





FIRST NAME	LAST NAME	PARCEL	CITY	STATE	TWO-WAY-LEFT TURN LANE	LEFT TURN LANES AT MAJOR INTERSECTIONS	WIDER SHOULDERS	ROUNDABOUT(S)	FLATTEN CURVE AT RATHBUN	FLATTEN CURVE AT MOIESE	SHARED-USE PATH	SHIFT CENTERLINE TO AVOID/REDUCE IMPACTS TO MY PROPERTY	INCLUDE WILDLIFE CROSSING STRUCTURES/ FENCING	OTHER
Sally	Orr		Stevensville	MT				Yes						Most interested in the EastSide Hwy - Ambrose Cr Road Junction. A round-about would be preferable. If it is too expensive then Mazzette Sidings. Such turning onto Ambrose from Deer North & South. 1) Maximize Safety at Ambrose Cr/E Side Junction 2) All of EastSide Hwy should be 55 mph. Speed 3) limit future direct driveways entering 4) multi use path is a good idea. The 5) Occasional cut - outs.
Taylor	Orr		Stevensville	MT				Yes						1) The intersection of Eastside Highway and Ambrose Cr. Road is very dangerous. I would like to see a round about at this location. 2) The speed limit on Eastside Hwy should be reduced to 55 mph.
John A.	Peters Jr.		Stevensville	MT	Yes			Yes						By having a turn lane is the best thing you could do, not only cost wise but safety wise - keep up the good work - Rdabout was one of the best things
Joan	Prather, Director (Stevensville Main Street Association)		Stevensville	MT	No	Yes					Yes			I am writing to you to... express my objection to not including the paving and finishing of the multi-use trail for pedestrians and bicyclists. The time to do that is now with the Missoula to Lolo section near completion. Bicycle tourism is an economic boost to any community and Stevensville would gain if the multi-use trail is completed. Bicycling is a mode of transportation that needs to be addressed for safety reasons alone.  The Lee McCaff Wild Life Refuge is a National refuge that receives a tremendous amount of visitors each year. Having the bicycle trail or multi-use trail completed to encourage and enable bicyclists to ride is a perfect connection of Florence and Stevensville to be able to add a variety of rides. The connection there makes for a perfect loop from Florence to Stevensville looping through the Wild Life Refuge and into Stevensville or via venia.
Aaron	Riley										Yes			We would love to see a multi-use path along Eastside Highway. Countless benefits prevail an active community. This drastically increases the safety of the highway for all users including the wheelchair traffic. I used to bike this stretch to Missoula a decade ago but stopped doing so after nearly being hit numerous times. It's become so populated and traffic is increasing steadily. When I drive Highway 93 I am amazed at the number of people using the path, rain, cold, morning or in complete darkness. If this stretch of highway 203 contains a multi use path it will be even more successful than 93 highlighting one of the best scenic byways of the Bitterroot!
Robbie	Springs		Stevensville	MT							Yes			I strongly support adding a multi-use path along the Eastside Highway project from Florence toward Stevensville. As the owner of the Stevensville Hotel for 11 years, I have seen the positive impacts of having multi-use paths in our communities for both our residents and our many bicycling tourists.
Wayne & Karin	Stanford										Yes			This involves the North Stevensville Eastside Highway project number UPN 6138. We have been residents of the area for the past 46 years. We have lived on Rathbun Lane and currently live on Dry Gulch Road. We use the Eastside Highway on a daily basis. Getting on and off the highway in the morning and afternoon is extremely dangerous due to the amount of traffic. Whether we like it or not, the increased number of subdivisions and new homes continues to put more and more pressure on the highway system. The Eastside Highway has no slope or 95 mph scenic drive or used primarily for hauling iron ore from products to market. People need to admit that a more modern updated road is needed, including a bike/pedestrian path. Please consider building a road that is looking toward the future to meet the needs of our transportation system, the people in this area, and visitors passing through. Thank you for your consideration.
Tod	Trimble		Stevensville	MT							Yes			We really hope there will be a paved bike path. There needs to be better water outflow for the NE corner of the intersection w/ Goose Lane. Please include areas for school bus turnaround and waiting
Casey	Velkamp		Stevensville	MT	No	Yes	Yes							Let's keep the Hwy 2 lane with left hand turns at major intersections and widen shoulders I have passing abilities + less money spent on right of way
John	Wolverton		Missoula	MT							Yes			I have a friend who owns property in the 8 Mile area and she is very excited have the new bike/ped path connecting into Florence. Now is an opportunity to connect the path further south on the Eastside Highway. It is very important that a bike/ped path be included in this project. Bike/ped paths are good for public health, good for tourism and for improved safety.
Elizabeth	Ballard				No		Yes	No	No	No	Yes			bus turn around at 3 mile fire station
Bill	Koehnke		Stevensville	MT				No	No	No				
Dan & Cynthia	Bailey				No		Yes	No	No	No	No			
Mark & Pam	Lewing				No	Yes	Yes	No	No	No	Yes			
Paul	Hayes		Stevensville	MT	No	Yes		No			Yes		Yes	
Louie	Bouma		Stevensville	MT	No			No			No			
Cheryl Holden	Rice		Stevensville	MT	No	Yes		No			Yes			
Heidi	Zielinski				No	Yes	Yes							Re: the Eastside Hwy north of Strev. I disagree with the proposal to put in a center lane the entire length of this project. I live on a side street off the Hwy and drive it almost every day and have never seen a need for this. I consider it a waste of private property that will be confiscated to accommodate it, and of the added cost of a road that wide. Shoulders are appropriate and I support that, just not the center lane. The center lane could be helpful at the "major" intersections like Dry Gulch and Three Mile. Thank you.
Michael	Zielinski				No	Yes	Yes							People have purchased homes along the Eastside highway knowing where the road is and easements are. The state then comes along and changes the rules and moves all the property lines. There are properties with homes that are outside of the current easement. This project now has new easement lines running up to and through homes. This change makes those home near worthless for resale. If this project goes through as designed, the state should be purchasing these properties at fair market value based on the current easements.  Having a center turn lane the entire length of highway is overkill, especially along Lee McCaff. Having left turn lanes for major subdivisions or higher use roads would be logical. We have lived in the Three Mile area for 23 years. 15 of that immediately off the Eastside Highway on Fawn Lane. In that time span, I have never seen a collision due to a person making a left or right hand turn. We live near the Ambrose Creek curve and modifications here would be useful. Though in the last 10 years, accidents on this curve have not occurred as frequently as one would expect.  Having some sort of shoulder would be useful if a driver fades to one side, but the four foot shoulder does not serve much of a purpose other than to widen the road. A four foot shoulder does not allow for a driver to safely park off the road. Instead the driver will still need to exit the road way in case of a vehicle problem. With the addition of the bike path, pedestrians and bicyclists will not need to use the shoulders.  In Corvallis along the Eastside Highway the state flattened these curves, but very small, nearly non-existent, shoulders were put in. Why would the Corvallis project need so small shoulders, but the Stevensville project warranted a total of 8 feet of shoulders?
					Yes - 5 No - 26	Yes - 19 No - 1	Yes - 14 No - 3	Yes - 5 No - 14	Yes - 3 No - 4	Yes - 3 No - 5	Yes - 40 No - 7	Yes - 3 No - 0	Yes - 3 No - 0	