and location of dead or injured listed species when found will be recorded, and if possible, the cause of injury or death of each fish.</u>

Conclusion

The 1996 EIS identifies bull trout as a species of special concern that is likely to be present in cold water streams in the project corridor. Potential impacts on fish species and habitats, similar to the impacts described above, are disclosed in the 1996 EIS without specific reference to bull trout. While bull trout occurrence is largely incidental and no spawning habitat is known in the corridor, the extent and duration of the proposed construction activities are likely to adversely affect bull trout. The implementation of best management practices and conservation measures would minimize potential harm to bull trout, but would not completely eliminate potential harm. As a result, construction of the proposed project would adversely affect bull trout. Wetland losses and increases in impervious surface areas and the resultant stormwater runoff could result in decreases in water quality that harm fish. While the proposed action would incorporate numerous design modifications and mitigation-conservation measures that would benefit bull trout and minimize long-term impacts on this species, they would not completely eliminate potential impacts on bull trout. Project proponents are currently consulting with the USFWS to ensure that populations of bull trout in the project corridor are not jeopardized by the proposed action.

The USFWS has determined that this project, as proposed, is not likely to jeopardize the continued existence of bull trout nor any subpopulations thereof. No critical habitat has been designated for this species, therefore, none will be affected (USFWS, 2001).

Biological Opinion

The Biological Opinion issued by the USFWS on October 19, 2001, includes the following reasonable and prudent measures which are necessary and appropriate to minimize impacts of incidental take of listed species:

1. The FHWA (Administration) and the MDT (Department) shall identify and implement means to reduce the potential for incidental take of bull trout from direct mortality and from increases in the amount of sediment and other pollutants entering project corridor streams as a result of construction-related activities associated with this project.

2. The Administration and Department shall identify and implement means to reduce the potential for incidental take of gray wolves, grizzly bears, and Canada lynx from direct mortality as a result of high traffic levels present on US Highway 93, and from habitat fragmentation and displacement for these species as a result of project-related increases in highway width and increases in traffic volume and speed.

3. The Administration and the Department shall monitor reconstruction of the highway as well as the construction of fish passage and wildlife crossing structures to ensure that these activities and structures comply with the Re-evaluation of the Final Environmental Impact Statement, Biological Assessment, Biological Assessment Supplement, Memorandum of Agreement, and Biological Opinion for this project. The Administration and the Department shall also implement the reporting requirements as described in the terms and conditions below.

In order to be exempt from the prohibitions of Section 9 of the Endangered Species Act, the Administration must comply with the following terms and conditions, which implement the reasonable and prudent measures described above and outline required reporting and monitoring requirements. These terms and conditions are nondiscretionary.

To fulfill reasonable and prudent measure #1, the following terms and conditions shall be implemented:

1(a) Structures built across project corridor streams shall be constructed as described in the documents submitted in support of this project, including the Re-evaluation of the Final Environmental Impact Statement, the May 3, 2001 Biological Assessment, the August 30, 2001 Biological Assessment Supplement, and the December 20, 2000 Memorandum of Agreement and shall include implementation of all of the conservation measures described therein.

1(b) Instream work within the Jocko River and Mission Creek shall be conducted only during the period June 1 to August 31. This includes, but is not limited to, removal of old bridge piers or abutments, the driving and removal of pilings for work bridge construction and temporary support structures, and riprap placement below the ordinary high water mark. Even during this time period, operation of construction equipment in streams shall be kept to the minimum amount necessary.

1(c) Construction of detour lanes associated with construction of the Mission Creek bridge shall be accomplished utilizing a temporary bridge over Mission Creek, as opposed to installation of a new culvert in this stream. If at all possible, pilings or fill material necessary to support this bridge shall not be placed within the Mission Creek channel.

1(d) To the maximum extent possible, the existing US Highway 93 bridge over the Jocko River will be disassembled and removed without pieces being allowed to fall into the river. Any instream work associated with the removal of this bridge and its supporting structures shall occur during the period June 1 to August 31.

1(e) Best management practices for erosion control shall be applied to this project, including:

- constructing silt fencing to prevent sediment from reaching water bodies;
- using straw bales in borrow ditches to prevent erosion and sediment transport;
- quickly reseeding and revegetating all disturbed areas, including embankments and borrow ditches, and adding a woody vegetation component to this riparian revegetation plan;
- using bank stabilization measures for disturbed channel banks; and
- maintaining and protecting riparian vegetation to the maximum extent possible within the construction zone.

1(f) All waste fuels, lubricating fluids, herbicides, and other chemicals will be collected and disposed of in a manner that ensures that no adverse environmental impact will occur. Construction equipment will be inspected daily to ensure hydraulic, fuel and lubrication systems are in good condition and free of leaks to prevent these materials from entering streams or wetland areas. Vehicle servicing and refueling areas, fuel storage areas, and construction staging and materials storage areas will be sited and contained properly to ensure that spilled fluids or stored materials do not enter streams or wetlands.

To fulfill reasonable and prudent measure #2, the following terms and conditions shall be implemented:

2(a) The wildlife crossing structures, and their attendant fencing, described in the December 20, 2000 Memorandum of Agreement, the May 3, 2001 Biological Assessment, the August 30, 2001 Biological Assessment Supplement, and the re-evaluated Final Environmental Impact Statement for this project shall be constructed as proposed in these documents and shall include implementation of the conservation measures described therein.

To fulfill reasonable and prudent measure #3, the following terms and conditions shall be implemented:

3(a) A monitoring plan shall be implemented. The evaluation program implemented shall include monitoring of wildlife crossings of the US Highway 93 corridor before, during, and after construction of this project and shall be used to guide and adapt the design and maintenance of the crossing structures constructed during this project.

3(b) Structures designed to minimize sediment and pollutant runoff from sensitive areas such as settling ponds, vehicle and fuel storage areas, hazardous materials storage sites, erosion control structures, and coffer dams or drilled shaft casings shall be visually monitored daily to ensure these structures are functioning properly and are preventing sediment and pollutants from entering streams or wetlands.

3(c) Upon locating dead, injured or sick bull trout, grizzly bear, gray wolf or Canada lynx, notification must be made within 24 hours to the Service's Montana Field Office at (406)449-5225, or the Tribal Fish, Wildlife, Recreation and Conservation Office at (406)675-2700. Record information relative to the date, time and location of dead or injured listed species when found, and if possible, the cause of injury or death of each animal and provide this information to the Service.

The reasonable and prudent measures, with their implementing terms and conditions, are designed to minimize the impact of incidental take that might otherwise result from the proposed action. With implementation of these measures, the Service expects that take of bull trout will be limited to harm or harassment and the resulting impacts to instream habitat associated with bridge and culvert construction, replacement, and removal activities, and that take of grizzly bears, lynx, and wolves is not expected to exceed present levels. If, during the course of the action, terms and conditions #1 and #2 outlined above are not adhered to, the level of incidental take anticipated in this Biological Opinion may be exceeded. Such incidental take represents new information requiring reinitiation of consultation and review of the reasonable and prudent measures provided. The Federal agency must immediately provide an explanation of the causes of the taking and review with the Service the need for possible modification of the reasonable and prudent measures.

As provided in 50 CFR 402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this Opinion; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not considered in this Opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation. The Administration shall consult with the US Fish and Wildlife Service's Montana Field Office if changes in the number, location, size or type of wildlife crossing structures are proposed during the course of this project. The Service shall also be provided the opportunity to review and comment on the designs of the fish and wildlife crossing structures as those designs are being finalized.

After reviewing the current status of bull trout, grizzly bears, gray wolves, and Canada lynx, the environmental baseline for the action area, the effects of the proposed reconstruction of US Highway 93 between Evaro and Polson, Montana and the cumulative effects, it is the USFWS biological opinion that this project, as proposed, is not likely to jeopardize the continued existence of the Columbia Basin distinct population segment (DPS) of bull trout, grizzly bears, gray wolves, Canada lynx nor any subpopulations thereof. No critical habitat has been designated for these species, therefore, none will be affected.

Cultural Resources

The MOA lane configuration will not result in any additional impacts to cultural/historical resources.

Parks and Recreation / Visitor Centers

The highway improvement project will not result in any additional impacts to these resources. It will provide the opportunity to improve and control access to turnouts, parks, recreation sites, and visitor centers. The existing visitor center that contains interpretive signing on the crest of Ravalli Hill would be relocated from the south side of US 93 to the north side. The relocated facility would serve as a CSKT and area visitor center. Access to this facility would be provided

by a new interchange that includes an underpass allowing northbound traffic to reach the visitor center without crossing the southbound lanes of US 93. The proposed visitor center will be focused on providing year-round access to an unmanned structure that includes restroom facilities, parking for non-commercial vehicles, and restored prairie habitat areas. A welcome area will offer opportunities for interpretation focused on the homeland of the CSKT as well as issues of concern to other groups, such as the National Bison Range. Trails and scenic overlooks will provide additional opportunities, and interpretive signage will be used in selected areas. The restroom facilities will be open on a seasonal basis. The parking area will be designed to accommodate vehicles as large as motor homes and trucks with fifth-wheel trailers. Buffers will be included to visually separate the visitor center area from the road and to reduce noise, and buffers will also be incorporated to minimize potential impacts on the Bison Range. The plan allows for restoration of portions of the site from current grazed grassland conditions to Palouse Prairie Grasslands. The restored habitat can be used for educational opportunities and to meet CSKT cultural needs.

At Polson Hill an interpretive overlook is planned which would offer views of Flathead Lake and the mountains, and include interpretive signing telling the story of Flathead Lake and the surrounding countryside, and informing the public of Tribal resource management and history.

Hazardous Materials

Relocations (described below) could result in additional impacts related to hazardous materials. Asbestos could be encountered when demolishing structures. Oil heating tanks may be encountered during residential demolition. Table 6.16-1 in the project FEIS listed potentially contaminated sites within or adjacent to the US 93 right-of-way. One of these sites at MP 53.4 (identified in the FEIS as Jim & Wanda's Country Store, but currently Backdoor Computer) has a high likelihood of petroleum hydrocarbon soil contamination. Under the MOA lane configuration, construction will take place at this site and contaminated materials are likely to be encountered.

The mitigation measures described in the project FEIS (section 7.16) relating to hazardous materials will also mitigate the potential impacts described here.

Visual Quality

Vertical changes in the road alignment as proposed under the MOA lane configuration could impact views of the road, making the corridor more visible from adjacent areas. However, no significant views would be adversely impacted.

West facing views from the residential areas located adjacent to the proposed southbound lane proposed in Arlee would change substantially from a relatively undeveloped rural landscape to a major highway corridor. The visual impact to these residents was not specifically addressed in the FEIS, and could be partially mitigated with landscaping.

Relocations

Compared to Alternative D (4 lane divided) in the FEIS, the MOA lane configuration will result in ~~additional~~ approximately the same number of residential relocations at seven locations:

- ~~• SW corner of Beargrass Mountain Rd. and US-93~~
- ~~—SE of intersection of US-93 and Agency Rd.~~
- ~~—South end of Arlee approximately 400 feet west of US-93~~
- ~~—Near intersection of Dumontier and US-93 on east side of highway~~

- 500 feet south of Pinsoneault Rd. on the west side of US-93
- 1200 feet north of viewpoint at Polson Hill on the east side of US-93

Compared to Alternative D in the FEIS, there are also 5 additional approximately the same number of commercial sites being relocated.

- 100 yards south of Jocko River on the east side of US-93
- SW corner of Lower Crossing Rd. and US-93
- South corner of Old Hwy 93 and US-93
- SE intersection of US-93 and Courville Trail Rd.
- In the vicinity of Clearview Drive and US-93 intersection on the west side

There is no anticipated loss of the types of services these businesses provide resulting from these relocations. There are opportunities to relocate these services within the corridor. The mitigation measures described in the project FEIS (section 7.18) relating to relocation assistance will also mitigate the any different relocation impacts described above.

Energy and Commitment of Resources

The MOA lane configuration will not result in any substantial change to the energy/resource impacts described in the project FEIS.

Section 4(f) Resources

The FEIS identified the National Bison Range as a Section 4(f) resource, and indicated the MDT Preferred Alternative would impact approximately 3.3 acres. Across the highway the CSKT visitor center at Ravalli Hill was also shown as a 4(f) property, with an impact of 0.3 acre. With the highway sandwiched between the two 4(f) sites, there was no feasible and prudent way of avoiding impacts to both.

The CSKT visitor center at Ravalli Hill, identified in the FEIS as the National Bison Range Visitor Center, has no physical or ownership connection to the National Bison Range. There was no evidence in the FEIS that it is designated as a park or recreational area, or a historical site. There was also no indication that CSKT, the agency with jurisdiction, ever made a determination that it is a significant site, within the meaning of Section 4(f). The visitor center does provide historical and travel information, covered picnic areas, and public restrooms, similar to other highway rest stops. Upon further review, this Re-evaluation concludes that the CSKT (National Bison Range) Visitor Center at Ravalli Hill is not a Section 4(f) resource as defined in federal law, and was incorrectly identified as such in the FEIS.

The MOA suggested the relocation of the visitor center to the north side of the highway, on CSKT property adjacent to the National Bison Range. It would include construction of a newer and larger visitor center, underpass for access, increased parking, closer proximity to the Bison Range, and improved views of the mountains and Mission Valley. Another advantage of this plan is that it will allow the highway alignment to be moved away from the National Bison Range and eliminate the impact to that 4(f) property entirely. The remaining existing visitor center property will be regraded and returned to a natural state. Impacts related to construction of the new visitor center have been included in this Re-evaluation.

Table 12.4-1 in the FEIS listed seven park, recreation area, and refuge sites (including the Visitor Center) impacted by the MDT Preferred Alternative. The alignment adopted in the MOA eliminated impacts to two of them, and the remainder will be dealt with in the SEIS being

prepared for the Ninepipe section. Table 10 compares the impacts of the MOA alignment to those 4(f) resources.

Table 10 - Use of Parks, Recreation Areas and Refuges by the Preferred and MOA Alternatives

SITE DESCRIPTION	MILE POST	TOTAL SITE AREA (ACRES)	CSKT PREFERRED ALTERNATIVE		MDT PREFERRED ALTERNATIVE		MOA ALTERNATIVE
			ALIGNMENT/LANE CONFIGURATION	DIRECT USE (ACRES)	ALIGNMENT/LANE CONFIGURATION	DIRECT USE (ACRES)	DIRECT USE (ACRES)
Arlee Community Park	17.7	0.5	1/A	0	1/C	0.1	0
National Bison Range	27.8 - 29.2	18,500	1/A	1.5	1/B	3.3	0 (alignment shifted to avoid)
CSKT Visitor Center (identified in FEIS as National Bison Range Visitor Center)	29.2	8	1/A	0.1	1/B	0.3	Not a 4(f) Resource
Ninepipe National Wildlife Refuge	40.4 - 40.9	2,000	1/A	0.5	1/B	0.9	Within Excepted Area
Ninepipe Wildlife Management Area	39.6 - 43.1	3,000	1/A	4.8	1/B	10.1	Within Excepted Area
Kicking Horse Waterfowl Production Area	42.2 - 42.8	180	1/A	0.4	1/B	0.9	Within Excepted Area
Duck Haven Waterfowl Production Area	43.1 - 44.1	650	1/A	0.3	1/B	0.8	Within Excepted Area

(Based on FEIS table by Morrison-Maierle and Carter Burgess, 1994.)

The FEIS also identified two historic 4(f) properties, Ravalli School and the Northern Pacific Railroad Dixon-Polson Branchline operated by Montana Rail Link (MRL). These properties are also covered under the 4(f) provisions. In both cases MDT and the Montana State Historic Preservation Office (MSHPO) have had signed an agreement to mitigate any adverse effects. Impacts of the MOA alignment would be no greater to either resource. In addition, as project design continues every effort will be made to reduce or eliminate impacts to those resources. As design has progressed on the MOA alignment, impact to Ravalli School has been eliminated. Planting of a vegetative buffer to screen the school from the highway will still be done.

At Polson, the highway alignment and lane configuration evaluated in the FEIS required relocation of approximately 1800 linear feet of track. Through the use of retaining walls, the alignment and lane configuration proposed in the MOA and implemented in the Re-evaluation keeps the track relocation at 1,800 linear feet. Even though there are no new impacts, additional mitigation in the form of historical documentation provided by CSKT will be incorporated into an interpretive sign which will be displayed at the new overlook to be constructed adjacent to US 93 at Polson Hill. Photos of the existing location will be taken for archival purposes, and survey documentation will also be recorded in the tribal Geographic Information System (GIS). These mitigation plans have been agreed to by the MSHPO and Tribal Historic Preservation Office (THPO). In the event the railroad should relocate additional trackage, or relocate the northern terminus, roadway needs at that location will be re-examined and additional 4(f) and environmental documentation prepared as necessary.

In Evaro, a frontage road added as part of the MOA alignment initially showed a tiny take of property from the historic Evaro School. Design refinements have since been made to avoid any such impacts.

Tables 5.2-1 and 5.2-2 in the FEIS compared the impacts on the environment of the various alternatives under consideration. Tables 11 and 12 are copies of those tables with a column added on the right showing the impacts related to the current preferred alternative as described in the MOA. Increased wetland and relocation impacts will be fully mitigated as described in the FEIS and MOA. The tables show that in all other areas the impacts are the same or less than what was described in the FEIS

Permits Required

The following permits may be required for this project. Further coordination with the issuing agencies will be forthcoming during the design phase of the project.

- Section 404 permit U.S. - Army Corps of Engineers
- Section 401 Certification – CSKT; Montana DEQ
- NPDES – CSKT
- ALCO 87-A – CSKT
- Water use – CSKT
- Land use – CSKT
- Stream Preservation Act – Montana Fish, Wildlife & Parks
- Mining permit – CSKT; Montana DEQ
- MPDES General Discharge – Montana DEQ
- MPDES Dewatering General Discharge – Montana DEQ
- 318 Authorization – Montana DEQ
- Floodplain Development Permit – from local floodplain administrators

Conclusions and Recommendations

There have been considerable changes in this project since approval of the 1996 FEIS. It is the conclusion of this reevaluation and consultation that the changes to the proposed action and new circumstances have not resulted in any significant environmental impacts that were not evaluated in the 1996 FEIS, and the FEIS continues to be valid. Therefore, an SEIS is not required except for the 11.2 mile Ninepipe segment.

References:

BIA and CSKT. 1999. Biological Assessment for the Upper "S" Diversion Replacement and Fish Ladder/Handling Facility. Bureau of Indian Affairs, Flathead Agency Irrigation Division; and Confederated Salish and Kootenai Tribes.

CSKT. 2000a. Wetland/Riparian Habitat and Bull Trout Restoration Plan. Confederated Salish and Kootenai Tribes, ARCO Settlement ID Team.

Evarts, L. January 30, 2001a. Personal communication (interview with Kathleen Adams and Patti Sowka, Herrera Environmental Consultants, regarding bull trout occurrence and habitat on the Flathead Indian Reservation). Fisheries biologist, Confederated Salish and Kootenai Tribes, Department of Natural Resources, Pablo, Montana.

Evarts, L. February 19, 2001b. Personal communication (telephone conversation with Kathleen Adams, Herrera Environmental Consultants, regarding bull trout habitat and occurrence in US 93 project area). Fisheries biologist, Confederated Salish and Kootenai Tribes, Department of Natural Resources, Pablo, Montana.

Hansen, B. February 19, 2001b. Personal communication (telephone conversation with Kathleen Adams, Herrera Environmental Consultants, regarding bull trout habitat in Finley Creek and its tributaries). Fisheries biologist, Confederated Salish and Kootenai Tribes, Department of Natural Resources, Pablo, Montana.

Herrera Environmental Consultants May 3, 2001 Biological Assessment, US Highway 93 Reconstruction, Evaro to Polson. Prepared for Skillings–Connolly Inc. and Montana Department of Transportation

MBTSG. 1996. Middle Clark Fork River Drainage Bull Trout Status Report (from Thompson Falls to Milltown, including the Lower Flathead River to Kerr Dam). Prepared for the Montana Bull Trout Restoration Team by the Montana Bull Trout Scientific Group, Helena, Montana.

MRIS. 2001a. Montana Rivers Information System, Database Query and Reporting System - Fisheries Component. Criteria selected: USGS hydrologic unit = 17010212 Lower Flathead, Montana. Select "partial report." Select criteria: "fish distribution, population survey, bull trout core/nodal." Data obtained February 8, 2001 at <http://nris.state.mt.us/wis/mris1.html>

MRIS. 2001b. Montana Rivers Information System, Database Query and Reporting System - Fisheries Component. Criteria selected: fish species = bull trout, USGS hydrologic unit = 17010212 Lower Flathead, Montana. Data obtained February 8, 2001 at <http://nris.state.mt.us/wis/mris1.html>.

Soukkala, A. January 30, 2001. Personal communication (meeting with Kathleen Adams and Patti Sowka, Herrera Environmental Consultants, regarding threatened and endangered species occurrence in the US 93 project corridor). Wildlife biologist, Confederated Salish and Kootenai Tribes; Department of Natural Resources; Division of Fish, Wildlife, Recreation, and Conservation; Pablo, Montana.

USFWS. 1987. Northern Rocky Mountain Wolf Recovery Plan. U.S. Fish and Wildlife Service, Denver, Colorado. 119 pp.

USFWS 2001 Biological Opinion, US Highway 93 Reconstruction, Evaro to Polson. U.S. Fish and Wildlife Service, Helena, MT

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

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

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

Sections	No Action	CSKT Preferred Alternative Lane Configuration A (Two-lane)	Lane Configuration B (Four-lane)	Lane Configuration C (Four-lane with continuous two-way left-turn center median)	Lane Configuration D (Four-lane, with divided median)	MDT Preferred Alternative Combination of Lane Configurations A, B, C and D	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00 (Evarto to Red Horn Rd. and Spring Creek Rd. to MT 35)
6.2/7.2 Land Use	<ul style="list-style-type: none"> No highway improvement to encourage change of existing pattern of land use for residential, commercial, and industrial development. Along US 93, residential and business strip development continues. No partial access control. 	<ul style="list-style-type: none"> Partial access control can combine with land use planning and regulation to control residential and business strip development. Converts 88 acres to highway ROW (including 42 acres within Ninepipe section). 	<ul style="list-style-type: none"> Partial access control similar to Lane Configuration A. Converts 204 acres to ROW (including 64 acres within Ninepipe section). 	<ul style="list-style-type: none"> Partial access control is similar to Lane Configurations A and B. Continuous two-way left-turn center median may encourage strip development, especially without coordinated access control and land use planning and regulation. Converts 293 acres to ROW (including 88 acres within Ninepipe section). 	<ul style="list-style-type: none"> Partial access control is similar to Lane Configurations A, B and C. Divided, unpaved center median prohibits left turns across opposing lanes of traffic, except at major intersections, which may discourage strip development. Converts 436 acres to ROW (including 116 acres within Ninepipe section). 	<ul style="list-style-type: none"> Partial access control is similar to Lane Configurations B, C and D. For segments of highway with Lane Configuration C, continuous two-way left-turn center median may encourage strip development, especially without coordinated access control and land use planning and regulation. Converts 217 acres to ROW (including 77 acres within Ninepipe section). 	<ul style="list-style-type: none"> Accesses restricted to those identified in the Revised Access Control Plan. Investigate options for limiting growth through acquisition of development rights, conservation easements, open space protection, property acquisition, or access control. Access control limits highway-related growth and development outside of established communities. Avoids construction in areas of traditional cultural and spiritual significance. Minimizes intrusion and damage to adjacent natural resources. Enhances and restores natural resources injured or disconnected by existing US 93. Provides for safe and functional visitor use facilities at several locations. Includes guidelines for integrated roadside detailing, maintenance, signing, and interpretive concepts. Converts approximately 400 acres to ROW (excludes Ninepipe section). The additional ROW needed will be required to provide for addition of wildlife crossings, buffer zones, wetland mitigation, cultural site and Section 4(f) site avoidance, and to lessen impacts to residences and businesses.
6.3/7.3 Farmlands	<ul style="list-style-type: none"> No impact for FPPA farmland. (prime or unique farmlands or farmlands of statewide or local importance). 	<ul style="list-style-type: none"> No impact for FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 10.9 acres of FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 14 acres of FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 17 acres of FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 11.7 acres of FPPA farmland. 	<ul style="list-style-type: none"> Conversion to ROW of 11.6 acres of FPPA farmland.

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

Sections	No Action	CSKT Preferred Alternative Lane Configuration A (Two-lane)	Lane Configuration B (Four-lane)	Lane Configuration C (Four-lane with continuous two-way left-turn center median)	Lane Configuration D (Four-lane, with divided median)	MDT Preferred Alternative Combination of Lane Configurations A, B, C and D	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00 (Evaro to Red Horn Rd. and Spring Creek Rd. to MT 35)
6.4/7.4 Social: Community and Rural Conditions	<ul style="list-style-type: none"> No change in physical prominence. Barrier effect of highway in communities increases due to increased congestion, which disrupts pedestrian and vehicular access to residential, business and public facilities. 	<ul style="list-style-type: none"> Similar to No Action. 	<ul style="list-style-type: none"> Width and physical prominence increase. Congestion decreases, causing less disruption of pedestrian and vehicular access to residential, business and public facilities. Wider highway decreases buffer zones between property and highway. Makes highway more desirable for commuters, with potential to contribute to population growth and economic development. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Social conditions are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Barrier effect lessened due to reduced traffic congestion. Maintains two-lane highway through Ravalli and St. Ignatius areas. Relocates new Ravalli Hill Visitor Center on the west north side of the highway. Includes new Polson Hill Interpretive Site. Increased respect for traditional cultural areas. Provides for placement of portal/boundary, community entry, official highway, place name, tourist oriented, and interpretive signs including the Coyote logo and Salish and Kootenai languages as appropriate.
6.5/7.5 Economics	<ul style="list-style-type: none"> More congestion increases barrier to business. More congestion increases travel time and shipping costs. Travel for tourism more difficult and reduces opportunity to increase attraction. 	<ul style="list-style-type: none"> Similar to No Action. During construction, short-term disruption of traffic restricts access to business and reduces sales. Local business benefits by providing support services and supplies during construction. 	<ul style="list-style-type: none"> Less traffic congestion improves access to business. Less congestion reduces travel time and shipping costs. Travel for tourism more convenient and improves opportunity to increase attraction. Construction impacts similar to Lane Configuration A. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Economics are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Impacts similar to Lane Configurations B, C and D. Reduced traffic congestion should improve local access to businesses. Information displayed at new visitor/interpretive centers should attract business from tourists. Displacement of businesses resulting in adverse local economic impacts due to the temporary loss of jobs. Relocation assistance will help mitigate this impact.
6.6/7.6 Pedestrians and Bicyclists	<ul style="list-style-type: none"> Opportunities not realized for improvement to facilities. As traffic volume increases, safety, comfort and convenience of non-motorized travel adversely affected. 	<ul style="list-style-type: none"> Eight-foot shoulder, which is adequate for most bicyclists, enhances safety, comfort and convenience of non-motorized travel. 	<ul style="list-style-type: none"> Similar to Lane Configuration A, but wider highway and additional lanes may be slightly more difficult for pedestrians to cross. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C, and median provides area for pedestrians to pause, after crossing one direction of traffic, and prepare to cross opposing direction of traffic. 	<ul style="list-style-type: none"> Conditions for pedestrians and bicyclists are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Provide pedestrian walkways within US 93 right-of-way and crosswalks in communities where feasible. Provide a gravel or dirt pathway on the west side of the highway south of Arlee for multimodal use including equestrian access. Maintain existing paved pathway north of Arlee on the east side of the highway. Pedestrian/bike path from Caffrey Rd. to MT 35 and beyond.

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

Sections	No Action	CSKT Preferred Alternative Lane Configuration A (Two-lane)	Lane Configuration B (Four-lane)	Lane Configuration C (Four-lane with continuous two-way left-turn center median)	Lane Configuration D (Four-lane, with divided median)	MDT Preferred Alternative Combination of Lane Configurations A, B, C and D	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00 (Evaro to Red Horn Rd. and Spring Creek Rd. to MT 35)
6.7/7.7 Air Quality	<ul style="list-style-type: none"> As traffic volume increases, CO concentration continues to increase. As traffic volume increases, PM₁₀ concentration continues to increase. 	<ul style="list-style-type: none"> Similar to No Action. 	<ul style="list-style-type: none"> Because of improved traffic flow, CO concentration decreases compared with No Action and Lane Configuration A. PM₁₀ concentration similar to No Action and Lane Configuration A. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Air quality is similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Should provide slight increase in air quality due to reduced traffic congestion.
6.8/7.8 Noise	<ul style="list-style-type: none"> Noise level within 100 feet of the highway centerline exceeds the FHWA noise abatement criterion of 67 dBA by the design year. 	<ul style="list-style-type: none"> Noise level in design year similar to No Action. 	<ul style="list-style-type: none"> Noise level generally two to three dBA higher than No Action or Lane Configuration A. Noise level in design year exceeds FHWA noise abatement criterion within 150 feet of highway centerline. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Noise is similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Slight increase in noise impacts compared to No Action due to possible shift of traffic closer to adjacent properties.
6.9/7.9 Water Quality	<ul style="list-style-type: none"> No impact to water quality. 	<ul style="list-style-type: none"> Potential for hazardous materials contamination during construction operations. During construction, runoff from disturbed areas increases erosion and may result in temporarily increased turbidity in streams. After construction, runoff increases slightly due to increased pavement areas. 	<ul style="list-style-type: none"> Similar to Lane Configuration A, but larger disturbed areas and pavement areas result in slightly greater potential impacts to runoff and streams. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Water quality is similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Implementation of runoff conveyance facilities would result in a net improvement in water quality in the project area. Use of bioswales composed of indigenous plant materials to minimize impacts associated with roadway runoff would result in greater water infiltration rather than direct runoff to streams.
6.10/7.10 Wetlands	<ul style="list-style-type: none"> No impact to wetlands. 	<ul style="list-style-type: none"> Proposed action affects 21.75 acres of existing wetlands (including 9.203.67 acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 36.15 acres of existing wetlands (including 4.858.35 acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 43.03 acres of existing wetlands (including 13.7811.09 acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 58.71 acres of existing wetlands (including 18.6017.5 acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 40.4237.12 acres of existing wetlands (including 9.148.8 acres within Ninepipe section). 	<ul style="list-style-type: none"> Proposed action affects 44.2748 acres of existing wetlands described in the 1996 FEIS (excluding Ninepipe and Arlee couplet) and an additional 0.26 acres of wetland at O'Keefe Creek. Runoff conveyance facilities would prevent sediment and pollutant laden runoff from directly entering sensitive wetland and riparian areas. Preliminary mitigation plans will be updated and revised Onsite and offsite mitigation opportunities are currently being identified and will seek to restore the wetland functions lost due to project construction.

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

Sections	No Action	CSKT Preferred Alternative Lane Configuration A (Two-lane)	Lane Configuration B (Four-lane)	Lane Configuration C (Four-lane with continuous two-way left-turn center median)	Lane Configuration D (Four-lane, with divided median)	MDT Preferred Alternative Combination of Lane Configurations A, B, C and D	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00 (Evaro to Red Horn Rd. and Spring Creek Rd. to MT 35)
6.11/7.11 Floodplains and Stream Crossings	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. No realization of opportunity to improve existing floodplain problems. 	<ul style="list-style-type: none"> Generally requires 12 feet additional bridge width and 50 feet additional culvert length at each crossing. Improvement of many existing floodplain problems. 	<ul style="list-style-type: none"> Generally requires 36 feet additional bridge width and 74 feet additional culvert length at each crossing. Floodplain improvement similar to Lane Configuration A. 	<ul style="list-style-type: none"> Generally requires 50 feet additional bridge width and 88 feet additional culvert length at each crossing. Floodplain improvement similar to Lane Configurations A and B. 	<ul style="list-style-type: none"> Generally requires 76 feet additional bridge width and 114 feet additional culvert length at each crossing. Floodplain improvement similar to Lane Configurations A, B and C. 	<ul style="list-style-type: none"> Combination of Lane Configurations B, C and D results in general requirements for additional bridge width and additional culvert length, as identified for each lane configuration. Floodplain improvement is similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> A new bridge at Mud Creek and enlarged culverts with natural bottoms will enhance in-stream fish habitat, facilitate fish passage, minimize stream bank erosion and inlet scour, and minimize floodplain fill. Placement of fill material in streams and floodplains will be minimized to the extent possible. Previously unidentified impacts at O'Keefe Creek require relocation of 100 feet of the stream channel. However, there are several onsite mitigation opportunities.
6.12/7.12 Fish and Wildlife	<ul style="list-style-type: none"> No impact to fish and wildlife habitat. Highway collision mortality increases as traffic volume increases. The highway continues to discourage use of habitat near the highway. No realization of potential improvement due to improved or new crossings for mammals, turtles, ducks, fish and other wildlife. 	<ul style="list-style-type: none"> Highway collision mortality similar to No Action. Potential impact to fish resulting from reconstruction of culverts and bridges. No realization of potential improvement due to improved or new crossings for mammals, turtles, ducks, fish and other wildlife. 	<ul style="list-style-type: none"> Wider highway creates slightly greater potential for wildlife mortality due to highway collisions. Potential impact to fish resulting from reconstruction of culverts and bridges. Proposed wildlife crossings in the Evaro and other areas may substantially reduce vehicle/animal conflicts. 	<ul style="list-style-type: none"> Wider highway creates slightly greater potential for wildlife mortality due to highway collisions. Potential impact to fish resulting from reconstruction of culverts and bridges. Proposed wildlife crossing benefits similar to Lane Configuration B. 	<ul style="list-style-type: none"> Wider highway creates slightly greater potential for wildlife mortality due to highway collisions. Potential impact to fish resulting from reconstruction of culverts and bridges. Proposed wildlife crossing benefits similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Impacts to fish and wildlife are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Fish and wildlife crossings planned for approximately 42-44 locations, including 33-34 corrugated metal pipe or concrete box culverts, 8-9 new bridges, and a wildlife overcrossing near Evaro. Fencing would direct wildlife to crossing structures and improve highway safety. Crossing structures would benefit a wide range of wildlife including small mammals, ungulates, carnivores, reptiles, amphibians, and threatened or endangered species. Additional measures to protect vegetation and restore disturbed areas at streams and wildlife crossing sites have been identified.

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

Sections	No Action	CSKT Preferred Alternative Lane Configuration A (Two-lane)	Lane Configuration B (Four-lane)	Lane Configuration C (Four-lane with continuous two-way left-turn center median)	Lane Configuration D (Four-lane, with divided median)	MDT Preferred Alternative Combination of Lane Configurations A, B, C and D	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00 (Evarto to Red Horn Rd. and Spring Creek Rd. to MT 35)
6.13/7.13 Threatened and Endangered Species	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> Not likely to adversely affect any threatened or endangered species. 	<ul style="list-style-type: none"> While adverse effects on threatened and endangered species are expected to result from the project, numerous roadway design modifications and conservation measures have been incorporated to minimize potential effects. An updated Biological Assessment will document project impacts on newly listed species including bull trout, lynx, and Spalding's catchfly, and update the information for grizzly bear, bald eagle, gray wolf, and water Howellia. The Biological Assessment will initiate the consultation process with USFWS to ensure has determined that the project does not jeopardize populations of threatened and endangered species in the project corridor.
6.14/7.14 Cultural Resources	<ul style="list-style-type: none"> No change in cultural resources. 	<ul style="list-style-type: none"> Increased convenience and desirability of commuter travel, with potential to contribute to population growth and economic development, adversely affects the Native American sense of community and traditional cultural values. 	<ul style="list-style-type: none"> Potential impact to several eligible cultural resource properties. Impacts on Native American sense of community and traditional cultural values similar to Lane Configuration A. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Impacts to cultural resources are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Potential impacts to cultural resources have been minimized to be acceptable to the CSKT. Project design theme and signage will honor the heritage of the Salish, Kootenai, and Pend d'Oreille people. Visitor centers and pullouts will allow added interpretive signage opportunities.
6.15/7.15 Parks and Recreation and visitor centers	<ul style="list-style-type: none"> Increasing traffic, with more noise and visual distraction, encroaches on areas used for recreation. 	<ul style="list-style-type: none"> Highway improves access to scenic/historic turnouts. Highway improvement provides opportunity to improve access to and control use of turnouts and recreation sites. 	<ul style="list-style-type: none"> Opportunity to improve access and control use similar to Lane Configuration A. With four lanes, land along edge of recreation areas converted to ROW, but public use not disrupted. Traffic noise and visual distraction is closer to recreation sites. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Impacts to parks and recreation are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> No increased impacts to parks and recreation facilities. Highway improvement provides opportunity to improve access to and control use of turnouts and recreation sites. Relocates new Ravalli Hill Visitor Center on the west north side of the highway. Includes new Polson Hill Interpretive Site. Provides for placement of portal/boundary, community entry, official highway, place name, tourist oriented, and interpretive signs including the Coyote logo and Salish and Kootenai languages as appropriate.

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

Sections	No Action	CSKT Preferred Alternative Lane Configuration A (Two-lane)	Lane Configuration B (Four-lane)	Lane Configuration C (Four-lane with continuous two-way left-turn center median)	Lane Configuration D (Four-lane, with divided median)	MDT Preferred Alternative Combination of Lane Configurations A, B, C and D	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00 (Evaro to Red Horn Rd. and Spring Creek Rd. to MT 35)
6.16/7.16 Hazardous Materials	<ul style="list-style-type: none"> Potential will remain for hazardous material spills, similar to what has occurred in the past. 	<ul style="list-style-type: none"> Improved roadway will improve safety and reduce potential for transportation-related spills. Potential for construction-related contamination. 	<ul style="list-style-type: none"> Wider, improved roadway will substantially improve safety and reduce potential for spills. Potential construction impact similar to Lane Configuration A. 	<ul style="list-style-type: none"> Improved safety and reduced potential for spills similar to Lane Configuration B. Potential construction impact similar to Lane Configurations A and B. 	<ul style="list-style-type: none"> Improved safety and reduced potential for spills similar to Lane Configurations B and C. Potential construction impact similar to Lane Configurations A, B and C. 	<ul style="list-style-type: none"> Improved safety, reduced potential for spills and potential construction impacts are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Improved safety and reduced potential for spills. Herbicide spraying near wetlands, wildlife crossings, or other sensitive natural or cultural sites will be minimized. Roadway design will minimize the migration of deicing chemicals into sensitive natural or cultural areas. Will review Phase 1 assessments and conduct Phase 2 assessments on those parcels impacted.
6.17/7.17 Visual	<ul style="list-style-type: none"> Deterioration of LOS reduces comfort and visual quality for drivers and passengers. High traffic volume interrupts views from and of the road. 	<ul style="list-style-type: none"> Narrower road width results in minimal change to existing landform and land cover. Increased traffic volume and reduced LOS diminishes visual quality for drivers and passengers. 	<ul style="list-style-type: none"> Wider road results in more disturbance to existing landforms and land cover. Improved comfort allows drivers and passengers to view and appreciate more scenery. 	<ul style="list-style-type: none"> Similar to Lane Configuration B. 	<ul style="list-style-type: none"> Similar to Lane Configurations B and C. 	<ul style="list-style-type: none"> Impacts to visual conditions are similar to Lane Configurations B, C and D. 	<ul style="list-style-type: none"> Where feasible roadway will be realigned in a curvilinear manner to enhance views. Explore using a reddish aggregate to create a distinctive visual appearance. Design roadway to follow the contours of the land and avoid large cuts and fills. Special efforts made to use native materials and wood in roadside improvements. Roadway may be more visible from surrounding area due to changes in vertical alignment.
6.18/7.18 Relocations	<ul style="list-style-type: none"> No buildings require relocation. 	<ul style="list-style-type: none"> No buildings require relocation. 	<ul style="list-style-type: none"> Relocation required for two buildings. 	<ul style="list-style-type: none"> Relocation required for 16 buildings. 	<ul style="list-style-type: none"> Relocation required definitely for 35 buildings and possibly for 15 more. 	<ul style="list-style-type: none"> Relocation required for 11 buildings. 	<ul style="list-style-type: none"> Relocation required for 6 additional residences and 5 commercial sites approximately 37 buildings and possible for 10 more. This is comparable to Alternative D.
7.19 Energy and Commitment of Resources	<ul style="list-style-type: none"> No improvement in traffic operating efficiency and no related long-term decrease in energy use. No commitment of resources required. 	<ul style="list-style-type: none"> Minor improvement in traffic operating efficiency and related long-term decrease in energy use. Fossil fuels, labor and construction materials expended. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Fossil fuels, labor and construction materials expended in greater quantities than Lane Configuration A. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Fossil fuels, labor and construction materials expended in greater quantities than Lane Configurations A and B. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Fossil fuels, labor and construction materials expended in greater quantities than Lane Configurations A, B and C. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Results in expenditure of fossil fuels, labor and construction materials greater than Lane Configuration B, but less than Lane Configuration C. 	<ul style="list-style-type: none"> Substantial improvement in traffic operating efficiency and related long-term decrease in energy use. Results in expenditure of fossil fuels, labor and construction materials somewhat greater than Lane Configuration A, but less than Lane Configurations B, C, or D.

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

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

Table 12 - Comparison of Impacts: Arlee Alignments

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

Table 12 - Comparison of Impacts: Arlee Alignments

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

Table 12 - Comparison of Impacts: Arlee Alignments

Sections	No Action	MDT and CSKT Preferred Alternatives Alignment 1 (Existing Alignment)	Alignment 2 (West Alignment)	Alignment 3 (East Alignment)	Alignment 4 (Jocko Valley Alignment)	Lane Configuration as Per FHWA, MDT, and CSKT Memorandum of Agreement 12/20/00
6.9/7.9 Water Quality	<ul style="list-style-type: none"> No impact to water quality. 	<ul style="list-style-type: none"> Negligible impact because no streams or water bodies are crossed. 	<ul style="list-style-type: none"> Similar to Alignment 1. 	<ul style="list-style-type: none"> Requires three crossings of an irrigation canal, so potential water quality impact slightly greater than Alignment 1. A wellhead protection area exists on public school property adjacent to this alignment. 	<ul style="list-style-type: none"> New highway crossings over Jocko River and several creeks required with resulting greater potential for water quality impact. 	<ul style="list-style-type: none"> Implementation of runoff conveyance facilities would result in a net improvement in water quality in the project corridor. Use of bioswales composed of indigenous plant materials to minimize impacts associated with roadway runoff will result in greater water infiltration rather than direct runoff to streams.
6.10/7.10 Wetlands	<ul style="list-style-type: none"> No impact to wetlands. 	<ul style="list-style-type: none"> Approximately 2.48 acres affected. 	<ul style="list-style-type: none"> 2.58 to 5.09 acres affected, depending on lane configuration. 	<ul style="list-style-type: none"> Approximately 2.16 to 5.28 acres affected, depending on lane configuration. 	<ul style="list-style-type: none"> Approximately 8.23 to 13.13 acres affected, depending on lane configuration. 	<ul style="list-style-type: none"> Approximately 2-872.12 acres affected. No new wetland impacts from the Arlee couplet. Preliminary mitigation plans will be updated and revised Onsite and offsite mitigation opportunities are currently being identified and will seek to restore the wetland functions lost due to project construction.
6.11/7.11 Floodplains and Stream Crossings	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. 	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. 	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. 	<ul style="list-style-type: none"> No change for existing stream crossing and floodplain characteristics. 	<ul style="list-style-type: none"> Requires new crossings of Jocko River, Agency Creek, Pellew Creek and Spring Creek. No substantial increase of historic floodplain elevations. 	<ul style="list-style-type: none"> Would replace the culvert with a new bridge at Jocko Spring Creek and the Jocko River Side Channel.
6.12/7.12 Fish and Wildlife	<ul style="list-style-type: none"> No impact to fish and wildlife habitat. 	<ul style="list-style-type: none"> Negligible impact to fish and wildlife habitat. 	<ul style="list-style-type: none"> Similar to Alignment 1. 	<ul style="list-style-type: none"> Similar to Alignments 1 and 2. 	<ul style="list-style-type: none"> Greater potential impact than Alignments 1, 2 and 3 because of introduction of highway traffic to new areas, with conversion of wildlife habitat to pavement and ROW. 	<ul style="list-style-type: none"> Negligible impact to fish and wildlife habitat. Crossing structures would benefit a wide range of wildlife including small mammals, ungulates, carnivores, reptiles, amphibians, and threatened and endangered species. Additional measures to protect vegetation and restore disturbed areas at streams and wildlife crossing sites have been identified.

Table 12 - Comparison of Impacts: Arlee Alignments

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

Table 12 - Comparison of Impacts: Arlee Alignments

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

Appendix A

US-93 Evaro – Polson Re-evaluation Comments Received

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B DRAFT RE-EVALUATION CIRCULATION LIST

FNAME	LNAME	COMPANY1	COMPANY2	STREET ADDRESS	CITY	ST	ZIP
		US POSTMASTER		US POST OFFICE	KALISPELL	MT	59901
		US POSTMASTER		US POST OFFICE	POLSON	MT	59860
		US POSTMASTER		US POST OFFICE	RAVALLI	MT	59063
		US POSTMASTER		US POST OFFICE	RONAN	MT	59864
		U S POSTMASTER		US POST OFFICE	ST IGNATIUS	MT	59865
JEANINE	ALLARD			PO BOX 460	ST IGNATIUS	MT	59865
GARRY	BACKES			PO BOX 154	LAMBERT	MT	59243
BILL	BARBA			463 LOST QUARTZ ROAD	POLSON	MT	59860
HORACE	BROWN	MISSOULA COUNTY SURVEY OF		200 W BROADWAY	MISSOULA	MT	59802
ROY	DUFF	HIGHWAY COMMISSIONER		PO BOX 185	WHITEFISH	MT	59937
RICHARD	EGGERT			STAR ROUTE	DIXON	MT	59831
KATHLEEN	EMERSON			7063 AVENUE B, #9	POLSON	MT	59860
BOB	FULTON	CITY ENGINEER		217 M ST	POLSON	MT	59860
PHILIP	GRAINEY	FRENCHER MERCER GRAINEY & O'NEIL		324 MAIN SW	RONAN	MT	59864
GORDON	GRANLEY			2200 TERRACE LK RD	RONAN	MT	59864
TERRI	HAYNAL			106 TERRACE COURT	POLSON	MT	59860
WILLARD	HILL			112 MEADOW DRIVE	HELENA	MT	59601
JASON	JOACHIM			420 ADAMS ST SW	RONAN	MT	59864
DENNIS	JOHNSON			250 CLEARVIEW DRIVE	POLSON	MT	59860
KYLE	KARSTENS			1312 9TH STREET E	POLSON	MT	59860
DAN	LARSON	HIGHWAY COMMISSIONER		110 RANT OAK	LIBBY	MT	59923
DONN	LIVONI	SUPERINTENDENT: SCHOOL DISTRICT NO 30		532 4TH AVE SW	RONAN	MT	59864
GEORGE	MAHONEY			PO BOX 1127	POLSON	MT	59860
TIM	MCGINNIS			602 6TH STREET W	POLSON	MT	59860
AILEEN	MEYER			PO BOX 283	ARLEE	MT	59821
SANDRA & WILLIAM	MUNOZ			PO BOX 370	ST IGNATIUS	MT	59865
MARK	NELSON			212 1ST AVE SE	RONAN	MT	59064
SEAN	OGLESBEE			818 E BIRCH AVE	COUER D'ALENE	ID	83814
CHARLENE	PETET			PO BOX 354	ARLEE	MT	59821
SUE	PIEDALUJE	US POSTMASTER		US POST OFFICE	PABLO	MT	59855
TOM	PUGH			PO BOX 1713	HAMILTON	MT	59840
MEGGEN	RYAN HARTSE			17925 BEARGRASS ROAD	EVARO	MT	59802
BARBARA	RYOTAD			PO BOX 630031	RAVALLI	MT	59063
ROCKY	SHRIVER			115 5TH AVENUE WEST	POLSON	MT	59860
JERRY	SORENSON	LAND SERVICES		106 4TH AVE E	POLSON	MT	59860
JOHN	STROMNES	MISSOULIAN		500 SOUTH HIGGINS	MISSOULA	MT	59807
GINGER	THOMAS	TRIBAL CONSULTANT-LIAISON		502 LIVINGSTON AVE	MISSOULA	MT	59801
GARY	WICKS			255 WESTSIDE DRIVE	POLSON	MT	59860
CAROL	GLEICHMAN	HISTORIC PRESERVATION SPECIALIST	AAA MONTANA ADVISORY COUNCIL ON HISTORICAL PRESERVATION - WESTERN OFFICE OF PLANNING & REVIEW	PO BOX 4129 12136 W BAYAUD AVE STE 330	HELENA LAKEWOOD	MT CO	59604 80228
DAN	FUNSCH		ALLIANCE FOR WILD ROCKIES	PO BOX 8731	MISSOULA	MT	59807
DUPRIE	LUTKE		AREA AGENCY ON AGING	12 15TH AVE E	POLSON	MT	59860
CHARLEEN	PERKINS		AREA AGENCY ON AGING	12 5TH AVE E	POLSON	MT	59860
			BLEM & HS DIST #2E	PO BOX 400	ST IGNATIUS	MT	59865
JIM	BOYER		BOYER CONSULTING	9 PLACER	HELENA	MT	59601
ERNEST (BUD)	MORAN	SUPERINTENDENT	BUREAU OF INDIAN AFFAIRS	PO BOX A	PABLO	MT	59855
CHUCK	COURVILLE	IRRIGATION MANAGER FLATHEAD IRRIGATION PROJEC	BUREAU OF RECLAMATION	PO BOX 666	ST IGNATIUS	MT	59865
NANCY	OMHOLT		CANYON CITIZEN INITIATED ZONING	PO BOX 118	MARTIN CITY	MT	59926
JENNNETTE	LOSTRACCO		CARTER & BURGESS	216 16TH ST MALL STE 1700	DENVER	CO	80202
RICH	FORBIS		KQRK/KQ92 RADIO	581 N RESERVOIR ROAD	PABLO	MT	59855
RON	BICK		CHAR-KOOSTA NEWS	PO BOX 278	PABLO	MT	59855
HONORABLE BILL	BOHARSKI	MAYOR	CITY OF KALISPELL	100 1ST AVE E	KALISPELL	MT	59901
HONORABLE MIKE	KADAS	MAYOR	CITY OF MISSOULA	435 RYMAN ST	MISSOULA	MT	59802
HONORABLE MIKE	LIES	MAYOR	CITY OF POLSON	112 1ST STREET E	POLSON	MT	59860
ROBERTA	THICK	CITY COUNCIL	CITY OF POLSON	PO BOX 238	POLSON	MT	59860
HONORABLE KIM	AIPPERSPACH	MAYOR	CITY OF RONAN	440 7TH AVE NW	RONAN	MT	59864
SHARLON	WILLOWS		COALITION FOR CANYON PRESERVE	BOX 422	HUNGRY HORSE	MT	59919
BILL	COFFEE		COMMUNITY DEVELOPMENT	PO BOX 1506	POLSON	MT	59860
LEE	PADILLA	DIVISION OF LANDS	CONF SALISH & KOOTENAI TRIBES	PO BOX A	PABLO	MT	59855
BOB	NEBEL		CORPS OF ENGINEERS, OMAHA DIST	215 N 17TH ST	OMAHA	NE	68102

APPENDIX B DRAFT RE-EVALUATION CIRCULATION LIST

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

APPENDIX B DRAFT RE-EVALUATION CIRCULATION LIST

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