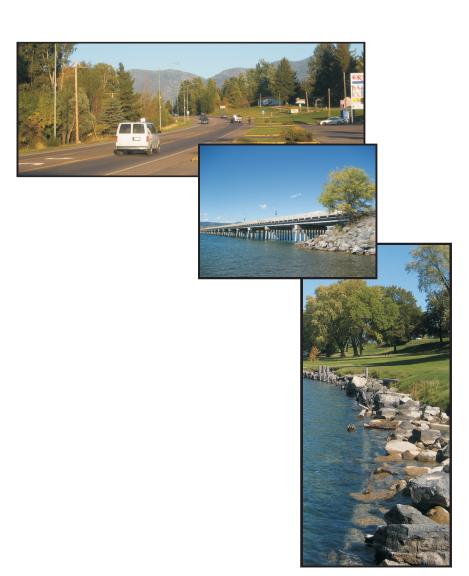
## APPENDIX A CONSULTATION, COORDINATION AND COMMUNITY INVOLVEMENT



US 93 Polson Corridor Study

### The matrix below contains a summary of the comments received during the Draft Corridor Study Document comment period (06/24/2011) to 07/15/2011) and includes a response when clarification is required. Comments are shown in their entirety on the CD.

Comment #	First Name	Last Name	Summary of Comments Received	Response
1	Ralph	Luke	Does not support northern bridge crossing hybrid - impacts to Sports Complex and Travis Dolphin Dog Park; concerned about children in the area; impacts to Fairgrounds property; potential adverse effects to local economics; removal of water activities currently in place; attract commercial growth (negative). Change in alignment to southern route to follow a straight line; reference to Arlee and other areas of US 93; provide "high speed" traffic flow.	Thank you for your comments. They are included in the study record. The northern bridge crossing hybrid alignment shown in the draft report is drawn at a width of 300 feet. It is not known at this time whether a route would impact the sports complex or dog park.
2	Unknown	Unknown	Eliminate northern bridge crossing hybrid – concern over children near Sports Complex; prevalence of school bus stops on Kerr Dam Road; numerous streets intersect Kerr Dam Road. Better alternatives for a bypass than Kerr Dam Road.	Thank you for your comments. They are included in the study record.
3	Greg	Hamilton	Focus on the existing US 93 (thru town) as the priority; least amount of impact on the community as a whole; concerned about economic impact of a bypass to the community; dependent on tourism traffic. Southern bridge crossing hybrid – affects property values; quality of life impacts to those residents.	Thank you for your comments. Improving US 93 thru town is one of the three recommended alignments discussed in this study.
4	Linda	Hamilton	Follow the existing US 93 through Polson; no bypass; concerns over impacts to businesses with a bypass; concern over potential impacts to Ponderilla Hills if a bypass is in place; concern over noise, pollution and decreased property values.	Thank you for your comments. They are included in the study record.
5	Christina	Buffington	Doesn't believe an alternate route is necessary. Southern bridge crossing hybrid concerns – increased noise pollution and decreased property values; questions feasibility of constructing a bridge in this area due to soils and stormwater. Northern bridge crossing hybrid concerns – safety of children waiting for school buses; concerns over safety for bicyclists along Kerr Dam Road; potential conflicts with truck traffic. Concerned over decreased property values due to "lines on a map". Best option is to improve existing US 93.	Thank you for your comments. The conclusion in the study generally suggests that an alternate route is not needed now or out to the 20-year planning horizon, <u>unless</u> the community is focusing on peak summer traffic.
6	John	Heglie	If focus placed on existing US 93 there are still impacts to his property. Wonder why North Reservoir Road hasn't been considered as an alternate to Caffrey Road; concerned about potential impacts to irrigation pivots along Caffrey Road. Question as to why Central bridge crossing hybrid was removed as feasible. Removal of Fairgrounds can be mitigated with replacement facilities. Commercial viability of land important if an alternate route ever proceeds.	Thank you for your comments. They are included in the study record. North Reservoir Road was not part of the study area, which is the same as both the 1996 EIS and the 2001 Re-evaluation of the EIS. After review of this with the local bodies it was decided to keep this study area consistent with the EIS. The central bridge crossing route was eliminated from consideration as 1) it did not score well in the screening process and 2) it did not have the support of the local bodies as a viable route.
7	Jules	Clavadetscher	Approved Master Plan titled "Consider the Possibilities for Polson" points to an improved Salish Point.  Supports re-routing truck traffic around Polson. Master Plan was subject to public scrutiny. Follow mandate of Urban Renewal Master Plan and pursue an alternate truck route.	Thank you for your comments. They are included in the study record. Recommendations from this study include alternate routes around Polson. Once funding becomes available these recommendations will be forwarded into a project-level environmental documentation process at which time an improvement option will be determined.
8	David	Unknown	Supports improving the existing US 93; high costs of a bypass not warranted given the potential seasonal benefit. Study is flawed by not enlarging the study area boundary to include areas south of Caffrey Road and also Back Road. A more geographically remote bypass would affect Polson residents less. Paving of Back Road has already created a de-facto bypass; study area should have looked at this.	Thank you for your comments. They are included in the study record. The study area is the same as both the 1996 EIS and the 2001 Re-evaluation of the EIS. After review with the local bodies, it was decided to keep this study area consistent with the EIS.
9	Darlis	Smith	Relocate US 93 away from the shores of Flathead Lake; reclaim shore front and revitalize Polson for citizens and visitors.	Thank you for your comments. They are included in the study record. The Technical Oversight Committee (TOC), which is comprised of local representatives, has stated their preference that priority be given to making improvements to the existing US 93 as the first priority.



Comment #	First Name	Last Name	Summary of Comments Received	Response
10	Darlis	Smith	Rerouting of US 93 impacts Polson's future and the vitality of the community. Most community action items are inter-related. Envision Polson is applying for the Orton Family Foundation "Heart and Soul Community Planning Grant".	Thank you for your comments. They are included in the study record. Nothing in the Corridor Study Report precludes or hinders additional community participation and/or focus on a potential alternate route.
11	Darlis	Smith	Clarify who the "local partners" are on the TOC. Steering committee for Envision Polson unpleasantly surprised with purported "overwhelming support" for improving existing US 93. Questions effectiveness of community outreach efforts on the corridor study.	Thank you for your comments. They are included in the study record. The local partners include the City of Polson, Lake County and the CSKT, basically the local governments that have jurisdiction of the area. Appendix A in the draft report summarizes the community outreach effort and attendance numbers for the various events.
12	Debora	Miller	Agrees that focus should be on existing US 93. Does not believe the southern bridge crossing hybrid alignment is feasible. Concerns over impacts to natural habitat and local Polson economics.  Constructability issues regarding soils, water (runoff) and freeze/thaw cycle impacts.	Thank you for your comments. They are included in the study record. During the environmental documentation process more detail regarding location and configuration of an alignment would be required.
13	Jan	Boyle	Why are routes near or through "Avoid" areas – especially near the soccer fields and holding ponds?  Travis Dolphin Dog Park identified as "wetland", however it is a city park.	Thank you for your comments. They are included in the study record. The northern bridge crossing hybrid alignment shown in the draft report is drawn at a width of 300 feet. It is not known at this time whether a route would impact the sports complex or dog park, however it may be possible to thread a new route between these two "avoid" areas. Follow up coordination with the City of Polson has confirmed that the Travis Dolphin Dog Park is indeed a city recognized park.
14	Tamara	Fisher	Supports that focus should be on the existing US 93. Concerns over northern bridge crossing alternate route(i.e. Kerr Dam Road) – cost; economics/business; safety; impacts to wildlife & parks; Fairgrounds property; width of roadway; quality of life; and property value impact.	Thank you for your comments. They are included in the study record.
15	Stephen	Potts	No major environmental analysis deficiencies and/or large environmental concerns noted. Screening process clearly presented and thorough. EPA fully supports efforts to accommodate pedestrian and bicycle travel along and within the corridor.	Thank you for your comments. They are included in the study record.



# Community Comment Matrix (6/24/2011 to 7/15/2011)

#### Community Comment Matrix (6/24/2011 to 7/15/2011)

Date of	Comment Identifier		Response
Comment			
(sender)			
July 1, 2011 (Ralph Luke)			
	From: www@mdt.mt.gov [mail Sent: Friday, July 01, 20: To: MDT Comments - Project Subject: Comment on a Project A question, comment or redweb page.  Action Item: Submitted: Project Commenting On: Name: Address Line 1: City: State/Province: Postal Code: Email Address: Phone Number:	11 11:53 AM	Thank you for your comments. They are included in the study record.
	would divert traffic throuproblems and traffic disruaffect homes along the rousports complex and dog parare areas of congestion in be restricted.  Also, on the north of the Fairgrounds, which would a	otion would be a very bad decision because it ugh another portion of Polson, creating more uptions for thru traffic. Not only does it ute, but it would take out portions of the rk which are just south of the river. These envolving young children. Speed would have to river, it would severely impact the Polson again affect the local economy, by eliminating that are and could be hosted there. A bridge	The northern bridge crossing hybrid alignment shown in the draft report is drawn at a width of 300 feet. It is not known at this time whether a route would impact the sports complex or dog park.



would eliminate future regattas, or other water events, as well as eliminate the use of the river for seaplanes which land there and then are transitioned from there to the airport for maintenance, etc. This route also would attract commercial growth in that area, negating any benefit from bypassing Polson. There are just too many negatives to even consider this as a viable alternative.

I know that the plan was confined to a specific area, but why did the north section of the western most alternative not follow the section line to intercept US93 at a point north of the proposed alignment? It would appear to have less impact upon the local subdivisions, while providing straight line interception to US93 (or don't you do straight line highways anymore?). I realize that you have environmental concerns for not just going west on Caffery Road and having a gentle turn and then straight north to intercept US93. I believe this route is the most desirable as it circumvents most of the development of Polson. If you could limit (or Lake County limits through zoning) development along this route, speed would not have to be reduced for through traffic. I would not want to see the same irresponsible action as has happened at Arlee and other spots along US93 where new and "safer" road were constructed and the speed was actually reduced beyond that of the original highway.

To quote from your website, "US 93 is classified as (NHS) Rural Principal Arterial - Non Interstate System. A rural principal arterial network provides a high level of mobility at high speeds offering a link between interstate and highways. US 93 is a major north/south highway providing a vital link between Missoula and Kalispell, Montana and surrounding communities."

There is a requirement to provide "high speed offerings" which is not being provided. Based upon this, I feel that the Montana Department of Transportation has been negligent in their planning and the reduced speeds would not be upheld in a court of law. I also feel that this also applies to the poor planning of intersections such as the Polson US93/hwy 35, where the free right turn lanes were eliminated and every vehicle now must now wait for the traffic light. The south through traffic, the north bound US93/ hwy 35 and the hwy 35/US93 north bound traffic are impacted by this. The lanes presently exist and it could be easily modified to move traffic freely. Why was this not



	initially planned correctly?	
	Montana Department of Transportation needs to be proactive in moving traffic as per the NHS requirements. MDT is restricting the majority of transportation to satisfy a few individuals, which is the reverse of what government if for. I sometimes feel that MDT stands for "more disruptions to traffic". In the case of Polson, moving thru traffic to a bypass would greatly enhance traffic in the town.	
	Submitter's IP address: 69.146.77.202	
	Reference Number = picomment_566070556640625	
July 5, 2011 (Anonymous)		
	From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Tuesday, July 05, 2011 5:53 PM To: MDT Comments - Project Subject: Comment on a Project Submitted  A question, comment or request has been submitted via the "Contact Us" web page.  Action Item: Comment on a Project Submitted: 07/05/2011 17:52:57 Project Commenting On: US93PolsonCorridor Nearest Town/City to Project:Polson Project Milepost: Overlook Drive  Comment or Question: The U.S. Highway 93 Bypass study should eliminate the Northern Hybrid alignment for these safety reasons:  1. The Sports Complex at the corner of Kerr Dam Road and 7th Street could have as many as 200 children playing there at any given time with various sports activities.  2. Polson Schools have five or six school bus stops scheduled on that one mile stretch of Kerr Dam Road.  3. There are six street intersects onto Kerr Dam Road with approximately	Thank you for your comments. They are included in the study record.



	100 homes on the proposed Northern Hybrid.	
	Too many children could potentially be exposed to a traffic fatality.	
	We are not opposed to progress, but think there are much better	
	alternatives than Kerr Dam Road for the proposed Highway 93 Bypass.	
	Submitter's IP address: 98.125.86.195	
	Reference Number = picomment_55609130859375	
July 5, 2011		
(Greg		
Hamilton)		
	From: Greg Hamilton [mailto:gregthamilton@att.net]	Thank you for your comments.
	Sent: Tuesday, July 05, 2011 7:21 AM	
	To: Jeff.Key@RPA-HLN.com	
	Subject: US 93 Polson Corridor Study	
	Importance: High	
	I have the following comments on the US 93 Polson Corridor Study:	
	I have been following the study as information has been provided and my opinion is	Improving US 93 thru town is one
	that out of the final three possible alignments the US 93 Polson Corridor should go	of the three recommended
	through town. I feel this way being it would have the least amount of impact on the	alignments discussed in this study.
	community as a whole. I feel any diversion away from local business would have a	
	huge impact on local retailers who are already struggling to maintain shop. As in	
	other communities where the highway has been diverted it has left small businesses	
	to fold and go under damaging the local economy. In our current economic state this	
	would be a death blow to the town of Polson at any point. The town depends on	
	tourism and to divert traffic away from town would wipe Polson off the map as tourists	
	bypass the entire community. With this in mind it would benefit Polson to upgrade the	
	, , ,	
	US 93 corridor through town updating and giving new life to the town.	
	The southern alignments do not seem to take this or the residents into account, not	
	only would the town lose business but the residents who have moved to the southern	
	edge of town have done so to get away from the highway. By electing a southern	
	diversion this would impact the residents with noise, light and automotive pollutions.	
	This would also drive the price of these home downward making it virtually impossible	
	This would also drive the price of these nome downward making it virtually impossible	



to sell these properties while subjecting the residents and the town with a double dose of decline in home values and lost revenue.	
In closing I maintain my stance that the only feasible route for US 93 is through the town of Polson itself and to abandon the southern options.	
Sincerely Greg Hamilton	
Sent: Wednesday, July 06, 2011 11:11 AM To: Jeff.Key@RPA-HLN.com Subject: US Hwy 93 Corridor Study Importance: High  Comments regarding the US Highway 93 Corridor Study:	Thank you for your comments. They are included in the study record.
the city of Polson. It would direct tourists, travelers, and locals through Polson, rather than bypassing the town to the south, thus cutting off a large volume of access to the businesses along Highway 93 and downtown Polson. Local businesses depend on this traffic for their economic survival. Implementing a southern alignment would negatively impact local business owners and more of them would have to struggle and/or close their business.	
We are residents of Ponderilla Hills in Polson and have been attending the informational meetings on the US Highway 93 Corridor Study. We are very concerned about the impact this "bypass" will have on our neighborhood. We purchased this property for the quiet and beauty of the area. A highway near, or through, this neighborhood would bring noise, pollution, and decreased property values.	
	dose of decline in home values and lost revenue.  In closing I maintain my stance that the only feasible route for US 93 is through the town of Polson itself and to abandon the southern options.  Sincerely Greg Hamilton  From: Linda Hamilton [mailto:harvlinda@centurytel.net] Sent: Wednesday, July 06, 2011 11:11 AM To: Jeff.Key@RPA-HLN.com Subject: US Hwy 93 Corridor Study Importance: High  Comments regarding the US Highway 93 Corridor Study:  We would like to see the alignment follow the current direction of Highway 93 through the city of Polson. It would direct tourists, travelers, and locals through Polson, rather than bypassing the town to the south, thus cutting off a large volume of access to the businesses along Highway 93 and downtown Polson. Local businesses depend on this traffic for their economic survival. Implementing a southern alignment would negatively impact local business owners and more of them would have to struggle and/or close their business.  We are residents of Ponderilla Hills in Polson and have been attending the informational meetings on the US Highway 93 Corridor Study. We are very concerned about the impact this "bypass" will have on our neighborhood. We purchased this property for the quiet and beauty of the area. A highway near, or through, this neighborhood would bring noise, pollution, and decreased property



	In closing, we respectfully submit our view that the only feasible choice to benefit the	
	city and residents is to select the route that currently follows Highway 93 through	
	Polson.	
	Sincerely,	
	However and Linda Howilton	
	Harvey and Linda Hamilton	
July 6, 2011		
(Christi		
Buffington)		
, G., ,	From: Christina Buffington [mailto:buffingtonchristi@gmail.com]	Thank you for your comments.
	<b>Sent:</b> Wednesday, July 06, 2011 11:12 PM	, , , , , , , , , , , , , , , , , , , ,
	To: Sludlow@mt.gov	
	Cc: Nathaniel Buffington; Jeff.Key@RPA-HLN.com	
	Subject: US-93 Polson Corridor Study - Public Comment	
	Dear Sheila:	
	Thank you for the opportunity to comment on the US-93 Polson Corridor Study and for responding to my comments from a previous public meeting. These comments are in reference to the June 29, 2011 public meeting, attended by my husband, Dr. Nate Buffington (cc'd). My comments focus on the following four topics: (1) Is an alternate route even necessary? (considering congestion and travel time); (2) Issues with the purple route; (3) Issues with the blue hybrid route; (4) Disclosure of proposed routes to potential buyers.  (1) The meeting slides bring up the point, "Is an alternate route even necessary?" After evaluating the data Mr. Key presented, I come to the conclusion that an alternate route is not necessary. Travel time would decrease in the summer only 2-3 minutes, and the number of intersections that fall below LOS standards by 2030 would only improve from 4 of 9 to 3 of 9. I also wonder if the alternate route is necessary now that Back Road is improved all the way to Round Butte Road. This improvement has changed my driving behavior. When on the West side of Polson, I now use Back Road to get to Highway 93 going South. After	The conclusion in the study generally suggests that an alternate route is not needed now or out to the 20-year planning horizon, unless the community is focusing on peak summer traffic.
	talking to neighbors and friends, I am finding that others do the same.	



- (2) I take issue with the Purple Route for a few reasons. The Purple Route lies just a stone's throw away from my house. A roadway through the existing tribal lands will increase noise pollution and will affect my property values and enjoyment of my property. My training in soil science and stormwater management also informs me that the Glacial Lake Missoula sediments that form the easily erodible "cliffs" of the Flathead River as well as the perched water table along this stretch will be difficult to contain during and after construction of the bridge. Storm water and snowmelt from a roadway's increased impervious surface coverage may cause slumping of the sediment, as well as increased frost heave from continual freezethaw cycles. Since the site is located on the Flathead Indian Reservation, the stormwater general construction permit under NPDES would apply. The federal rules are currently under a public comment period, but the proposed rules are more strict than the current Montana stormwater rules. The proposed rules incorporate a "buffer" guidance for projects adjacent to impaired water bodies. Flathead Lake is an "impaired" water body with respect to nutrients. Have any of these conditions been considered when evaluating the feasibility of the purple route and its bridge crossing?
- (3) The blue hybrid route follows a school bus route and continues along an existing bike path. I worry about the safety of my children waiting for the bus at the corner of Overlook Drive and Kerr Dam Road or bicycling the "S" curve along Kerr Dam Road to get to the bike path North of Grenier Lane. Since one of the goals of an Alternate Route is to divert truck traffic, I assume that my sons will be contending with additional truck traffic if the blue route is chosen.
- (4) I am worried that the possible alignments lines on a map will affect the ability of my family or my neighbors to sell their properties and/or could affect sale price. Now that these "lines on a map" are publicly available, is it a seller's responsibility to disclose them?



With the data you provided from the screening process, I feel that the best option is to improve the existing Hwy 93 route through town, which I understand may involve considering many, many affected properties, a lakeshore with little or no existing buffer, many intersections, and a bridge crossing. I am hopeful that this corridor study will help in future planning efforts! Regards, Christi Buffington 39404 Overlook Dr. Polson, MT 59860 P.S. Please update your email database to include my new email address: buffingtonchristi@gmail.com July 7, 2011 (John Heglie) **From:** John Heglie [mailto:heglander@centurytel.net] Thank you for your comments. Sent: Thursday, July 07, 2011 11:01 AM They are included in the study To: Key, Jeffrey (INACTIVE); Jeff.Key@RPA-HLN.com; sludlow@mt.gov record. Cc: Jespersen, Jamie Subject: A few comments to weigh in that might be of value to 93 corridor report Jeff, Sheila, Jamie: Am sending this to all of you as some may be on vacation, or a spam filter relegates something to the cyber trash heap. So this way something should get through to one of you. Sorry about last minute contact. Busy. More than likely even if the 93 Corridor expansion focus shifts to enlarging the dimensions of the current highway artery, it would still likely end up impacting some of our property even if not as much. But you already have 80 foot right of way, so anticipate that would be minimal. But keep us in the loop if you start looking at the bypass issue again.



Had a conversation with one of the potato wranglers in the area and he weighed in on his sentiments. I have sent him contact info, but don't know how busy he will be, so will provide a synopsis of my conversation with him. In the event an alternative route other than 93 is revisited, his preference would be the North Reservoir Road route over the Caffrey Road routing. Apparently there are a lot of irrigation spigots (?) along the Caffrey Road routing that are vital to watering the potatoes. I seem to recall some 4F issues with the Reservoir Road routing, but don't remember specs. But would be moot if routing stays on current pathway of 93. Too bad horse and buggy day planners didn't exercise enough foresight to anticipate vehicles might be wider than a carriage and more traffic would be shuttling through the area. Would have made your planning that much simpler. Maybe they will have developed hovercraft by the time they get around to dealing with this and will essentially render all this obsolete. Yeah, right.

Never was quite clear on why the central bridge crossing was nixed. I thought that would be the most viable. End of the airport runway would be below takeoff and approach height considerations. Of course, where to route it after that would be another question. Paul London of the KOA is happy it won't be running through the back yard of his facility. As for the Northern Bridge crossing at the fairgrounds, buying up the property where the grandstands now stand would solve their problem of funding the building of new grandstands due to their aging condition. But as that consideration is off the table, again another moot item to raise. From a commercial development standpoint, having two highway conduits adjoining what is currently a vacant lot would boost the desireability of the property for commercial development. Would have preferred not to have to loose acreage, but the tradeoff would have likely offset the shortcomings. But am sure the airport would not have been happy to have themselves hemmed in by a highway which would preclude any hope of expansion.

Anyways, some thoughts that aren't all that critical to your final plans. Will mention that a turnoff lane coming from both directions to Regatta Road leading to the fairgrounds would be nice. When they resurfaced the bridge, they restriped the roadway to create one coming north from town. But it constricted the shoulder severely, which puts traffic that much closer to pedestrians and bikers. That will need to be addressed someday. And as the commercial viability of the property between Three Dog Down and the airport runway increases with time, when you do expand the arterial, should incorporate into plans a turnoff near the airport fenceline as traffic flows will escalate as time progresses should any development take place there.

North Reservoir Road was not part of the study area, which is the same as both the 1996 EIS and the 2001 Re-evaluation of the EIS. After review of this with the local bodies it was decided to keep this study area consistent with the EIS.

The central bridge crossing route was eliminated from consideration as 1) it did not score well in the screening process and 2) it did not have the support of the local bodies as a viable route.



	Sincerely, John Heglie	
	co-owner of property impacted by whatever your planning ultimately decides to do.	
July 7, 2011 (Jules Clavadetsche r)		
	From: jules clavadetscher [clavadetscherjules@gmail.com] Sent: Thursday, July 07, 2011 12:50 PM To: Key, Jeffrey (INACTIVE) Subject: Hwy 93 Polson comment	Thank you for your comments. They are included in the study record.
	The City of Polson has an approved Master Plan for the City titled, "Consider the Possibilities for Polson". In several locations this Master Plan speaks to the need to improve Salish Point, "Make Salish Point the Focal Point of Polson's Reorientation to Flathead Lake." (Page 3 of the Urban Renewal Plan) Under the heading of "A brief outline of the community-wide policy statements and their related investment strategies are as follows:"	
	(2) "Reemphasize the Community's Connection with Flathead Lake". (Page 2 of the Urban Renewal Plan)	
	Under the section titled, "Community Goals", the document lists the following:	
	(6) "Routing and parking of commercial vehicles, including trucks must be addressed in order to reduce the conflict with visitor/shopping traffic." (Page 10)	
	Under the following title, "Commercial/Light Industrial District and Adjoining Transitional Area.", the study lists the following:	
	(4) Establishment of a truck route that has appropriate signage which directs truck traffic to the area in a manner which will least impact adjacent residential areas." (Page 12)	



This document repeats the need for improved traffic flow which implies re-routing truck traffic Recommendations from this study on Hwy. 93 around the City. The document does not detail a specific route, only the need for include alternate routes around one. This document enjoyed a public review and met all the state requirements as noted in Polson. Once funding becomes MCA 7-15-4216 and 7-15-4217. It seems that a small group of citizens, most not located available these recommendations within city boundaries and many with a personal agenda, held forth at your recent meeting in will be forwarded into a projectan effort to delay or kill plans to provide this community with the truck route as adopted by level environmental the City Council when it approved the Urban Renewal Plan, "Consider the Possibilities for documentation process at which Polson." time an improvement option will be determined. I request that you follow the mandate of the Urban Renewal Plan accepted by this City government and move forward with your plans for an alternate truck route. Jules Clavadetscher City of Polson resident July 7, 2011 (David) From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Thank you for your comments. Sent: Thursday, July 07, 2011 2:00 PM They are included in the study To: MDT Comments - Project record. Subject: Comment on a Project Submitted A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project 07/07/2011 13:59:45 Submitted: Project Commenting On: US93PolsonCorridor Name: David Address Line 1: 39562 Ridgeway City: Polson State/Province: MΤ Postal Code: 59860 Email Address: monthi@aol.com Phone Number: 4062393000



Comment or Question:

I agree that improving the existing highway 93 right-of-way between highway 35 and the west end of the Polson Bridge is the correct solution. The massive expenditure to create a bypass is not warranted by the marginal and seasonal improvement in traffic flow.

However, the study as a whole is fatally flawed by the initial decision to limit the potential bypass area to the boundary lines of the 1995 EIS. Expanding the possible bypass location to include land south of Caffrey Lane and west of Back/Kerr Dam road opens up additional solutions which may be more desirable.

A more remote bypass would affect residents less by entirely bypassing the Polson city area. Living quality of the city residents would be improved and the rural land acquisition cost/complexity would be simplified. Downtown businesses would lose little or no additional traffic with a remote bypass as compared to the study alternatives.

The recent paving of Back Road through to Round Butte has already created a de-facto bypass for residents on the west side of Polson. A route tying in with this route should surely have been one of the study alternatives, but was negated by the decision to limit the area to the 1995 boundaries.

Submitter's IP address: 209.206.237.225
Reference Number = picomment 25762939453125

The study area is the same as both the 1996 EIS and the 2001 Reevaluation of the EIS. After review with the local bodies, it was decided to keep this study area consistent with the EIS.



July 7, 2011 (Darlis Smith)		
	From: Darlis Smith [mailto:darliss@blackmountainsoftware.com] Sent: Thursday, July 07, 2011 10:16 AM To: Ludlow, Sheila Cc: danielsmith@montanasky.net Subject: US 93 Polson Corridor Study	Thank you for your comments. They are included in the study record.
	Hi Sheila,  I was at a meeting this morning downtown Polson and heard through the grapevine that at a recent US-93 Corridor Study meeting it was announced that the redirection of Hwy 93 will not take place anytime soon and that the topic may be revisited in 20 years or so. The reason stated was that the public overwhelmingly preferred to keep Hwy 93 in its current location and focus efforts on improving the current road. I also heard in this same meeting that the current bridge will need to be replaced and likely moved in 10 or so years.  Where can I find out the facts about this situation and supposed outcome (I'm aware that the grapevine isn't always the best source of information!)? Also, I would like to submit my "vote" for relocation of Hwy 93 off of the shores of Flathead Lake to allow for a more beautiful and friendly waterfront and town for our citizens and visitors. I just happen to think it's absolutely silly and sad that our town's most amazing feature is lined by a highway rather than a walkway/bikeway. And if the current bridge doesn't have much life left anyhow, the relocation plan makes even more sense.  Hwy 93 relocation is an opportunity for Polson to become a town that better reflects the values of our community. We're not a shipping port any more so we don't need trucking routes near our water. We use our lake for recreation and we value and are very protective of its pristine nature; our highway route and waterfront should reflect that.  Thank you, Darlis Smith 100 Rocky Point Road	The Technical Oversight Committee (TOC), which is comprised of local representatives, has stated their preference that priority be given to making improvements to the existing US 93 as the first priority.



Polson MT 59860 406-883-8088 Darlis Smith Marketing Communications 800-353-8829 www.blackmountainsoftware.com

>>> "Darlis Smith" <<u>darliss@blackmountainsoftware.com</u>> 7/8/2011 10:36 AM >>>

Thanks, Sheila.

Envision Polson is applying for the Orton Family Foundation "Heart & Soul Community Planning Grant". (www.orton.org) While we have no idea if we'll be fortunate enough to be selected, the members of Envision Polson (which include our mayor and city manager) believe in the basic premise of the grant – that innovative methods and tools must be used to effect diverse citizen engagement in the community, identify community shared values, and implement values-based decision-making and action (including incorporating values into city policy and community planning). Rerouting of US Hwy 93 is one item among the many possibilities that impact Polson's future and the opportunity to be the vibrant and enduring community that we desire. It's complicated because most of the potential action items are inter-related. For instance, if Envision Polson determines through citizen participation that we will embark on an effort to increase geotourism, the positioning and use of Hwy 93 will be impacted and should be a factor in the evaluation of alternative scenarios for the city as a whole.

I'm not sure if this matters to MDT and the people working on the US 93 Corridor Study, but I felt compelled to share the information.

Best, Darlis

Thank you for your comments. They are included in the study record.

Nothing in the Corridor Study Report precludes or hinders additional community participation and/or focus on a potential alternate route.



July 8, 2011 (Darlis Smith)		
	From: Darlis Smith [mailto:darliss@blackmountainsoftware.com] Sent: Friday, July 08, 2011 8:59 AM To: Ludlow, Sheila Cc: danielsmith@montanasky.net; 'Jeff Key'  Subject: RE: US 93 Polson Corridor Study  Hi Sheila,  Could you please clarify for me who is included in the "local partners" mentioned on page 101 of the report?  Just so you know, at the meeting I attended on Thursday a.m. (which was the Steering Committee of Envision Polson), many were unpleasantly surprised by the reported comment of "overwhelming support" for pursuing improvements to the existing highway along our waterfront rather than planning for an alternate route. It's obvious community outreach was attempted but I wonder how effective it was in really tapping into the values of our community and soliciting input from our diverse population.  Thank you, Darlis Darlis Smith Marketing Communications 800-353-8829	Thank you for your comments. They are included in the study record.  The local partners include the City of Polson, Lake County and the CSKT, basically the local governments that have jurisdiction of the area.  Appendix A in the draft report summarizes the community outreach effort and attendance numbers for the various events.
	www.blackmountainsoftware.com	



July 8, 2011 (Debora Miller)		
Willery	>>> "Deb Miller" < <u>deboraja.miller@gmail.com</u> > 7/8/2011 7:29 AM >>>  Dear Mr. Key,  Thank you for explaining the study conclusions last week at your informational meeting at the	Thank you for your comments. They are included in the study record.
	Polson auditorium. I do agree that the transportation plan should focus on the existing US 93 highway but do not think the "southern bridge crossing hybrid alignment" would be feasible for all of the reasons that you outlined in your meeting. The southern route would have the most unavoidable impact to the natural habitat and have the greatest impact on the economic community in Polson. I have observed the natural springs along the river and the erosion that occurs around the area due to freezing and spring runoff.	During the environmental documentation process more detail regarding location and configuration of an alignment would be required.
	I have attached a copy of the written response letter that I am sending to the mailing address as a follow up to this e-mail response. Please reconsider your decision and preserve the corridor surrounding this route.	
	Debora Miller	
	39562 Ridgeway Drive	
	Polson, MT 59860	
	Phone: 406-239-0029	
	<attachment below=""></attachment>	



July 7, 2011

MDT Statewide and Urban Planning Attention: Sheila Ludlow P.O. Box 201001 Helena, MT 59620

Dear Administrators,

I agree with the study conclusion to focus on the existing US 93 highway. I do not support the new "southern bridge crossing hybrid alignment" route for development as an alternate option for environmental, livability, safety and economic reasons.

A geotechnical investigation would show that the shoreline of the Flathead River proposed for construction of a roadway has many underground springs along the corridor of the proposed crossing. The silt and clay soils in that area would make it difficult to build a stable road across the river in the area that you have outlined. There are areas that have groundwater levels near the land surface. The riparian structure would be disrupted and cause unavoidable impacts to the banks, water quality, fish and habitat along this scenic Flathead River corridor used by the wildlife and residents in the area. As mentioned at the meetings, the crossing would also create noise impacts due to the clay walls surrounding the banks that would disrupt the endangered bald eagle nesting areas and destroy the quality of life and livability of the neighborhoods surrounding the new road.

In addition to the environmental, safety and livability concerns, there is significant economic impact to building this route. The southern bridge crossing completely bypasses Polson businesses. The business community expressed their concerns at the meetings and in letters about the impact of completely bypassing the town of Polson.

The expense and continuing increased expenses of this route after freezing and runoff in subsequent years add to the costs of the construction of a roadway on the river corridor. The costs of the development of the roadway would most likely be more than the estimate and continue to be a more costly route for many years beyond the construction phase.



Please reconsider your decision to designate the southern bridge crossing as a feasible new alternate route for US 93.

Sincerely,

Debora Miller

39562 Ridgeway Drive

Polson, MT 59860

Phone: 406-239-3000



#### RECEIVED

JUL 1 1 2011

July 7, 2011

TRANSPORTATION PLANNING

MDT Statewide and Urban Planning Attention: Sheila Ludlow P.O. Box 201001 Helena, MT 59620

#### Dear Administrators,

I agree with the study conclusion to focus on the existing US 93 highway. I do not support the new "southern bridge crossing hybrid alignment" route for development as an alternate option for environmental, livability, safety and economic reasons.

A geotechnical investigation would show that the shoreline of the Flathead River proposed for construction of a roadway has many underground springs along the corridor of the proposed crossing. The silt and clay soils in that area would make it difficult to build a stable road across the river in the area that you have outlined. There are areas that have groundwater levels near the land surface. The riparian structure would be disrupted and cause unavoidable impacts to the banks, water quality, fish and habitat along this scenic Flathead River corridor used by the wildlife and residents in the area. As mentioned at the meetings, the crossing would also create noise impacts due to the clay walls surrounding the banks that would disrupt the endangered bald eagle nesting areas and destroy the quality of life and livability of the neighborhoods surrounding the new road.

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Please reconsider your decision to designate the southern bridge crossing as a feasible new alternate route for US 93.

Sincerely,

Debora Miller

39562 Ridgeway Drive Polson, MT 59860

Debora Miller

Phone: 406-239-3000



July 8, 2011 (Jan Boyle)		
	>>> "watersill" < <u>watersill@ronan.net</u> > 7/8/2011 9:17 AM >>>  Hello to Those Involved with the Polson Corridor Study:	Thank you for your comments. They are included in the study record.
	· ·	
	I have just a couple of comments.	
	If there are indeed areas marked 'Avoid Areas', why would these areas even be a consideration? Several of the proposed routes go between the soccer fields and the holding ponds, it appears counter to the already red-flagged area.	The northern bridge crossing hybrid alignment shown in the draft report is drawn at a width of 300 feet. It is not known at this time whether a route would impact the sports complex or dog park, however it may be possible to thread a new route between these two "avoid" areas.
	Then, to put a finer point on this. The Travis Dolphin Dog Park, adjacent to these two areas, is merely identified as a wetland. This park was initially established as an Eagle Scout project, (along with fencing), a collaboration between the city and a member of Troop 1947. Three additional Eagle Scouts have enhanced this park, they presented their projects to whatever governmental agencies needed to okay them, and followed through. This is just as much a city park as Riverside, or Boettcher, and should be designated as such.	Follow up coordination with the City of Polson has confirmed that the Travis Dolphin Dog Park is indeed a city recognized park.
	It would be quite a slap in the face to those young men, and any to follow, to discount their work done for the community. Then, we could wonder why there is no community involvement.	
	Thank you for your time,	
	Jan Boyle (mother of one of the Eagle Scouts) Polson, Montana	



July 8, 2011 (Tamara		
Fisher)		
	>>> "Tamara J. Fisher" < <a href="mailto:thethinkteacher@bomfuso.net">thethinkteacher@bomfuso.net</a> 7/8/2011 5:12 PM >>>	Thank you for your comments. They are included in the study record.
	Dear Jeff Key, Sheila Ludlow, CSKT, Lake County Commissioners, and City of Polson,	
	I am writing to submit my input regarding the US 93 Polson Corridor Study and Polson Area Transportation Plan.	
	First, I am relieved and grateful to see that the study has reached the conclusion that focusing on the existing (i.e. through town) highway is the best option for the next couple decades (if not longer). I support this	
	conclusion for the following reasons:  * Cost: Improvements on the existing route would be cheaper because the road already exists and a new bridge would not have to be built. As a taxpayer,	
	* Economics/Business: Improvements on the existing highway would continue to	
	funnel traffic on a route that increases their "stop-by" dollars for our local businesses. As a pro-business local citizen, I like this.	
	* Safety: The in-town portion of Hwy. 93 is already safer than the out-of-town portion (according to statements by Jeff Key at the last meeting). Improving the through-town route will take an already relatively	
	safe route and make it more so. As a driver, I like this.	
	* Impacts to wildlife and parks: Improvements to the existing highway through town will have the least impact on wildlife, natural habitat, and	
	parks. As someone who appreciates nature, I like this.	



That said, I also want to express some concerns regarding one of the two possible future by-pass routes, i.e. "the green line" that would theoretically by-pass the highway on what is currently Kerr Dam Rd. My concerns are as follows:

- \* Cost: A by-pass route would require a new bridge costing millions of dollars that local, state, and federal governments currently don't have (and it doesn't seem likely any will have large surpluses any time soon). As a taxpayer, the much-larger cost of a by-pass concerns me.
- \* Economics/Businesses: A by-pass route would pull potential and otherwise-likely customers away from local businesses. It's hard enough for them to survive as it is. Intentionally pulling customers away from them concerns me.
- \* Safety: Kerr Dam Rd. is lined with many neighborhoods that are full of kids. About a half dozen school bus stops exit along what would be the by-pass route. Almost two-dozen side roads or driveways turn off of Kerr Dam Rd. along what would be the by-pass route. Adding by-pass highway traffic (potentially 6,000 to 10,000 vehicles PER DAY) to this route \*would dramatically decrease the safety\* for the kids waiting for their busses and the families turning on and off the road to get to their homes. I also have severe concern what the increased speed along the curvy section (Ponderilla, Overlook, Grenier) would do. The current speed limit in the curves is 45 mph, but there have already been cases of people flying off the road at higher speeds. One such case happened in August of 2002 at 3:00 in the morning. A driver going too fast for the curves flew off the road, took out the Overlook neighborhood's sign, crashed through a fence, skipped across a driveway, and landed in my neighbor's yard. It's a wonder and a miracle he didn't crash through someone's house. If Kerr Dam Rd. becomes an official highway, people will want to drive highway speeds, even if the warning signs say otherwise. These are mostly Montana drivers we're talking about here,



who typically drive a bit faster than the speed limit. I fear the cars that would be landing in homes due to drivers not wanting to go 45 mph in that section. Past incidents show this would certainly be a likelihood - one that would happen with much greater frequency when the number of vehicles would increase by hundreds and hundreds of percents.

- \* Impacts to wildlife and parks: A by-pass along what is now Kerr Dam Rd. would take the highway right next to the often-used soccer fields, skate park, and dog park. These areas see many visitors a day and are frequently crawling with kids and families. Also, I frequently see geese nesting with their goslings in the soccer fields and in the grass along the sewage lagoons (which I'm sure man doesn't consider a "wildlife habitat," but the geese clearly do!) Deer, fox, skunk, and coots are also frequently seen in high numbers in this area.
- \* The "green line" by-pass route would cut through or next to our Fairgrounds, a rural community's treasure. This place is home and host to countless community-oriented events throughout the year and in most cases no other facility exists that could be a Plan B option for those events.
- \* The current Kerr Dam Rd. has a shoulder of only 2 feet. A highway would require 8-foot shoulders plus potential turn lanes for the almost-two-dozen side roads and driveways. This would widen the road significantly (nearly DOUBLING it from currently 28 ft. two 12 ft. lanes and two 2 ft. shoulders to 52 ft! two 12 ft. lanes, a 12 ft. turning lane, and two 8 ft. shoulders), bringing it close enough to some homes as to seriously impact livability (i.e. noise, exhaust pollution, and safety), not to mention property values.

My own home is one that would be dramatically impacted by the road's width nearly doubling. My dad designed my house and we (mom, dad, and I) built it with our own hands. This isn't "just another house" to me. It's a HOME



that I literally built with my own two hands. I know what the soil is like under the foundation. I know what type and color rocks are mixed with that soil. I know how deep the topsoil goes before it becomes clay. I know where the concrete floor is painted beneath the tile. I know how the trusses come together in my unique angles. I know my home more intimately than most people know theirs because my hands were a part of each day of its creation. It was my own blood, sweat, and tears that built this place. It wasn't money that brought me to my neighborhood, nor other means, but rather hard work - good old fashioned American ingenuity and work ethic. The thought that a highway carrying 10,000 cars a day could someday pass just 20 feet from it is devastating, frankly. And the impacts that would cause to my home's value are terrifying to contemplate. As a single woman, I chose building a house as one of my main investments for my future. It is, potentially, a sizeable portion of what will one day be my "retirement package." Yes, I have other pieces, but I had thought and planned that my house would be a significant portion of that. A highway just 20 feet from the side of my house would seriously impact my home's value. :o(

\* The same property-value impact would apply to all others who live in the handful of wonderful neighborhoods that line Kerr Dam Rd. Ponderilla, Overlook, and Lakeview (x2) are among the best neighborhoods in and around town. (Even people who don't live here agree!) People choose to live in these neighborhoods because they are affordable, full of families, close to town, and more or less well-kept without being ostentatious. Running a highway between them would make a sizable and destructive impact to the flavor and ambiance of these delightful neighborhoods.

Thank you for the opportunity to provide input on this project. Feel free to contact me if you have questions, if you want to know anything else from me, or if I can be of any additional assistance.



	Sincerely,	
	Tamara Fisher	
	39235 Overlook Dr.	
	Polson, MT 59860	
	thethinkteacher@bomfuso.net	
	(406) 883-3605 (home)	
	(406) 212-8264 (cell)	
July 12 2011	NOTE: RESOURCE AGENCY COMMENT RECEIVED AFTER JULY 8, 2011	
(Stephen Potts)		
1 ottsj	>>> "Stephen Potts" <potts.stephen@epamail.epa.gov> 7/12/2011 2:47 PM &gt;&gt;&gt;</potts.stephen@epamail.epa.gov>	Thank you for your comments.
		They are included in the study
	Jeff,	record.
	Thank you for the opportunity to review the Pre-NEPA Draft Report for	
	the US 93 Polson Corridor, which evaluates alternative US 93 route	
	options for a 6.5 mile US 93 segment through and around the City of	
	Polson, including a potential new US 93 crossing of the Flathead River.	
	To expedite transmission of some comments to you I am sending this	
	informal brief email. I apologize for sending in these comments a bit	
	late.	
	I did not notice any major environmental analysis deficiencies or great	
	environmental concerns in reading the US 93 Polson Corridor Study Report	
	(that you provided by CD). I was pleased to see that the report	
	acknowledged that the Flathead Indian Reservation is a Class I Airshed,	
	and that Polson is designated as a non-attainment area for particulate	
	matter (PM-10), and that a transportation conformity analysis will be	
	required (page 28). The EPA air quality staff person for highway	
	projects is Mr. Tim Russ in Denver who can be reached at 303-312-6479.	



You may want to send him a CD of the Report so he can review it and determine if a hot-spot analysis for PM10, or any other pollutants may be needed, or if he has any other comments pertaining to air quality impacts or analysis.

I was also pleased to see that the Corridor Study Report stated that impacts to surface water resources, including wetlands, needed to be avoided to the greatest extent practicable, and that unavoidable impacts will need to be mitigated as required by the CSKT and USACE, with potential mitigation sites investigated and constructed prior to project impacts. I note that other than the Flathead River bridge crossing it did not appear to me that other stream or river crossings would be involved. Is that correct? I also note that wetlands along the corridor apparently still need to be identified and delineated.

The discussion and presentation of the process used to screen alternative routes or alignments in the corridor appeared to be clearly presented and thorough. I note that the northern bridge alignment was shown to have relatively high wetland impacts (actually the highest wetlands impacts, impacting 3 or 4 wetlands, page 63), and a hybrid of this alignment emerged out of the screening process for further evaluation along with a hybrid of the southern bridge alignment (page 74). Although the report also stated that slight modifications of the alignments from their respective original alignments have the potential to change the screening criteria analysis, including wetlands impacts, and that details such as wetlands impacts will be dependent on final design which would only be available if a project moves forward from this study. It will be important to assure that adequate efforts are made to avoid and minimize impacts to wetlands.

I also note that it appears reasonable to drop modified EIS alignment 6 from further consideration due to the potential additional impacts on



#### **Public Comment Matrix** (6/10/2010 to 6/23/2011)

#### **Overall Themes Contained in Comments Received:**

- Support for a south alignment
- Potential pedestrian options
- Question regarding US 93 if an alternate alignment is built
- Distribution list requests
- Opposition to a "bypass" through farm and ranch land
- Concerns that EIS6 and/or the Northern Hybrid Alignment could negatively affect access to or close down the dog park for public use
- Concerns that EIS6 or the Northern Hybrid would be directly affect homeowners along Overlook Drive as their road enters Kerr Dam Road.
- Questions regarding the timeline and the final meeting
- Questions on location of screening memo and 3 hybrid options
- Opposition to Southern Route
- Preference for Northern Route with pro's and con's to support the argument
- Lack of communication to the community / previous commenters
- Opposition to an alignment that would impact homes along Ponderilla Drive
- Negative effects to local businesses
- Traffic disperses through Polson
- Decrease in truck traffic due to mill closing
- Support to improve existing US 93
- Opposition to "bypass"
- Opposition to Southern Bridge Crossing due to impacts to homes, expensive, and erosion (Glacial Lake Missoula sediments in the area)



- Consider utilizing North Reservoir Road
- Improve curve on Kerr Dam Road
- Include bicycle and pedestrian paths
- Improve or add to the existing bridge (i.e. one-way couplets)
- Evaluation of "No Action Alternative"
- Public scoping in pre-NEPA process
- Route truck traffic using 200 and 28
- Decrease in property value
- Super Walmart
- Request for information to be posted to website (i.e. Quantm alignments and screening criteria)
- Concern over impacts to downtown businesses
- Preserving view sheds and pristine locations
- Aesthetics of the built environment
- Need for animal crossings
- Polson growth zones
- Noise concerns
- Air quality concerns
- Working with the natural terrain and topography
- Impacts to undeveloped, potential commercial properties
- Land locking the airport
- How to provide airport access
- Support for 7<sup>th</sup> Avenue
- Degradation in home values and overall property values



- Extend boundary to south and look at North Reservoir Road
- Loss of jobs associated with an alternate route
- Negative impacts to Ponderilla Hills
- Support for some type of alternate route
- Waste of money/where is the funding source
- Highway runoff/groundwater impacts
- Meeting notification concerns



Date of Comment (sender)	Comment Identifier	
June 14, 2011 (Jeremy Morgret)		
	>>> Jeremy Morgret <jeremy.morgret@fib.com> 6/14/2011 7:48 AM &gt;&gt;&gt;  Jeff,</jeremy.morgret@fib.com>	
	I am the Branch Manager of FIB in Polson which may or may not be directly affected by the alternate route which is being explored for Polson. Will you please add myself and one of my managers to your email list.  jeremy.morgret@fib.com shad.hupka@fib.com	
	Thanks! Jeremy	
	Jeremy Morgret  VP - Branch Manager  Polson  First Interstate Bank  P: (406) 883-8807  C: (406) 855-2915  F: (406) 883-8857  E: Jeremy.Morgret@fib.com	
	Please consider the environment before printing my email. It is our hope that this little thing will make a big difference.	
	CONFIDENTIALITY NOTE: The information contained in this email and document(s) attached are for the exclusive use of the addressee and may contain confidential, privileged and non- disclosable information and is covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510-2521. If the recipient of this email is not the addressee, such recipient is strictly prohibited from reading, photocopying, distributing or otherwise using this email or its contents in any way. If you have received this email in error, please contact the sender and delete the e-mail and its attachments from all computers.  Virus Note: Although reasonable precautions have been taken to ensure that no viruses are present, the sender makes no warranty or guaranty with respect thereto, and is not responsible for any loss or damage arising from the receipt or use of this e-mail or attachments hereto.	
June 6, 2011 (Greg Hertz)		
	>>> "Greg Hertz" < <u>moodys@cyberport.net</u> > 6/6/2011 12:13 PM >>> Thanks Jeff	



Your newsletter does not state that info and it has lead to speculation in the town that we will have a new route around town that in my opinion will not help business economics in Polson plus it will impose new traffic in rural residential areas.

You need to put as much emphasis on the existing route and how it might be modified so people can make an informed decision.

Greg Hertz
President/CEO
Moodys Market Inc
moodys@cyberport.net

406-883-1500

#### June 6, 2011 (Dave DeGrandpre)

**From:** Dave DeGrandpre [mailto:landsolutions@blackfoot.net]

**Sent:** Monday, June 06, 2011 9:17 AM

To: Ludlow, Sheila

Cc: Stack, Shane; Jeff.Key@rpa-hln.com; 'Todd'; lakecommissioners@lakemt.gov;

jhovenkotter@cskt.org

Subject: US 93 Polson Corridor Study

Dear Ms. Ludlow,

I have lived in Lake County for more than 12 years. I formerly worked as the planning director for Lake County and now run a small private land use planning consulting business. I am familiar with the history of the US Highway 93 Polson Corridor Study and have reviewed the current project documents. I offer the following comments for your consideration.

I support a bypass south of the City of Polson so that the community can grow in a more pedestrian friendly, small-town way with a greater emphasis on and access to the Flathead Lake waterfront. Moving through-traffic outside of town would be a major step in this direction.

Ideally, the current 93 corridor could be made a more modest road with better stormwater controls, particularly along the lake, and include a boardwalk or other innovative bike/ped path either over or adjacent to the waterfront. The path could bend to the north behind the KwaTaqNuk, pass through the Salish Point Park, and rejoin the highway corridor near the Salish Building. Better yet, a bike/ped path might be built onto or under the current Armed Forces bridge from Boettcher Park and rejoin the highway on the west side of Flathead River, and perhaps go as far northwest as Rocky Point Road.

I think the southern bypass route along Caffrey Road leading to a southern bridge would be the best choice in order to minimize impacts to neighborhoods, provide the most scenic and smooth driving experience, and result in the fewest potential for driving conflicts. Due to the lack of road approaches I think this route would provide the best functionality and the best level of service. Appropriate land use controls (zoning), on both tribal and non-tribal lands, would be necessary so that the businesses along the existing corridor are protected and to prevent strip development as supported by the Lake County and Polson Growth Policies. Obviously this would be for Lake County and CSKT to develop and implement, but



access controls from MDT could help. Finally, I think it would be best to provide a new route from Rocky Point Road to the intersection with the southern bypass as it meets Highway 93 so that people who want to travel north from Rocky Point Road could do so at a new 4-way intersection without having to back-track. I believe this would increase driving efficiency and safety as a new 4-way intersection could have a stop light. Thank you for the opportunity to comment on this great project. Dave DeGrandpre **Land Solutions, LLC** 36708 Leon Road Charlo, MT 59824 406-644-2658 (office) 406-885-7526 (cell) 406-644-2659 (fax) landsolutions@blackfoot.net www.landsolutionsmt.com June 6, 2011 (Greg Hertz) From: Greg Hertz [mailto:moodys@cyberport.net] Sent: Monday, June 06, 2011 8:45 AM To: Jespersen, Jamie Subject: **Jamie** I just reviewed newsletter #3 for the proposed US HWY 93 corridor study in Polson. It looks like the three remaining alternatives do not include the existing route of HWY 93 through Polson. Is that correct? **Greg Hertz** President/CEO Moodys Market Inc moodys@cyberport.net 406-883-1500 June 5, 2011 (Gino & Mary Frances Caselli) >>> Gino & Mary Frances Caselli <thecasellis@yahoo.com> 6/5/2011 4:12 PM >>> Hi Jeff, Could you please keep us informed on any activity or study in regards to the Polson HWY 93 corridor plans. Thank you,



Gino and Mary Frances Caselli "Wherever politics tries to be redemptive, it is promising too much. Where it wishes to do the work of God, it becomes not divine, but demonic.â€□ â€" Cardinal Joseph Ratzinger (Pope Benedict XVI) June 2, 2011 (Christopher Condon) From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Thursday, June 02, 2011 10:25 PM To: MDT Comments - Project Subject: Comment on a Project Submitted A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project 06/02/2011 22:25:10 Submitted: Project Commenting On: US93PolsonCorridor Name: christopher condon 42462 ranch rd Address Line 1: City: polson State/Province: MΤ Postal Code: 59860-7580 Email Address: ccondon@centurytel.net Comment or Question: With farm and ranch land falling to developers at an alarming rate, you pick a route right through the farm and ranch land that skirts the polson

> There are four lanes up to polson on both sides, it would not be that hard to continue them through town. But you have decided to by pass town and destroy what makes this area worth living in. Thanks. Not all of us want to live in the city, that's why we moved out here. Seem you are determined to ruin that for us and get rid of as much of the country style

area. That opens the door even wider for more development of the shrinking

thanks to people like you who are determined to open up as much land to the

The flathead lake area is becoming a urban area

life as possible.

farm and ranch land.

developers as possible.

June 2, 2011 (Toni



Krebsbach)	
	>>> "Toni Krebsbach Young" < <u>toniyoung@centurytel.net</u> > 6/2/2011 4:10 PM >>>
	Hi Jeff,
	I am one of the Overlook Homeowners and would like to be added to your email list for information about anything relating to the proposed highway changes that will impact our area.
	Thanks, Toni Young
	Toni Krebsbach Young
	39301 Overlook Drive
	Polson, MT 59860
	883-1676
June 2, 2011 (Jonathan Crosby)	
	From: Jonathan Crosby [mailto:jonathanrcrosby@gmail.com] Sent: Thursday, June 02, 2011 10:47 AM To: Jeff.Key@RPA-HLN.COM Cc: polsonmanager@centurytel.net; Fossen, Naomi; Jespersen, Jamie; sludlow@mt.gov Subject: US-93 Polson Corridor Study - Comment
	My name is Jonathan Crosby and I am an Eagle Scout with Troop 1947 in Polson MT.  I was looking over your US-93 Polson Corridor Study and noticed that two of the route possibilities using the Northern Bridge Crossing would cut right next to or right through the Travis Dolphin Off Leash Dog Park.  My Eagle Scout project was to create that park. I worked with the Polson City Council and local businesses to raise the nearly \$11,000 it cost to fence and gate the park. Other scouts in my troop have also completed their Eagle Scout projects there. Stefan McCrumb built the dock, Sam Boyle made the information board and Clay Frissel have made the trails.  The dog park is used everyday by Polson residents to walk and exercise



their dogs. I noticed in your First Level Screening Criteria under the 6.2.5 Livability and Connectivity section that you did not mention the Travis Dolphin Dog Park as a 4(f) / 6(f) recreation resource. You did list the Sports Complex across the road. I think that the dog park is a significant resource that should be listed. The EIS6 and/or the Northern Hybrid Alignment could negatively effect access to or close down the dog park for public use. Thank you Jonathan Crosby June 1, 2011 (Doug Crosby) >>> Doug Crosby <a href="mailto:dcrosby@polson.k12.mt.us">dcrosby@polson.k12.mt.us</a> 6/1/2011 1:00 PM >>> Hi Jeff, I got your contact information from Rob McDonald and would like to be added to your distribution list for the Polson Corridor study. My concerns are two fold. As a homeowner on Overlook Drive we would be directly effected by EIS6 or the Northern Hybrid Alignment as our road enters Kerr Dam Road. My other concern is with the Northern Bridge Crossing which would cross right through the Travis Dolphin Off Leash Dog Park that my son created as an Eagle Scout project in cooperation with Polson City. My scout troop continues to improve this park every year with Eagle projects. Many thanks Doug Crosby dcrosby@polson.k12.mt.us < mailto:dcrosby@polson.k12.mt.us > May 31, 2011 (Jan Rogers) >>> "JAN ROGERS" <<u>typistjan@netzero.net</u>> 5/31/2011 3:38 PM >>> Please add me to your list for more detailed information on the project and any up-coming meetings. Thank you, Jan Rogers 39241 Overlook Drive Polson May 26, 2011 (Robert McDonald)



>>> "Robert Mcdonald" <<u>robertmc@cskt.org</u>> 5/26/2011 8:50 AM >>> Thank you Jeff. Is the timeline on schedule. I see there was to be a late April third public meeting. Did that come to pass, or is that in the works? **Robert McDonald Communications Director -- CSKT** robertmc@cskt.org 406-675-2700, Ext. 1222 cellular 406-249-1818 May 26, 2011 (Robert McDonald) >>> "Robert Mcdonald" <<u>robertmc@cskt.org</u>> 5/26/2011 8:16 AM >>> Mr. Key, Please add me to the list of those who want more detailed information on the corridor study. **Robert McDonald 39373 Overlook Drive Polson, MT 59860** 883-8042 robertmc@cskt.org May 13, 2011 (Neal Lewig) From: Lewing Neal & Karen [mailto:portpolsonplayers@centurytel.net] **Sent:** Friday, May 13, 2011 10:49 AM To: Fossen, Naomi Subject: Re: US 93 Polson Corridor Study Website Update So how do we get a look at the 3 options before the next meeting or to be able to comment



further?

-NL

On May 13, 2011, at 9:13 AM, Fossen, Naomi wrote:

US 93 Polson Corridor Study Interested Parties -

You are receiving this email because of your expressed interest in the US 93 Polson Corridor Study and/or involvement at the informational meetings for the study. We wanted to let you know that a *First Level Screening Process Technical Memorandum* been posted to the MDT study website. This memorandum documents the process of evaluating the 11 potential alignment options and subsequently carrying forward 3 alignments to the next level of screening.

Thank you for your interest in the study.

http://www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/

Sincerely,

The US 93 Polson Corridor Study Team

# May 13, 2011 (Mark Potter)

From: Potter, Mark [mailto:mark.potter@flbs.umt.edu]

**Sent:** Friday, May 13, 2011 10:34 AM

To: Fossen, Naomi

Subject: RE: US 93 Polson Corridor Study Website Update

I found the first level screening memorandum referred to below. The three alignment options do not carry any reference numbers or color variations. How is the public suppose to comment on the routes without specific references?

From: Fossen, Naomi [mailto:FossenNJ@cdm.com]

**Sent:** Friday, May 13, 2011 9:14 AM

To: Undisclosed recipients

Subject: US 93 Polson Corridor Study Website Update

US 93 Polson Corridor Study Interested Parties -



You are receiving this email because of your expressed interest in the US 93 Polson Corridor Study and/or involvement at the informational meetings for the study. We wanted to let you know that a *First Level Screening Process Technical Memorandum* been posted to the MDT study website. This memorandum documents the process of evaluating the 11 potential alignment options and subsequently carrying forward 3 alignments to the next level of screening.

Thank you for your interest in the study.

http://www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/

Sincerely,

The US 93 Polson Corridor Study Team

# May 13, 2011 (Mark Potter)

From: Potter, Mark [mailto:mark.potter@flbs.umt.edu]

Sent: Friday, May 13, 2011 10:14 AM

To: Fossen, Naomi

Subject: RE: US 93 Polson Corridor Study Website Update

What is the complete link for the memorandum referred to below. I can't seem to come up with any new information on the MDT website listed.

**From:** Fossen, Naomi [mailto:FossenNJ@cdm.com]

Sent: Friday, May 13, 2011 9:14 AM

To: Undisclosed recipients

Subject: US 93 Polson Corridor Study Website Update

US 93 Polson Corridor Study Interested Parties -

You are receiving this email because of your expressed interest in the US 93 Polson Corridor Study and/or involvement at the informational meetings for the study. We wanted to let you know that a *First Level Screening Process Technical Memorandum* been posted to the MDT study website. This memorandum documents the process of evaluating the 11 potential alignment options and subsequently carrying forward 3 alignments to the next level of screening.

Thank you for your interest in the study.

http://www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/



	Sincerely,
	The US 93 Polson Corridor Study Team
May 12, 2011 (Dennis	
Johnson)	
	RECEIVED
	MAY 1 2 2011
	TRANSPORTATION PLANNING
	May 5, 2011
	RE: Proposed Routes for Polson By-Pass
	To Whom It May Concern:
	We strongly believe that the northern route/rodeo grounds route (the "Northern Route") is the best route for the proposed Polson by-pass. We ask that you seriously look at this route and consider the many negative consequences that a southern route would create. In full disclosure, our home and neighborhood is located within one of the proposed southern routes. However, there are numerous other reasons, in addition to the affect on our home and our neighbors' homes, which lead us to adamantly believe that the Northern Route is in fact the best option. Below is a discussion of the pros and cons of the Northern Route and a discussion of why a southern route is not the best route.
	The Northern Route would by-pass Polson; however, it would stay very close to the downtown area, encouraging drivers to stop in Polson for the benefit of local businesses and the City's revenue. Using the other proposed routes would move traffic away from Polson and deter drivers from stopping in Polson.
	The Northern Route would have less negative impact because the Northern Route would be located close to the current bridge which is already a high traffic area. If a new bridge were built down river from the current bridge, then we would have two bridges creating noise, traffic and pollution over a large area of beautiful land. However, if both bridges are in proximity, the total impact of noise, traffic, pollution and other general traffic issues would be condensed in one area. Two bridges close together results in less overall impact.
	Similarly, the Northern Route also would have less negative impact on wildlife and the environment given it would be located closer to downtown Polson and the current bridge. The benefit of having two bridges closer together is discussed above. Additionally, the southern routes are a prime habitat for wildlife. We frequently see bald eagles, hawks and falcons, their nests, foxes, coyotes, trumpeter swans and deer around our home. There is even a natural creek running in front of our home down into the river near the rock island. The construction of a route in this location would likely destroy the wildlife habitats and the traffic would create echoes affecting the habitats. As you probably know, the river down near the rock island has



May 12, 2011 (Dennis Johnson) cont.	
	e control of the cont

To Whom It May Concern May 5, 2011 Page 2

cliffs that are home to many birds and create loud echoes. There are no cliffs like these cliffs within the Northern Route.

The Northern Route can utilize various developed areas to its benefit, cutting down on costs and the impact on local wildlife, residents and the environment. For instance, the Northern Route could utilize Kerr Dam Road - a completely new road/highway would need to be constructed for the southern proposed routes. In addition, part of the rodeo grounds property could be used in numerous ways, such as an area for public boating for the tourists using the Northern Route. Currently, the City lacks enough boat launch areas as the few boat launch areas are overcrowded every summer. The rodeo grounds could be re-vamped in conjunction with the by-pass construction. The rodeo grounds would actually benefit from more traffic. A major goal of a rodeo is to get spectators, thus, a high traffic route next to the rodeo grounds would attract more spectators. The southern routes are currently neighborhoods and open lands with wildlife. These areas are not meant for high traffic. If the rodeo grounds is considered a barrier to the Northern Route, then please consider slightly moving the rodeo grounds or the by-pass. Even this would result in less impact than choosing one of the southern routes.

Lastly, the southern proposed routes include lands of the Confederated Salish and Kootenai Tribes. The Tribe's participation and approval must be obtained in order to choose one of the southern routes. We urge the Tribal Council to consider the grave impact a by-pass would have to the southern routes.

In closing, we adamantly believe the Northern Route is the best route because there is less impact on wildlife, wildlife habitats, the environment and the personal property of residents who have put their time and money into building their homes. The Northern Route also provides the most benefit to the City of Polson and all people who have a vested interest in the well-being of our community.

Very truly yours,

Dennis and Terri Johnson





May 3, 2011 (Charles Blem)	
	>>> Charles R Blem/FS/VCU <cblem@vcu.edu> 5/3/2011 4:47 AM &gt;&gt;&gt; My wife and I have been out of town for a few weeks and neighbors have sent us information about the current status of the Rt. 93 bypass. We are disturbed that we only know about the state of the project through their sharing this information. We expected that our previous communications would have included us in the loop.  We are also disturbed to see a new route added at this late stage of the planning (Ponderilla Drive). We understood that any plan would minimized impact on existing homes and access points to the highway. The Ponderilla section would impact greatly at least 9 existing homes, including cutting in two at least four of these properties. Needless to say, we are totally opposed to this option. It would needlessly impact something like 12 private properties when the canal route appears to have little or no impact on private properties.</cblem@vcu.edu>
April 16, 2011 (Rick Van Voast)	



# US 93 Polson Corridor Study & Polson Area

Transportation Plan

Public Meeting No. 2 February 24, 2011

## Comment Sheet

Public comments are an important component to this study! You are invited to give us your comments, concerns and/or suggestions by small and/or in writing on the attached form. The completed form may be mailed to the address below. Additionally, you may email your comments to CDM's project manager, Jeff Key, at <a href="mailto:keyja@cdm.com">keyja@cdm.com</a>.

c/o Jeff Key, P.E. 50 West 14th Street, Suite 200 Helena, MT 59601

I have the following comments on the US 93 Polson Corridor Study and/or Polson Area Transportation Plan:

The southern crossing would

en currber about 3/4 of a make

of my farm. The only Thing

newly recorded our This property

is on irrigation rasmut 20' capable

of moving 8400 gal. cos # 6200 ms

also 4 ac dousty muits are assigned

to all property.

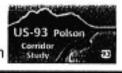
If you are looking to save 50 million

dellars route truck traffic southboul

and north bound using 200 and 28

Name: Rick VAN VOAST
Address: 42295 IV IV. Flets
Polson WT

Email: Polson Pen Proportion Plan



April 11, 2011 (Mark Potter)

From: Potter, Mark [mark.potter@flbs.umt.edu]

Sent: Monday, April 11, 2011 7:33 PM

To: Key, Jeffrey

Subject: Polson Corridor Study



Mr Key -

My neighbors and I have been anxiously waiting to learn of any new developments concerning the Hwy 93 Polson Corridor Study. I am on the project mailing list and have not heard anything since the February 24th meeting. What has been discussed since the public meeting on Feb 24th? Are minutes available for any meetings that have occurred since then? When is the next meeting scheduled with the City, County and Tribes? When is the presentation to the Chamber of Commerce? I feel that private landowners that may be impacted the most by the route selection need to have the opportunity to be involved in each step of the process.

Have the computer generated routes been modified to reflect private ownership and existing dwellings? Since all land ownership and existing building information was available prior to the presentation in February, why was that information not entered into the computer generated plan before it was presented to the public in February? What good are computer generated routes if they do not include critical data? I request that any new information or modification of routes be posted on the website with an announcement sent to the project mailing list when it is available.

Has any progress been made on developing screening criteria? Will the basic screening criteria be posted on the website as requested at the public meeting?

I understand that Tribal Trust Land cannot be taken by eminant domain. How does that affect route selection at this point? It seems as though availability of land has to be considered pretty early in the process.

Do the Tribes prefer one river crossing over the other? Which one?

How does a future Super Walmart fit into the picture?

Has there been enough interest to expand the study area south to include consideration of North Reservoir Road as a route? If not, can you explain why Caffrey Road, which would require an easement through mostly private property, would be preferred over an existing developed route that has little residential or commercial developement along it's easement.

Many homes in my neighborhood are new, some were built forty years ago. Without exception, I would say we all invested in our properties here because of the unobstructed views and the quiet neighborhood. The utilities are buried. Ponderilla Drive is a dead-end street with little traffic. With these ammenities, our properties have a higher appraised value than comparable residential land with highway frontage with accompanying traffic, air, noise and light pollution. My wife and I built a home here knowing we might have to sell someday to provide for our retirement. It seemed like a safe investment at the time. I am concerned about whether there is any



compensation for lost property value if a route is chosen through my land and no funding is available for easement purchase for the next 10-20 years. If the chosen alternate route passes through my property, how could I possibly sell my property in the next five years at anywhere close to its value without a designated route?

Please let me and the others on your mailing list know the status of the project and what is scheduled and planned for the next steps. Thank you for your consideration.

## March 31, 2011 (Dr. Nate and Christi Buffington)

From: cleebuff@juno.com [cleebuff@juno.com]

Sent: Thursday, March 31, 2011 1:32 PM

To: Key, Jeffrey

Cc: cleebuff@juno.com; njbuff@juno.com Subject: Comments - US 93 Alternate Route

Hello Jeff:

Thank you for your presentation at public meeting number 2 on February 24, 2011 to describe the updates of the US 93 Polson Corridor Study and Polson Area Transportation Plan. I appreciate your responses to my questions.

My husband, Nate Buffington, and I wanted to provide additional comments and questions as your team considers alternate routes.

- (1) The Southern Bridge Crossing Route would pass through our property at 39404 Overlook Drive. Additionally, it would impact the Highland Drive area homes situated near or along the river. Furthermore, it is the most expensive option, owing partly due to the high elevation of the bridge structure. The Glacial Lake Missoula sediments in this area are also highly erodible. For these reasons, we do not encourage further consideration of this route.
- (2) We request that you expand the corridor boundary and environmental screen to include North Reservoir Road. As mentioned in the meeting, truck traffic tends to cluster around the Lake County Transfer Station. Reducing truck traffic on inadequate roads is a goal of the Polson Area Transportation Plan, so studying the truck traffic patterns leading to and on North Reservoir Road will lead to useful data for decision making. We also understand that North Reservoir Road is in need of repair, due in part to recent frost heave and shallow groundwater levels near Pablo Reservoir. By expanding the corridor boundary, options to re-design and relocate parts of North Reservoir Road as a possible HWY 93 alternate route may surface.
- (3) Some of the EIS Alignment routes generally follow Kerr Dam Road, except through the curved portion. Is there a way to improve this curved portion without cutting far into the Ponderilla neighborhood or impacting the homes on Overlook Drive and Lakeview Court nearest to Kerr Dam Road? We know that this curve is dangerous and could be improved; our children ride their bikes to school and we often bike to work. Improvements to the route must include bicycle and



pedestrian paths! (4) We would like to hear information presented about improving or adding to the existing bridge. For example, could the existing bridge be a part of a "one way couplet?" while another bridge completes the couplet? (5) As you mentioned in the meeting, I am knowledgeable about the NEPA process, which is why I am unclear how the alternatives you presented satisfy the alternatives analysis in the EIS process. I understand that you are trying to select one route and possibly variations within it. How do you eliminate possible alternatives or variations within one alternative without public scoping prior to decision on one route? Will you continue to evaluate the "No Action Alternative?" Thank you for inviting our comments, concerns and questions. I look forward to your response and future meetings about the US 93 Polson Corridor Study and Polson Area Transportation Plan. Regards, Christi Buffington Dr. Nate Buffington March 23, 2011 (4B's Restaurant) From: 4B's Restaurant [mailto:polson4bs396@hotmail.com] Sent: Wednesday, March 23, 2011 9:45 AM To: Key, Jeffrey Subject: Polson bypass Jeff. Polson 4b's is against the bypass. March 16, 2011 (Greg Hertz) **From:** Greg Hertz [mailto:moodys@cyberport.net] Sent: Wednesday, March 16, 2011 10:35 AM **To:** SLudlow@mt.gov **Cc:** polsonmanager@centurytel.net; lakecommisioners@lakemt.gov; Key, Jeffrey; JHovenkotter@cskt.org



#### Subject:

Sheila

I was not able to attend your last meeting on 2-24-11 in regard to the Polson Transportation Plan. I have lived in Polson for the majority of my life and have seen many changes over the past 50 plus years. Our company owns Super 1 Foods in Polson along with 4 other grocery stores in Western Montana.

I was actively involved in the meetings during the late 1990s when discussions of a proposed bypass of Polson was the topic.

I have never been a proponent of a by-pass around the Polson business community. Anytime you move a major highway out of a community it usually does not have a good effect on local business. The towns of Pablo, Ronan and St Ignatius of good examples in Lake County of how main street businesses were eliminated due to the movement of a major highway from these communities.

Since 1985 I have lived west of Polson on Rocky Point Road. The last traffic counts that I looked at in the late 90s showed approx. 15,000 cars per day at the intersection of HWY 93 and HWY 35. The traffic count crossing the Polson Bridge was around 6,000 cars per day. Thus a majority of the traffic is not going through Polson but is being dispersed in the community. During the summer months of very busy traffic once I leave my office near Super 1 on HWY 93 and cross the Polson Bridge the traffic is greatly depleted. Also with the closing of Pulp mill in Frenchtown we no longer have a large number of chip trucks going through town. The closing of Plum Creek in Pablo has also reduced the semi traffic. Unfortunately it does not look like either of these mills will be reopened in the near future if ever.

It will be interesting to see what your new traffic counts will show in regard to traffic patterns in Polson.

I feel the current location of HWY 93 is my preferred route. I know it has some problems with the amount of land available for making it wider in certain areas but I feel that with the amount of monies needed for the other alternatives with new bridges it would be better spent on the existing HWY 93 route and would be better for long-term economics of the Polson community.

Greg Hertz
President/CEO
Moodys Market Inc
moodys@cyberport.net
406-883-1500

# March 11, 2011 (John Heglie)

**From:** John Heglie [mailto:heglander@centurytel.net]

**Sent:** Friday, March 11, 2011 7:25 PM

To: Key, Jeffrey
Cc: Sludlow@mt.gov

**Subject:** reflections upon Quantum polson corridor proposals



Dear Jeff & Sheila:

Attached is my multi-page interaction with the quantum proposals as the impact all three of the properties owned by our family. The concerns are legitimate and have taken some time to interact and comment with my take on aspects of all three proposals. Hope they might be useful to plan this thing wisely.

John Heglie



To Whom It May Concern:

As our family is directly impacted by the Quantum generated pathways in all three proposals, it was felt that some time should be taken to convey some sort of feedback your direction and document some of my own reflections upon the various proposals. I will qualify my comments by saying that I am only one of the co-owners of this property. But since I was able to attend the presentation made by Jeff Key, the following will reflect my half a dozen hours of reflection upon what was heard and what I am able to anticipate are some of our concerns. I have also interjected my own take on the viability of these options.

#### SOUTHERN BRIDGE CROSSING

From the perspective of a highway traveler attempting to get as quickly as possible from the Highway 93/Interstate 90 interchange outside of Missoula to either Kalispell or Glacier Park with minimum hindrance to their momentum, this alternative route would make the most sense for optimizing traffic flow. In essence, it would constitute a bypass of the populated areas around Polson by skirting them entirely. But from my understanding of the perspective of several business people in Polson hoping to capitalize on potential shoppers frequenting their stores, I would anticipate that this proposal will receive the least endorsement from that quarter. This begs the issue of future traffic congestion negatively impacting shoppers in the future, but from what I have heard, it would be difficult to unseat the current mindset of these business folks. This also begs the issue of whether travelers going from point A to point B would realistically take the time to kill an additional hour shopping around a small town when they intended to be somewhere else as soon as possible.

But for the sake of argument that the Southern Bridge Crossing gets entertained as a viable option, a number of considerations need to be taken into account.

First, by all appearances, the crossing appears to cut a swath right across the river at the most pristine portion of the river between the bridge and Kerr Dam at T22 R20W Sec 8 Lot 7. Most of the terrain in this area of the river is either clay cliffs dozens of feet above the river north of this level portion, or rocky cliffs south of this portion. The only exception is this small quarter section across from a little rock island north of the pump station where it is relatively level with only a gentle slope down to the riverbank. From an aesthetic point of view, planning the bridge to cross here would be disastrous. There is limited development that could be made on top of clay cliffs, but the potential for this quarter section is extremely high. We have already had one party express interest in building luxury homes as well as entertaining the placement of a type of golf course like landscape on this site. Running a highway through the middle of it is simply not tenable at that specific location and would be resisted vigorously!

I would suggest that the point where the Southern Bridge Crossing crosses the river be shifted south of T22 R20W Sec 8 Lot 7 where there are rocky cliffs along the riverbank, either somewhere on Lot 8 or even further south. This would coincide more closely with the high clay cliffs on the other side and would make more sense rather than dropping the incline of a bridge so steeply from the clay cliffs on the other side. Then such a highway alternate route would have minimal impact upon this portion of the riverfrontage property. Afterwards, it could still follow the projected pathway as it curves around to traverse the riverfrontage boundary behind the hilly portion (T22 R20W Sec 8 Lots 3,4,7) described below as it aims toward intersecting Highway 93.

There are some terrain considerations which the Quantum proposal for the Southern Bridge Crossing have identified correctly. The boundary of the riverfrontage property ascends at a slight incline as it leaves the river until the hill crests just before the boundary between this property and the adjoining property. As such, traffic noise and runoff impacting the water quality of the river would be minimized. It would also be out of sight. As such, this portion of the proposal could be tolerated in the event the roadway is routed in this direction.

Some considerations that would have to be taken into account:



One would need to place an animal crossing underneath the roadway at the very least wide enough to accommodate the width and heighth of a vehicle with cattle trailer. This should be built into the plan at a certain place because of the migration path of deer over generations frequenting this section. It would need to be similar to the ones placed under Highway 93 at various junctures which the critters have been using. I would advocate that it be designed wide enough to accommodate future development, which would be the width of a two lane conventional roadway with shoulder and then some so that critters can pass unmolested as well as vehicles.

One would also have the fence the highway so that cattle, horses and deer would not venture onto the roadway

I can point out the most viable place where this would be placed in the event this Southern Bridge Crossing gains traction as a viable consideration.

Because the Southern Bridge Crossing is the most expensive option, I would be inclined to think it will be filtered out for those reasons alone. Since it bypasses Polson entirely, I would further suspect that it will receive the least endorsement from the local Polson business community. But as mentioned in the opening paragraph of this section, it would allow traffic to flow the most freely with minimum encumbrance. My comments do not take into account whose back yard the alternative route might be infringing upon on the other side of the river. These reflections pertain only to the property in possession of our family.

#### **CENTRAL BRIDGE CROSSING**

The Central Bridge Crossing proposal generated by Quantum appears to advocate placing a new bridge structure that spans the river from the southwestern portion on the outskirts of Polson and comes across right at the southern end of the Polson Airport runway. This proposal may or may not impact the northern end of the riverfrontage property in our family (Lot 4 of Sec 8 in T22N R20W) like the Southern Bridge Crossing proposal does, depending on where exactly the pathway is routed. But once the route crosses Irvine Flats Road, it does traverse farm property in possession of our family (W½ SW ½ + NE½ SW½ of Sec 5 at T22N R20W). At least in its present stage, the proposal does not appear to impact another 80 acre tract (E½ SE½ of Sec 6 at T22N R20W). This proposal seems to entertain two possible options, two forks if you will, before it reconnects with Highway 93. I will identify these two forks in the following manner as they come from the direction of the river. The fork which routes its way BEHIND the hill and water tower will be designated the LEFT FORK. The fork which routes its way on the right side of the rocky hill closest to the airport airplane hangers somewhat parallel to a stretch of Irvine Flats Road will be designated as the RIGHT FORK (impacts only 3 lots of NE½ SW½ of Sec 5 at T22N R20W).

Again, my comments will interact mostly with how this impacts our property without taking into consideration too much about what implications our preference might have in the eyes of others. I will say this. The routing of this alternative route needs to be planned carefully. The routes cut right through the anticipated Polson Growth Zone where future growth of the community is projected. Most people don't want to live right next to a highway and routing it right through this area which isn't developed as of yet would have long term consequences that need to be anticipated and addressed.

Regarding the **RIGHT FORK**, this proposal appears to route the alternative roadway on the eastern portion of the rocky hill where the water tower lies at the apex, closest to the airport airplane hangers and running almost parrallel to a portion of Irvine Flats Road (NE¼ SW¼ of Sec 5). From a real estate development perspective, routing it on this side of the hill would be preferred from our standpoint IF a Central Bridge Crossing should gain traction. Alas, the highway traffic would be heard, but at least it would not be seen on the backside of this hill. Because that side of the hillside facting somewhat southwest overlooks the airport, that side of the hill would hold minimal appeal for folks to build a home there. As a consequence, this RIGHT FORK would leave the back pair of 80 acre parcels relatively undisturbed for future development as the Polson community grows. The hiccup to this route which I



anticipate is the intention of running the roadway across the back boundary of the KOA. The owners of the KOA have splashed a lot of cash into developing and marketing their business and I seriously doubt they would be pleased to have the route drive through their backyard, so to speak.

Regarding the **LEFT FORK**, this proposal appears to route the alternative roadway (bypass) on the backside of the rocky hill where the water tower is located, impacting the W½ SW¼ of Sec 5 as well as portions of the 3 lots of NE¼ SW¼ of Sec 5. While this route would minimize the impact upon the KOA property owners, it would be in complete view of any future development of our properties, and would be least preferred of the two forks.

Might I propose a **COMPROMISE CONSIDERATION** to be weighted? Rather than negatively impacting either KOA or vast amounts of acreage on the backside of the rocky hill where the water tower overlooks our property, one could engineer the roadway to minimize impact to both properties by carving through the rocky hill to the other side. This way the impact would only infringe upon a corner of both properties rather than the entire boundary. It would also reduce the decibel level of road noise affecting both properties. Granted, this would require digging out rock in order to accomplish this, but you are going to need rock to reinforce both ends of the new bridge anyways, so here is your mining area rather than trucking it from vast distances. You should be able to mine sufficient amounts of dirt (most likely clay) to mound up so that the roadway would not be detectable to much of an extent as well as provide a base upon which a tree shelterbelt could be planted to further absorb road noise.

Because we run cattle on this property, one would need to place an animal crossing underneath the roadway at the very least wide enough to accommodate the width and heighth of a vehicle with cattle trailer. This should be built into the plan at a certain place because of the migration path of deer over generations frequenting this section. It would need to be similar to the ones placed under Highway 93 at various junctures which the critters have been using. Obviously both sides of the new highway alternative route would need to be fenced to keep critters from crossing the arterial. Again, this would be contingent upon exactly where one routes this central bridge crossing of the alternative route.

Where one routes this alternative roadway would need to take into consideration the existence of a well. If you route the roadway through it, a new well site will need to be drilled.

I would further advocate that the roadway have an overpass or underpass feature when it crosses Irvine Flats Road so that local agricultural traffic can get to town. It be designed wide enough to accommodate future expansion of Irvine Flats Road, at least the width of a conventional two-lane roadway with shoulder.

There are some natural terrain features at this place which make this site conducive. There is a deep gully which could be widened to accommodate the alternative route. A bridge could be placed over it which would accommodate Irvine Flats Road. The only concern I have is that this gully exists because of runoff of excess water in very wet years. I have never seen it with much water, but the engineering of the roadway should take into account the prospect of such an event could take place from time to time.

#### NORTHERN BRIDGE CROSSING

The Northern Bridge Crossing proposal generated by Quantum appears to advocate routing the alternative roadway somewhat parallel to Kerr Dam Road, crossing the river to connect with the Lake County Fairgrounds, splitting its way through a property situated between the fairgrounds and Highway 93 on the north side of the present Armed Forces Bridge. That property situated between the fairgrounds and Highway 93 happens to belong to our family (COS 2273 - tracts 1,2,3 as portion of S½ NE¼ of Sec 5 within T22N R20V).

The Quantum proposal seems to split this roughly 33 acre parcel in half. This property is one of the last remaining yet-to-be-developed double-digit acreage parcels within city limits with high end commercial potential. Our father, a realtor by trade, envisioned that this property would one day make an ideal site for a mall-like shopping center or something along this ilk. Malls need vast amounts of acreage for



parking, so to split this parcel down the middle to accommodate a roadway seems daft in terms of hoping to maintain any development potential for it. As a consequence, the way the line is drawn, we would not be in favor of such a proposal in the way it is structured. It also seems highly unlikely that engineers would run a major arterial right through the middle of a county fairground facility.

IF a Northern Bridge Crossing for the roadway were to gain traction, it would seem preferable to route the arterial along one side of the boundaries of this property as well as the fairground property rather than smack dab down the middle of both. On one side is the fenceline of the Polson Airport runway, which I will designate the PARALLEL TO AIRPORT FENCELINE option. On the other side is a drainage swale for accommodating runoff that drains down to the river, which I will designate as the PARALLEL TO DRAINAGE SWALE option. I will attempt to address these two alternative considerations.

Regarding the **PARALLEL TO DRAINAGE SWALE** option, the path for this version of the alternative roadway would cut through the shortest portion of the property in question. Coming from the river, the right hand side of this roadway would follow the contours of this drainage which would require little modification for diverting runoff from the highway. It would also be the least invasive of our family property.

Anticipated problem - Had the Quantum software generated this proposal several years ago, there would have been little obstruction to this pathway. However, the Polson Rural Fire Department has since constructed a new facility right in the path of this route, which would be problematic.

Regarding the **PARALLEL TO AIRPORT FENCELINE** option, the path would run parallel to the airport runway and reconnect to Highway 93 just before the Rocky Point Road turnoff. This proposal would also be less invasive to the property owned by our family. Truck and auto traffic flow and airplanes that taxi on a runway would be complementary in terms of noise and associated movement of vehicular traffic. Anticipated problems to running the roadway parallel to the airport fenceline - One would end up routing this alternative roadway right through the present grandstands of the County Fairgrounds. But these grandstands are dated, so buying them out would generate capital for them to be relocated elsewhere on the fairground property. It would also require purchasing of the storage sheds at the end of the airport fenceline next to the highway. Another wrinkle could be that this would cut off any opportunity for the airport to expand as it is currently limited by a river at one end, a highway at the other and a roadway on the other side. Building an alternative route to Highway 93 next to the airport runway would unequivocally hem them in on all sides.

What the Northern Bridge Crossing needs to take into account is how traffic would get to and from the airport. Seems doubtful you would design it to want traffic crossing the highway here? If so, would have to either install a traffic light of some sort or have an overpass section. Consideration of a stoplight would probably be a good idea anyway as this area will be expanding in development in the not so distant future.

IF the Northern Bridge Crossing should gain traction, some means of accessing this property would have to be built into the roadway, some kind of turnoff or such to accommodate future development. That is the only way we could afford to lose a chunk of this commercially viable property to a roadway. In the meantime, one would still need to access it with farm equipment, which would also require some type of turnoff or widening of the roadway at some juncture.

In the event that the PARALLEL TO SWALE DRAINAGE option were to gain traction, we would require the setting aside of black loamy topsoil of this side of the property closest to the swale so as to minimize any loss of the agricultural potential in the meantime.

My own cursory assessment of this Northern Bridge Crossing proposal is that the alternative route would attempt to reconnect too close to the bridge traffic exiting Polson as well as add further congestion with its proximity to the Rocky Point Road turnoff. I would think one would want to reconnect back to Highway 93 north of the Rocky Point Road turnoff, but I must confess I am not a civil engineer. But from my perspective, I'm not so sure this is all that preferable an option.



#### SUMMARY

Of the three new Quantum routing proposals, the Northern and Central Bridge Crossings would seem to be of a kind that would be preferable to the business community that hopes to derive any benefit from travelers who might take some of their time away from their trip and elect to spend some of their money within the Polson community. The Southern Bridge Crossing makes the most sense in terms of a bypass to maximize traffic flow, but seems to have the least potential to providing much hope of any benefit for the business community around Polson. That is merely a cursory assessment on my part and not tied to any scientific input or community feedback.

It is difficult to address let alone anticipate what exactly is going to take place when no firm decisions have been made in terms of where to route this alternative roadway. BUT since all three new Quantum proposals directly impact property that is owned by our family, it was felt that some feedback needed to be directed your way. As it is recognized that the Quantum route proposals are painted with broad strokes, my comments have likewise been tailored somewhat broadly. But these are some concerns that have come to mind and are consequently brought to your attention since all three new blue line proposals directly impact property owned by our family.

It was mentioned that 7th Avenue was not foreseen as a viable consideration for this alternative route (I believe this is designated EIS 8?). But one could burrow through the hillside of the old Polson Ready Mix now Knife River plant, connect with the old railroad line that leads to 7th Avenue. Major hiccups aren't encountered until First Street East, which is where one runs into commercial development as well as older home residences along 7th Avenue as it swings out of town to connect to Kerr Dam Road. I recognize those are major obstructions to this being seriously considered. But it would swing traffic relatively closer to town. Too bad roadways can't leapfrog over such. Up until that point I would consider that options to be quite viable.

Sincerely,

John Heglie



# March 11, 2011 (John Heglie) Time investiture cont. W. 9 Mar 11 1315-1430 Th. 10 Mar 11 1715-1915, 1930-51 F. 11 Mar 11 17-1930 March 08, 2011 (Richard Newton) From: Richard Newton [mailto:hltyway@centurytel.net] Sent: Tuesday, March 08, 2011 10:51 AM To: Key, Jeffrey Subject: Jeff, Thank you for encouraging us to email our views on the corridor study.

We are owners of property in Ponderilla Hills and are definitely opposed to the by pass



going through our subdivision. We feel our opposition is different from those who have already purchased property along an existing highway who already know and can expect changes and improvements in the existing highway. When we chose to buy this property and build our home here, highway noise and air pollution along with privacy were our main considerations.

Also, we view our home as part of our retirement portfolio and know first hand what having a bypass will do to the value of our home and to narrowing down prospective buyers in the future.

We also feel at this point in the development of Ponderilla Hills, (now over 33 years old) that it is more important and fair to consider than the consideration of protecting tribal land, sensitive areas or future developments over a established long time developed subdivision..

We also feel in light of what has happened to towns in the past that have by passes, that businesses that rely on more than local traffic cannot survive with the loss of traffic. Many rely upon exposure as their main advertising to sell there goods and services. We truly believe, out of sight out of mind! In view of the present economic situation along with future projections, we feel that a viable working solution through Polson is the strongest option. We feel the options 1 and 8 would be the best choice when economics are considered.

If routes are considered South of Polson, we suggest extending the boundaries to include North Reservoir Road or perhaps tying in South of Pablo Reservoir to the newly improved back road.

In light of the lack of available funds for such projects from local, state and federal governments, we feel that we need to make wise choices in the use of available funds. The part of highway 93 that needs the most attention is from Ronan South to the 44 bar. Safety and controlling traffic numbers is to me our top consideration for future improvements.

Thank you for hearing our concerns,

Richard & Susan Newton

37951 Ponderilla Dr.

Polson, Montana 59860

March 08, 2011





## TOWN PUMP, INC.

LEGAL DEPARTMENT

Telephone (406) 497-6920 Thomas E. Richardson, General Counsel Valerie Wyman Paul, Associate Counsel Facsimile (406) 497-6706 .

Email Legal2@townpump.com

Dominique V. Endy, Paralegal Monica A. Burt. Paralegal Wendy R. Ellis, Legal Technology Manager Kareniesa Boyer, Legal Assistant

March 8, 2011

Sheila Ludlow MDT Statewide and Urban Planning PO Box 201001 Helena, MT 59620

RE: US 93 Alternate Route Options

Dear Ms. Ludlow:

The US 93 Polson Corridor Study has recently come to my attention. At this time I would like to bring forth a couple potential areas of concern of mine on behalf of my company, Town Pump.

The effect of the US 93 Alternate Route Options, which in turn would by-pass Polson, is the main concern I have. By-passing Polson would have a massive effect of production on industry within this town including, but not limited to Town Pump, and the numerous other businesses. During this sensitive time that we are experiencing in this economy my other concern is the effect this would have on the jobs within this community.

Please take my concerns into serious consideration. Thank you in advance for your time and contemplation regarding this matter. Please do not hesitate to give me a call if you have any questions.

Very truly yours,

Town Pump, Inc.

Dan Kenneally General Manager of Operations

DJK/mab

Corporate Office
Butte, Montana 59702-6000 - 406-497-6700 600 S. Main Street . P.O. Box 6000

March 03, 2011 (Neal Lewing)



 From:
 Lewing Neal & Karen

 To:
 Key, Jeffrey

 Subject:
 Polson Corridor Study

**Date:** Thursday, March 03, 2011 7:39:08 AM

#### Jeff-

Thanks for coming to Polson the other night for the Corridor meeting. My concerns about the project are many:

First, I'm the guy who requested a copy of the flyover video. You said you could mail me a copy on a CD. That'd be swell. Please send it to Neal Lewing, 37638 Ponderilla Dr., Polson MT 59860.

- 1) I guess this is for the actual Lake Co. Commissioners, but why is this issue being revisited now? I thought it died in 1995.
- 2) How many more meetings do we anticipate having on this issue?
- 3) How can we find out when/where the next meeting is?
- 4) The two handout maps did not match up. They're hard to mesh, as one has street names but no proposed routes, and the other is vice versa. It's hard to tell exactly where those routes are going.
- 5) Now my biggest concern, the same as the other property owners in Ponderilla Hills:

Even if there is no money to proceed with the project now, if I were to try to sell my property, I would have to disclose the *possibility* of a highway going through my backyard (and trust me, with these options currently outlined, at least three of the proposed routes is THROUGH MY BACK YARD!) in which case my property is severely devalued. If I *don't* disclose and sell the property anyway, and money does become available, I can be sued one way or another. Scenario - my property is valued at \$300,000 but with the highway going through it, it now becomes worth \$100,000 (if I could even sell it!) but I'm still paying taxes on a \$300,000 piece of property.

We have no savings, no retirement, and nothing to leave our kids except this house. If the value is cut by 1/3 or 2/3, we literally have nothing to retire on, nothing to leave our children. Not to mention living with the noise, traffic, and increased human occupation that such a project would inevitably generate. This does not even address the issue to sensitive natural habitat that would be compromised and destroyed.

We used to live at the foot of Sunny Slope. We moved because of those very reasons. Any new highway construction in the Ponderilla Hills neighborhood is totally unacceptable and would be met with tremendous and significant opposition. I intend to address these same issues to our commissioners as well. In the meantime, I trust you will log my concerns in the AGAINST column for this proposal. We will work to bring this newest brilliant idea to a swift and permanent demise.

Thanks for your time.

-Neal Lewing

37638 Ponderilla Dr. Polson MT



February 28, 2011	
(Cindy Ottun)	
	From: Strizich, Carol [mailto:cstrizich@mt.gov] Sent: Monday, February 28, 2011 10:17 AM To: Ludlow, Sheila Cc: Key, Jeffrey Subject: Polson Newsletter
	Sheila,
	Jane just transferred a call to me (maybe because you were in a meeting? – who knows) from a Cindy Ottun in Polson looking for additional copies of the newsletter(50) that was handed out last week at the public meeting. She is a member of or a chair of several homeowners groups and wants to distribute to get people involved and aware. I didn't think to get a phone number from her, sorry! But she provided her address for the newsletters to be sent to:
	Cindy Ottun 36496 Ridgeway Court Polson MT 59860
	I tried to point her to the website – but she wanted color hardcopies.
	Carol Strizich
	Statewide & Urban Planning
	Montana Department of Transportation
	(406) 444-9240
	cstrizich@mt.gov
February 27, 2011 (Susan Brueggeman)	
	From: Susan Brueggeman [mailto:susanbrueggeman@bresnan.net] Sent: Sunday, February 27, 2011 5:17 PM To: Key, Jeffrey Subject: Hwy 93 - Polson
	Jeff –
	I attended the meeting on Hwy 93-Polson Thursday evening. Here are my comments:
	1. The only reasonable route for Hwy 93 is the one that utilizes the Southern Crossing. I attended scoping meetings in 1991 or 1992 when we first purchased our property on Lakeview Drive. This seemed like the only logical route even at that date. My reason for preferring that



route is that it is the only true "alternative route" that really passes traffic around the city. I like that it skirts town, allowing the city to remain unified and undisturbed - giving it maximum room to grow without cutting areas off.

- 2. The concept of running a four-lane or two one-way two-lanes through town is not good. This is what they do in Sandpoint, so we have a very bad real-world example to avoid.
- 3. I like the idea presented at the meeting that a large round-about could be used somewhere between North Reservoir and Caffrey Roads that would allow traffic to enter town or use the alternative route.
- 4. I understand the concerns of business over moving traffic out of town. However, I believe Polson could then become a destination location. Polson has everything going for it except charm. Having lived here since the 70's, I have seen multiple efforts played out to create "charm". None has been successful. Perhaps with the truck traffic gone, the assets of Polson could be accentuated and someone with vision could help with this issue. The downtown project is a positive, but we have a long way to go.
- 5. It would be unfortunate for travelers along Hwy 93 to miss the wonderful scene as one comes north over Polson Hill. It is very much like the experience we all love of coming north over Ravalli Hill. I expect the scene using the Southern Crossing would be very nice, but probably not as spectacular. It would be interesting if your computer program could show what this view would be like. In any case, a scenic view pullout would be great. Also, it would be nice if visitors had a chance to leave the highway after that point to explore the beautiful setting that is Polson.
- 6. I agree with the comment at the meeting that the North Reservoir Road area should be incorporated into this study just to make sure the traffic patterns are recognized and no great opportunity to join traffic patterns is missed.
- 7. The Flathead Lake environment is special. Somehow, the Southern Crossing honors that by taking heavy traffic away from its shores. This is consistent with the west shore highway section, Polson-Kalispell, that was changed many years ago. It's great that traffic was moved away from the lake. It has proved to be a great decision and has probably enhanced values of the lakeshore communities and properties.
- 8. I would hope that both city, county and tribal entities would agree that the alternative route will not be commercialized. This would offset some of the concerns of the business community who have invested heavily in our community. The most likely way to accomplish this is to establish tight zoning that would apply to all governments and all peoples. It is disheartening when local zoning is not followed by other governmental entities.

Thank you for your work on this project. And, thank you for the fine presentation that helped us understand the options and the goals of the project.

Susan Brueggeman 39341 Lakeview Drive Polson MT 59860 406-883-2395 Home 406-883-2390 FAX



	406-883-7237 Work
February 25, 2011 (Tim McGinnis)	
	From: tim [mailto:tim@stevenscompany.net] Sent: Friday, February 25, 2011 10:17 AM To: Key, Jeffrey Subject: Polson Area Transportation Plan
	Hi Jeff,
	Thanks for the great presentation.
	I'll take you up on the fly over cd.
	My mailing address is PO Box 996 Polson, MT 59860.
	Thanks again.
	Tim McGinnis
February 24, 2011 (Charles R Blem)	
,	From: Charles R Blem/FS/VCU [mailto:cblem@vcu.edu]  Sent: Thursday, February 24, 2011 10:54 AM  To: mark.potter@flbs.umt.edu  Cc: Charles R Blem/FS/VCU; Key, Jeffrey; lakers@cyberport.net  Subject: RE: US 93 Polson Corridor study
	Mr. Potter has said it all. We couldn't agree more!
	Charles and Leann Blem
	"Potter, Mark" <mark.potter@flbs.umt.edu> wrote:</mark.potter@flbs.umt.edu>
	To: "Charles R Blem/FS/VCU" <cblem@vcu.edu>, <keyja@cdm.com> From: "Potter, Mark" <mark.potter@flbs.umt.edu> Date: 02/23/2011 04:00PM Cc: <lakers@cyberport.net> Subject: RE: US 93 Polson Corridor study</lakers@cyberport.net></mark.potter@flbs.umt.edu></keyja@cdm.com></cblem@vcu.edu>
	Thanks Charles, I'm of the same mindset and I agree 100% with your comments.
	Mr Key - I don't know why N Reservoir Road falls outside the corridor study boundaries, but it is the most logical, cost savings route. Especially since Back Road has been upgraded and paved southward to Ronan. Another good option would extend McCaffrey Road on the east-west



section lines to intersect with Back Road at the Kerr Dam Road intersection. I realize the land west of McCaffrey's place is Tribal Trust, but that is the same condition exists for the "Native Grassland" acreage to the north of the Blem and Potter residences. The "Native Grassland" viewshed, with its abundance of native flora and fauna should not be sacrificed as a highway corridor. By comparison, the Trust land west of McCaffrey road is flatland hay fields. In conjunction with the N Reservoir Road link with Back Road, I prefer the North Bridge crossing at the west end of 7th Avenue and Back Road juncture for the following reasons. The 7th Avenue corridor should be developed to share the traffic load with existing Hwy 93. The 7th Ave corridor is now possible because of the abandonment of the old railroad grade that can be used to connect 7th Avenue with Hwy 93 east of the business district. This corridor would serve the community well as it provides great access to schools, downtown Polson and the Hospital. Most other options take business opportunities away from Polson. I doubt the now abandoned railroad grade was considered as an option in 1995. In addition, much of the land fronting 7th Avenue is open space, storage lots and defunct businesses and a sports complex that has additional room to develop.

Driving through Polson during September through June is not a problem, and any good citizen hoping for a balanced federal budget and getting this country back on track would think it absurd to spend \$40m to by-pass the town of Polson. Enough money has been spent on foot bridge overpasses and other niceties on Hwy 93 already. The North crossing serving Back Road and the 7th Avenue corridor would be money well spent. N Reservoir Road needs to be included in this corridor study.

From: Charles R Blem/FS/VCU [mailto:cblem@vcu.edu]

Sent: Wednesday, February 23, 2011 1:36 PM

**To:** KeyJA@cdm.com **Cc:** Potter, Mark

Subject: US 93 Polson Corridor study

I have recently become aware of new alternative routes for a proposed Rt. 93 bypass of Polson. My comments must be prefaced with the observation that at least two of these choices passes near or through my house, which I would not have built had I known of their possibility. Earlier choices were known to me in 2005 and at that time I had no preference and frankly felt it wasn't my business to influence choices for people resident here longer than me. Adding the new routes after 15 years does not appear to be good planning. What were the first 15 years for?

I have a few comments that I hope are more constructive than critical.

- 1. The proposed blue lines are very crude and not as specific as the yellow choices. Why
- 2. As a former consultant with some computer expertise, I wonder if the people who constructed the blue routes knew they were going through residential properties when non-residential choices were available (garbage in, garbage out). All of the houses in my immediate



neighborhood are 5-6 years old. Did the program recognize that they existed? (Google Earth doesn't seem to know it.)

- 3. In an environment where public expenditures of money are closely watched and critically important to balance the budget, why did the blue lines cross residential areas when existing roadways provide cheaper choices? For example, at the (already present) stoplight on 93, a route could follow Reservoir Road to Kerr Dam Road and essentially follow 3-4 of the proposed choices and cost very little in land acquisition. Furthermore, road maintenance costs would be increased very little beyond a bit more attention to the improved road. A turn at a stoplight seems likely in any choice. I recognize the railroad track is crossed with this choice, moving the end of the track of few hundred yards seems to be a very small problem for a railway on which trains are rarely seen.
- 4. Blue line routes pass through some pretty fair wildlife corridor. At least 19 species of raptors have been observed on Ponderilla ridge in the past five years and the ridge appears to be a hawk flyway in the fall. Mule and whitetail deer pass through the area nearly every day. Red foxes and coyotes have had dens here.

I appreciate your reading my thoughts and look forward to the meeting on Thursday.

February 24, 2011 (Donald Morton)



# US 93 Polson Corridor Study & Polson Area

Transportation Plan

Public Meeting No. 2 February 24, 2011

## **Comment Sheet**

Public comments are an important component to this study! You are invited to give us your comments, concerns and/or suggestions by email and/or in writing on the attached form. The completed form may be mailed to the address below. Additionally, you may email your comments to CDM's project manager, Jeff Key, at <a href="keyja@cdm.com">keyja@cdm.com</a>.

CDM c/o Jeff Key, P.E. 50 West 14th Street, Suite 200 Helena, MT 59601

I have the following comments on the US 93 Polson Corridor Study and/or Polson Area Transportation Plan:

The Rte I believe would be best for Polson wood be off the End of CAFFrey Rd To Continue on Yellow 3 To Central Bridge

Crossing Than ON West Side Either RTE To 93 which ever the MDT Thought last

T, Also, believe because of Where Polson sets @ The lake w/ A

breat bolf Course, This could a Most like ly wood became a flace
for Vacationers To spind Time. With a bit of Change & fre per

Advettizing, The Town would most likely Compute 1/ Big fort

4 Whitefish. Therefore, This outline by pass discribed would

work without upsetting as buch Existing Suttlement

M4 Second Choice would be att The End of Cathrey on over on To The Lovern Bridge Crossing, I Choose The other AR 15T because of Bridge Cost. (Hope Mis Makes sense)

Donald Morton
2004 Woodbine Way
Polson, MT 59860

Email:





February 24, 2011 (unknown; public meeting survey No. 1)



Public Comment Matrix (6/10/2010 to 6/23/2011)

February 24, 2011 (unknown; public meeting survey No. 1) cont.



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Palson Transportation Plan US 93 Corridor Study



February 24, 2011 (unknown; public meeting survey No. 1) cont.	How would you suggest MDT improves the presentation and overall informational meeting process?  How would be nice to know if how this project will over be funded. Is there anything we can do to premote funding to make it happen! It first went to follow they as in 1991-92. Will this ever happen.  What improvements would you suggest regarding the informational meeting facility?  Presenter
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	The purpose of the meeting was clearly presented     2 3 4 5
	The presenters were knowledgeable about the topic and provided the necessary facts     1 2 3 4 5
	3. The presenter spoke clearly 1 2 3 4 5
Tahwaya 24	Thank you! Your feedback is important to MDT!  As long as this is MNOT'S stamp, I must say bow clisappointed.  I am in the they 93 paper. It should have been 4-lane.  I am in the they 93 paper. It should have been 4-lane.  From Pakon Missaulo. I we travel to Missaula, 3 times from Pakon Missaulo. I we travel to Missaula, 3 times per useek for medical reasons. It is a knew the night into facilitate the flow of traffic. 4 lanes was the night into the facilitate the flow of traffic. 4 lanes was the night of the things controlled the situation. The feast of things to bridge and have mancated the 4-lane. Both the animal of the straight have people the highway and the people the chinal and people bridge (fablo) are a huge waste of manay.  The similar can travel under the highway and the people the chinal and the people that allows. Our mains taught us to make cross when the traffic light allows. Our mains taught us to make cross when the traffic light allows. Our mains taught us to make both ways and cross with the light. Cald have saved look both ways and cross with the light. Cald have saved.  Polson Transportation Plan 28 million by listening to mam. Very sad.
February 24,	
2011	
(unknown;	



public meeting survey No. 2)

Public Comment Matrix (6/10/2010 to 6/23/2011)

February 24, 2011 (unknown; public meeting survey No. 2) cont.



DEPARTMENT OF TRANSPORTATIO
Public Survey

	Public Survey
Backgrou	nd: circle all that apply
a lam:	Landowner affected by this project
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d. I am a	member of the local community who will NOT be affected by this project
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5	Overall, I was satisfied with this pageting
	1 2 3 4 3
	ve questions you felt were not answered and would like to have answers provided by MDT? If so, what ar please provide your contact information so someone from MDT can contact you.
NO	
FR-9121	



February 24, 2011 (unknown; public meeting survey No. 2) cont.	How would you suggest MDT improves the presentation and overall informational meeting process?  Yhat is the public dose not come up with,  Aone type flam for Hury 93. Yhe state is  + indicated the public dose may give them a plan that no bedy will like.  What improvements would you suggest regarding the informational meeting facility?  Presenter  Please rate the following from 1-5 with 1 being the worst and 5 being the best  1. The purpose of the meeting was clearly presented  1 2 3 4 5  2. The presenters were knowledgeable about the topic and provided the necessary facts  1 2 3 4 5  3. The presenter spoke clearly
	3. The presenter spoke clearly 1 2 3 4 5  Thank you! Your feedback is important to MDT!
February 24, 2011 (unknown:	Polson Transportation Plan US 93 Corridor Study



public meeting
survey No. 3)

Public Comment Matrix (6/10/2010 to 6/23/2011)

February 24, 2011 (unknown; public meeting survey No. 3) cont.



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Poison Transportation Plan US-93 Corridor Study



February 24, 2011 (unknown; public meeting survey No. 3) cont.	How would you suggest MDT improves the presentation and overall informational meeting process?
	What improvements would you suggest regarding the informational meeting facility?
	Presenter  Please rate the following from 1-5 with 1 being the worst and 5 being the best  1. The purpose of the meeting was clearly presented
	1 2 3 4 5  2. The presenters were knowledgeable about the topic and provided the necessary facts 1 2 3 4 5  3. The presenter spoke clearly 1 2 3 4 5
	Thank you! Your feedback is important to MDT!
	Polson Transportation Plan US 93 Corridor Study
February 24, 2011 (unknown; public meeting survey No. 4)	



Public Comment Matrix (6/10/2010 to 6/23/2011)

February 24, 2011 (unknown; public meeting survey No. 4) cont.



Background					Public Survey		
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					t was adequate. For example, the formal presentationed logical.	on followed by the	
	1	2	3	(4)	5		
5.	Overall, I was satisfied with this meeting						
	1	2	3	(4)	5		



February 24,	
2011	
(unknown;	Harmond Annual MRT in course the appropriate and county informational montion process?
public meeting	How would you suggest MDT improves the presentation and overall informational meeting process?
survey No. 4)	Numbered / lettered youter that are eleanly
	lateled and visible from a distance, so we
cont.	all know what each other references.
	What improvements would you suggest regarding the informational meeting facility?
	None
	The state of the s
	<u>Presenter</u>
	Please rate the following from 1-5 with 1 being the worst and 5 being the best
	<ol> <li>The purpose of the meeting was clearly presented</li> </ol>
	1 2 3 (4) 5
	2. The presenters were knowledgeable about the topic and provided the necessary facts
	1 2 3 4 5
	3. The presenter spoke clearly
	1 2 3 4 5
	Thank you! Your feedback is important to MDT!
	Polson Transportation Plan
	US 93 Corridor Study
February 24,	
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survey No. 5)

Public Comment Matrix (6/10/2010 to 6/23/2011)

February 24, 2011 (unknown; public meeting survey No. 5) cont.



					1	ublic Survey						
Backgroun	d: circle al	I that a	pply									
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b. I am a												
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e. Other:							ns project					
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1	Internet											
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Presentati	on											
14.	-											
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	1	2	3	(4)	5							
2.	The mee	ing set	ting pro	vided op	oortunit	y to ask questions an	d have them ansv	vered				
	1	2	3	(4)	5							
3.	The meet	ing stru	ucture p	rovided y	ou amp	le time to interact wi	ith the presenters					
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		12										
						nd would like to have someone from MDT			? If so, v	vhat are		
mose and p	nease pro	nue you	ui conta	ict illiorn	ation so	someone from MD1	can contact you.					



February 24, 2011 (unknown; public meeting survey No. 5) cont.	How would you suggest MDT improves the presentation and overall informational meeting process?
	What improvements would you suggest regarding the informational meeting facility?  Ser Pacison of PICS acceptances in Cost place.  Presenter
	Please rate the following from 1-5 with 1 being the worst and 5 being the best
	1. The purpose of the meeting was clearly presented  1 2 3 4 5
	The presenters were knowledgeable about the topic and provided the necessary facts     1 2 3 4 5
	3. The presenter spoke clearly 1 2 3 4 5
	Thank you! Your feedback is important to MDT!
	*
	Polson Transportation Plan US 93 Corridor Study
February 24, 2011 (unknown;	
public meeting survey No. 6)	



Public Comment Matrix (6/10/2010 to 6/23/2011)

February 24, 2011 (unknown; public meeting survey No. 6) cont.



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**CDM** 

February 24, 2011 (unknown; public meeting survey No. 6)	How would you suggest MDT improves the presentation and overall informational meeting process?  Presenter should be familier with the project, including potential problems	
cont.	2,	
Cont.	Presenter  Please rate the following from 1-5 with 1 being the worst and 5 being the best  1. The purpose of the righting was clearly presented  1. 2 3 4 5  2. The presenters were knowledgeable about the topic and provided the necessary facts  1. 3 4 5  3. The presenter spoke clearly  1. 2 3 4 5  Thank you! Your feedback is important to MDT!	
	Polson Transportation Plan US 93 Corridor Study	
February 24, 2011 (unknown; public meeting		
survey No. 7)		



Public Comment Matrix (6/10/2010 to 6/23/2011)

February 24, 2011 (unknown; public meeting survey No. 7) cont.



Public Survey	
Background: circle all that apply	
a. I am a Landowner affected by this project b. I am a Business Owner affected by this project c. I am a member of the local community who will be affected by this project d. I am a member of the local community who will NOT be affected by this project e. Other:	
How did you learn about the informational meeting?  1. Media-Radio Newspaper Television 2. Mail 3. Internet 4. Other:	
Presentation	
Please rate the following from 1-5 with 1 being the worst and 5 being the best	
<ol> <li>The information provided increased your knowledge of the proposed project</li> <li>2 3 4 5</li> </ol>	
2. The meeting setting provided opportunity to ask questions and have them answered	
1 2 3 4 5	
<ol> <li>The meeting structure provided you ample time to interact with the presenters</li> <li>2 3 4 5</li> </ol>	
<ol> <li>The Informational meeting format was adequate. For example, the formal presentation followed by the question and answer period seemed logical.</li> <li>2 3 4 5</li> </ol>	
5. Overall, I was satisfied with this meeting 1 2 3 4 5	
Do you have questions you felt were not answered and would like to have answers provided by MDT? If so, what are those and please provide your contact information so someone from MDT can contact you.	
Over Polson Transportation Plan	



		4
February 24, 2011		
(unknown;		
public meeting	How would you suggest MDT improves the presentation and overall informational meeting process?	
survey No. 7)		
cont.		
	What improvements would you suggest regarding the informational meeting facility?	
	what improvements would you suggest regarding the informational meeting roomey.	
	<u>Presenter</u>	
	Please rate the following from 1-5 with 1 being the worst and 5 being the best	
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	The presenters were knowledgeable about the topic and provided the necessary facts	
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	3. The presenter spoke clearly  1 2 3 4 (5)	
	1 2 3 4 (5)	
	Thank you! Your feedback is important to MDT!	
	Polson Transportation Plan US 93 Corridor Study	
February 21, 2011 (Mark Potter)		
(ivialit i ottel)	From: Potter, Mark [mailto:mark.potter@flbs.umt.edu]	
	Sent: Monday, February 21, 2011 11:09 AM	
	To: Key, Jeffrey	
	Cc: lakers@cyberport.net	



Subject: corridor study

I live on Ponderilla Drive outside of Polson and my property has a "blue line" proposed route drawn through it and my house. Not one of my neighbors know anything about what is going on. Your outreach to the public apparently in not adequate. I'll wake up my closest neighbors for attendance at the Feb 24 meeting. What is your plan on notifiying other landowners in the proposed route impact area? Have you placed notices in the local papers? Sent fliers in the mail? Public Service anouncements on the radio or TV? Is there an opportunity for the public to voice concerns on Feb 24 or do landowners just get to sit and listen?

PLease keep me appraised of any future notices;
mark.potter@umontana.edu

October 12, 2010
(Horst Roschmann)



October 12, 2010 (Horst Roschmann) cont.

RECEIVED

OCT 1 2 2010

Oct 8, 2010

TRANSPORTATION PLANNING

Horst Roschmann 30915 Walking Horse Lane Big Arm MT 59910

Montana Department of Transportation Statewide and Urban Planning Project Manager PO Box 201001 Helena MT 59620

Dear Sheila Ludlow:

In response to the newspaper article subject U.S. Highway 93 in/around Polson, I submit the following:

The Armed Forces Memorial Bridge across the Flathead river at Polson, a one-lane Highway road each direction, will not be able to handle the ever increasing volume and Weight loads of traffic.

In my opinion, the Polson area needs a Hwy 93 By-Pass around Polson then over a newly built 3-lane quality bridge crossing the river, then connecting to the existing highway near The Rocky Point Road area.

In addition, the Hwy 93 stretch from the Rocky Point Road area to the higher elevation at Jetty Lake Subdivision and further needs reconstruction into a 3-lane highway. Part of this stretch of highway consists of a steep and lengthy road section which, due to Icy weather conditions, leads to many traffic accidents subsequently impacting the Traffic flow and causing fatalities (a safety issue also).

One can argue that there is no money for this add-on of U.S. Hwy 93 reconstruction. However, if this issue is not being addressed now it will become even more expensive To fix tomorrow.

Perhaps, experts from your Department can personally visit our local area to review the Existing situation.

Sincerely,

Horst Roschmann All-year Resident/Voter

September 17, 2010 (Pat Devries)

> From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Friday, September 17, 2010 12:22 PM

To: MDT Comments - Project

Subject: Comment on a Project Submitted

A question, comment or request has been submitted via the "Contact Us" web



page. Action Item: Comment on a Project Submitted: 09/17/2010 12:21:38 Project Commenting On: US93PolsonCorridor Project State Highway No.: 354 pat devries Address Line 1: po box 562 City: polson State/Province: mt Postal Code: 59860 Email Address: pat@polsoncpas.com Comment or Question: Why is the state not involved with the maintenance and or improvements on Main Street if it is highway 354? September 13,

### September 13, 2010 (Al Suneson)

From: Al and Mary Lu Suneson [mailto:suneson@centurytel.net]

Sent: Monday, September 13, 2010 10:44 AM

To: Key, Jeffrey

Subject: MDT Polson corridor study - my comments

Thank you for bringing a 3rd opportunity to Polson to study/resolve improve transportation needs in our area.

The writer's comments relate to the corridor study are:

- 1. Yes, let's use <u>science</u> to advance "best" option(s) for new or improved routing in/or around Polson on Hwy 93.
- 2. It is the opinion of the writer that in the past, minority, selfish interests blocked progress meaningful, logical conclusion and action on a needed, new corridor.
- 3. Public input [all parties] should have a voice, but in the end, status quo should not be allowed to continue. We need something better for traffic flow and safety than we now have.
- 4. From competing interests on selecting new best route(s) there will be winners and losers. We must have something more an now exits.
- 5. I plan to attend future meetings and support your efforts to bring progressive transportation route(s) around or in Polson.
- 6. You may enter the above into your record of public comments.
- 7. On a personal note, Jeff Key P.E. was the moderator at meeting #1. He displayed a very open professional lead and beginning.

I am, Al Suneson



420 Shoreline Dr. Polson, MT 59860 406-883-3717 suneson@centurytel.net September 11, 2010 (unknown) From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Saturday, September 11, 2010 6:54 AM To: MDT Comments - Project Subject: Comment on a Project Submitted A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 09/11/2010 06:53:59 Project Commenting On: Polson Area Transportation Plan Project State Highway No.: 93 Nearest Town/City to Project:Polson Comment or Question: RE: The Polson Area Transportation Plan Being a native Montanan and property owner near Dayton, I am amazed at the traffic passing through Polson, MT during the tourist season. While impact to the town's businesses should be considered, I strongly support any plan that would reduce the volume of traffic through Polson. September 10, 2010 (unknown) From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Friday, September 10, 2010 3:23 PM To: MDT Comments - Project Subject: Comment on a Project Submitted A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project 09/10/2010 15:23:16 Submitted: Project Commenting On: US93PolsonCorridor Comment or Question: I think a Polson by-pass would be very beneficial for the community in several ways, particularly making the lakefront and downtown more lively and inviting. I think an east-west route from Rocky Point Road to Highway 93 would help reduce vehicle stacking and increase safety and there appear to be several parcels of land over which such as route might be developed.



I also think planning and building a network of ped/bike paths connecting schools, parks, downtown, grocery and medical facilities would be very beneficial. September 10, 2011 (Bob Kobos) **From:** rrobert kobos [mailto:rlkob@centurytel.net] Sent: Friday, September 10, 2010 1:27 PM **To:** Key, Jeffrey Subject: mailing list Please put me on the Polson transport plan. Robert Kobos, rlkob@centurytel.net Thanks, Bob September 8, 2010 (C. Condon) Original Message----From: www@mdt.mt.gov [mailto:www@mdt.mt.gov] Sent: Wednesday, September 08, 2010 12:15 PM To: MDT Comments - Project Subject: Comment on a Project Submitted A question, comment or request has been submitted via the "Contact Us" web page. Action Item: Comment on a Project Submitted: 09/08/2010 12:15:00 Project Commenting On: PolsonTransportationPlan c.condon Name: Address Line 1: 42462 ranch rd polson City: State/Province: mt Postal Code: 59860 Email Address: ccondon@centurytel.net Comment or Question: I was not born here. I move here because of the small town, and the fact it was still county, (ranch, farming). I am sad to see this slipping away. Were I grew up I watched the same thing happen an it is now a city full of housing tracts and shopping centers, with multi lane roads and lots of people and congestion. I would hate to see this happen here. I have already seen the beginings of this here. I really don't think the people living here want that here, except for the realators, developers, and government officals. We don't need a Missoula or Kalispell here on the south end of the lake, it's only an hour away for those that want what they have in those over grown cities. Thank you, c. condon



Brian Schweitzer, Governor

August 4, 2010

### FOR IMMEDIATE RELEASE

For more information: Charity Watt, Public Information Officer, (406) 444-7205, email: cwattlevis@mt.gov

### Public meeting scheduled to discuss the U.S. 93 Polson Corridor Study and Polson Area Transportation Plan

Polson – The Montana Department of Transportation (MDT), in partnership with the Confederated Salish and Kootenai Tribes (CSKT), Lake County, and the City of Polson, is holding the first public meeting on the U.S. 93 Polson Corridor Study and Polson Area Transportation Plan. The meeting will be held on Thursday, September 9, 2010 at the Polson City Library, 2 First Avenue East, Polson, MT. An open house will take place from 4:00 p.m. to 6:00 p.m., with a formal presentation beginning at 6:30 p.m. The purpose of the meeting is to inform the public on the corridor study and transportation plan scope and purpose, take questions, and solicit input from the community on the existing conditions and concerns within the corridor.

The U.S. 93 Polson Corridor Study includes those areas of U.S. 93 from approximately reference marker 56.5 (U.S. 93/Caffrey Road) and extending approximately 6.5 miles north to approximately reference marker 63.0, or 0.8 miles beyond the Rocky Point Road intersection. The corridor study will determine feasible improvement options to address safety and environmental concerns of the transportation corridor based on needs presented by the public, study partners, and resource agencies. General corridors for analysis will be indentified based on input from local governments, the public, and other agencies. The study will also examine the feasibility of a U.S. 93 Alternate Route through Polson.

News News News News News News News

The purpose of the Polson Area Transportation Plan is to evaluate the community's transportation system, and ascertain what is needed to make the transportation system function adequate over the course of the 20-year planning horizon. The overriding objective is to develop a transportation plan that is consistent with the desires and direction of the community as a whole, while still providing a safe, functional, and multi-modal transportation system that can accommodate existing and future travel demands. The end product of this planning effort will be a useable transportation plan that can help guide infrastructure improvements in the community.

Community participation is a very important part of the process, and the public is encouraged to attend. Opinion, comments and concerns may be submitted orally or in writing at the meeting or by mail to Sheila Ludlow, MDT Statewide and Urban Planning, Project Manager, PO Box 201001, Helena, MT. 59620, or online at:

### www.mdt.mt.gov/mdt/comment\_form.shtml

Please indicate comments are for the U.S. 93 Polson Corridor Study and/or Polson Area Transportation Plan. MDT and CDM will collect and consider all public comments to better understand the public view of potential issues and concerns within the community.

Future announcements will be made prior to all public events through the local media and the study mailing list. Interested parties are encouraged to join the project mailing list by submitting their name and contact information to Jeff Key at KeyJA@cdm.com.

Two separate websites have been developed and can be accessed at

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/ www.mdt.mt.gov/pubinvolve/polsontransplan/

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jeff Key, CDM, (406) 441-1400 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the meeting. Alternative accessible formats of this information will be provided upon request.

-----end-----

Project name: US 93 Polson Corridor Study & Polson Area Transportation Plan

City of Polson, Lake County

News News News



Discuss the U.S. 93 Polson Corridor Study and Polson Area Transportation Plan Thursday, September 9, 2010 Open House: 4:00 P.M. to 6:00 P.M. Presentation: 6:30 P.M. Polson City Library 2 First Avenue E., Polson, MT

The Montana Department of Transportation (MDT), Confederated Salish & Kootenai Tribes (CSKT), Lake Co., and the City of Polson will discuss a U.S. 93 corridor study and transportation plan from Caffrey Road to 0.8 miles beyond the Rocky Point Road Intersection, including the greater Polson area. The purpose of the meeting is to inform the public on the corridor study and transportation plan scope and purpose, and gather public input on the existing conditions and concerns within the corridor.

The meeting is open to the public and the community and surrounding area are urged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Jeff Key, CDM, at (406) 441-1400 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT, P.O. Box 201001, Helena, MT 59620-1001 or online at www.mdt.mt.gov/mdt/comment\_form.shtml Please indicate comments are for U.S. 93 Polson Corridor Study and/or Polson Area Trans. Plan.

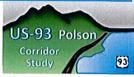
	Sign-In Sheet	
Name	Address	Email
Steve & Lynn Sherick	29125 Rocky Point Rd Polion, MT 59860	lyan, sherick@gmail.com
Ken NewGARd		KJ Newgral & Century Tel · con
TIKE PARSONS	55357 215 Hwy 93	,
Demise Peterson	301 7th Avew. 59860	denise petersona hormail.co
J. Lucpke		Stramocentunytelinet
Judy Shoplak	111 6 the 25980	coda sonan net
Butch Shortak		bjacct 1@ centurytel no
C Cole		colechristine a notinail.
Bob Bushnell	31595 Me Grow Ln 5986	o blode phresum. net
ELSA Dufond	905 15 th Ane. E. Polson 59	
Rayh Like	102 DEMERS Lu	HANKON @ BRESJAN.NET
Belly Dupuis	1511 Hillcrest	osprey ecenturytelinet.
Robert Kobos	1,7, 1, 1, 1, 1	RL HOB/CB. Cent wentel-
Sell Trikus	<b>1</b>	Vj ber L@ Valley journal.
Pete & Carol Lancel		C211 P110@ Darthlink. not
	136496 Ridgeway CrtPo	
1	15 36527 Terrace ct	Stevens polson & vahoo.com
Judy Preston	104 Judita Ct. Polson	judy @ronan.net
AL SUNESON		suneson e contavytalinat
UM TRIGES	3075KYLINE LANE	THE ATTENDED
	PolsonAreaTransport	US-93 Polson Corridor Study  53

	Sign-In Sheet	
Name Charles Bextsch Chris Frissell Ron Grogen	Address	Email  ne cwbertschool  gangil  chnigpacificrius ora  gte montanskyenet
		US-93 Polson

	Sign-In Sheet	
Name	Address	Email
Matt Bishow	375 Mission View Dr. Alson	, mbishop@compuplus.net
Josh Maki		joshmaki@hotmail.com
David & Cindy Otto	in 36496 Ridgeway Crt	- cindavo@centurytel.net
Jim , Jan Pullips	46168 meadowlerk Lore Arm	jun philhips 55 2 whotmeil com
Ali Bronsdon	1103 942 St. E, Polson	reporter Cloaderadvertiser, com
W.P. WILL ELLIOTT	1594 bay View of Polson	Lake Case WINTENGSKY, NOT
your Stype	50469 Crow Dam Rd Roman	,
Wenne Neme	392 y8 Viking And	t Pelson
RIC S'MH	Finley VL	
Jan Bick	40077 Highlad Dr.	janie@ montangsky, us
B.11 BARRON	106 4th STE. POLICY	34
Vali Duford	219 Mai Polson	
Mason Niblack	3/990 Ridge View C. Po	SOU
Danne Johnson	36665 Highland	pt. Pol.
Show rocage.	3269 Highland Wor	Jason
Jeff Mili Christopher	39690 Keela Ro. fr	tolson Wt.
Bill Volaly	1501 Hillcrost	Polson MJ
Charlie Fundage	37735 Ponter MaDrice	Polson MI
Bedie 1911	20216HAME	Moon MA
Hd Rodelen	42580 TOP OF THE ROCK	ERODDEN @ Aol. COM
	PolsonAreaTransport	us-93 Polson Corridor Study

Jerry Peterson	Address  42553 Top OF THE ROCK, POLSO	Email  English Color Col
Col Monacy Jerry Peterson	42553 Top OF THE ROCK, POLSO	
Jerry Peterson	42553 Top OF THE ROCK, POLSO	EDMAND DES a Nohm Com
Jerry Peterson		EDITORD TO GALLON
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anatose Mahem	33737 Laviat in Polson	-duqualranoxenturyfel.net
Al & Billie McCrea	900 ShoreLine Dr. Polse,	1 & alv.n mccrea oyahoo con
GARY WIRPLINGER	922 11 11 11 11	WIPP 133 CMSN. COM
Todd Busself Glacier Bon	L 49430 US Wmy 93	thassett @glacics but
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September 9, 2010

	Sign-In Sheet	
Name	Address	Email
JETF SmiTH	6055 MST. W	Joff 750 ker. con
Dan Gunderson	43071 Forman Rl	
Pat nellies	PO BOX SKZ	pat@polsoncps.com
Coeorce/WA HONEY	P.O. BOX 1127	
Mishael Lies	1689 Poken	
Pol Cross	City Hall-Polson	Contury tel. net
MIKE & KATHY FARMEN	PODOX 1537 POLSOU	sactogrizecentury to longt
MARGIE HENDRICKS	1701 HILLCREST DR.	margie. handricks a century teline
Grea Hertz	50389 USHWY 93 Po	Ison moodys@cyberport.re
Tom GREENWOODS	27574	
Penny Jareck.		Road-
KAREN CLAFFEX	Box 404 Polson	
Gayle Lienners	Bax 656 Pulson	
John Cowan	29918 Black PTRL V	
Barbara Jucobean	1260 Bayrun Min	bjdonovan ebresnan.n
Sout Card	CSKT-Econ. Devt.	janete@cskt.org
Paul London		Paul @ Polson ru resort. com
Norm Swanson		NSWANSON 63 (Cox. net
JERRY KALING	214 EAGLE DR.	
Helen RAUNG	214 EAGLE DR.	
		US-93 Polson

Polson Area Transportation Plan

Corridor Study

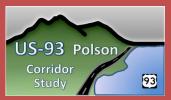
## WELCOME!



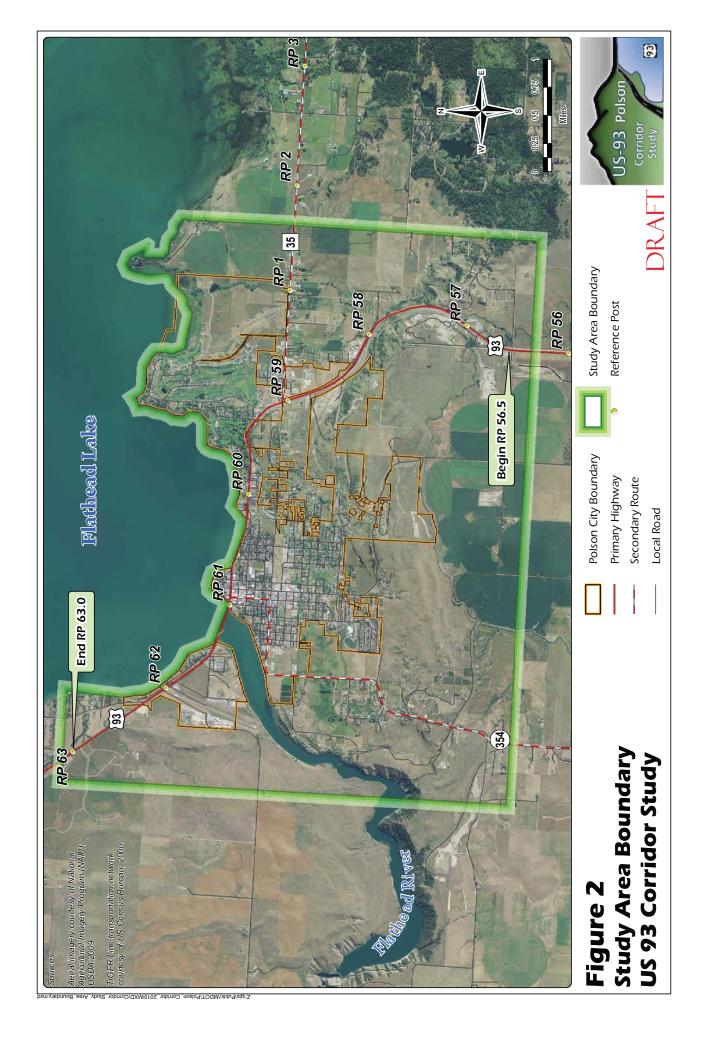
## Thank you for coming!

Your input is greatly appreciated.









### US 93 Polson Corridor Study & Polson Area

### **Transportation Plan**

Email:

Public Meeting No. 1 September 9, 2010

### **Comment Sheet**

Public comments are an important component to this study and plan! You are invited to give us your comments, concerns and/or suggestions by email and/or in writing on the attached form. The completed form may be mailed to the address below. Additionally, you may email your comments to CDM's project manager, Jeff Key, at <a href="keyja@cdm.com">keyja@cdm.com</a>. CDM

c/o Jeff Key, P.E. 50 West 14th Street, Suite 200

	,
I have the following comments regarding the study and/or plan: (please check box to specify)	
US 93 Polson Corridor St	udy Polson Area Transportation Plan
Name: Address:	US-93 Polson
F . 1	PolsonArea Transportation Plan Corridor Study





### **Opening Remarks / Introduction**

- ◆ Outline of presentation
  - Corridor Study
    - What is a Corridor Study?
    - US 93 Polson Corridor Overview
    - Next steps in US 93 Polson Corridor Study
  - Transportation Plan
    - Goals and Objectives
    - · What is being studied
    - Next steps in Polson Area Transportation Plan
  - Study and Plan Boundaries
  - Break out for informal discussions

## **General Comparison of Corridor Study and Transportation Plan**

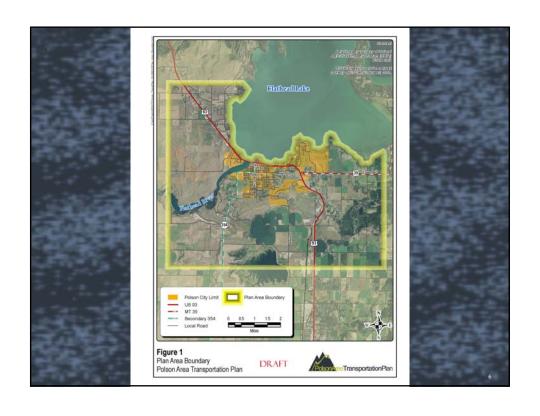
**US 93 Polson Corridor Study** 

- ◆ Focus on functionality of US 93 corridor
- Evaluates feasibility of US93 alternate route
- Attention to potential impacts to resources
- Establishes purpose and need for the potential corridor
- Identify range of improvement options to better the corridor

Polson Area Transportation Plan

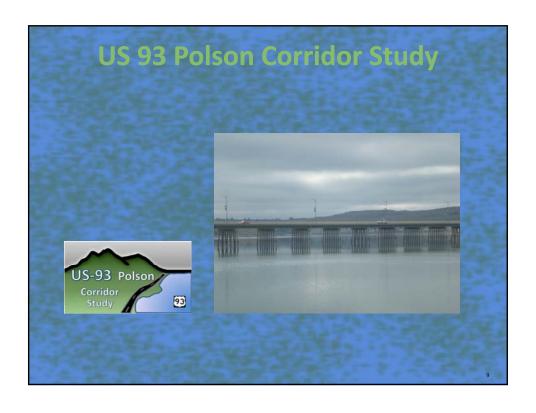
- Assess community transportation conditions
- ◆ All travel modes
- Intersections, roads, downtown parking, etc.
- Identify range of improvements to better transportation within the Polson area

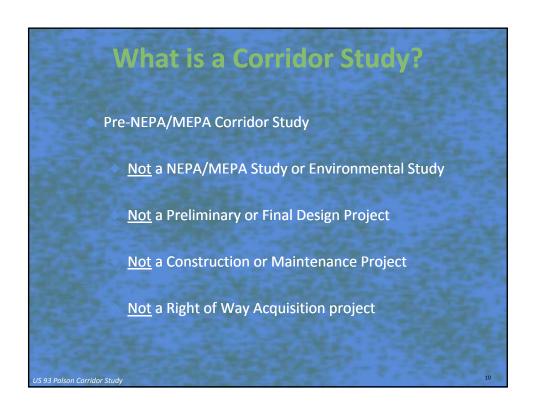
## Area Boundary ◆ Boundary developed for Transportation Plan ◆ Boundary developed for Corridor Study

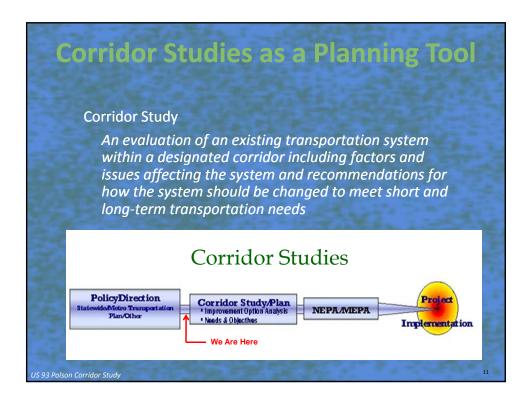


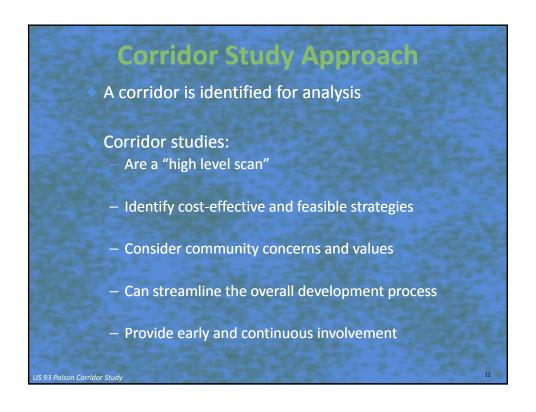




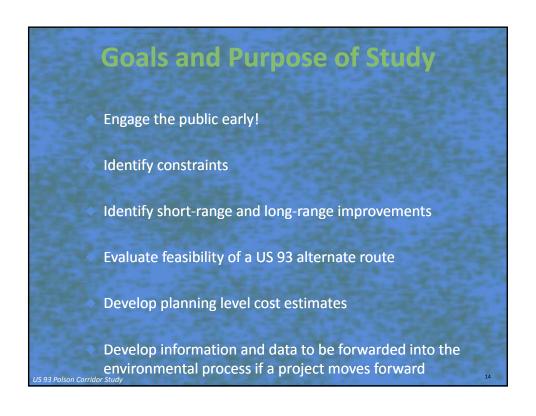


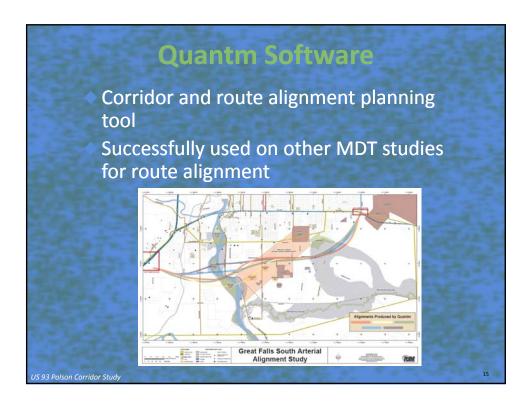


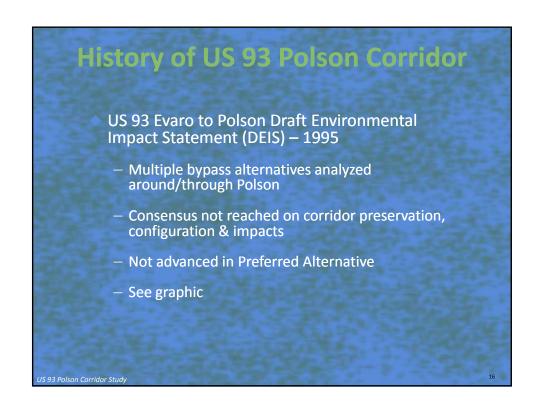




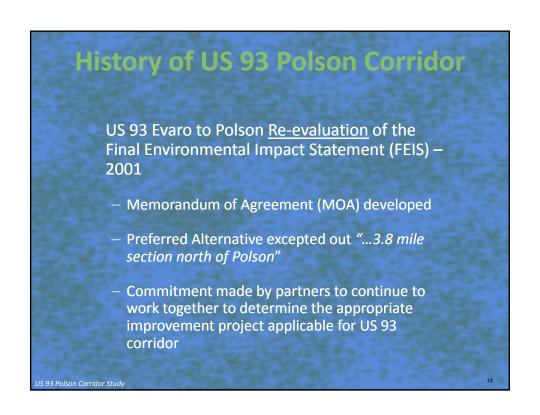
# Corridor Study Approach Corridor studies: - Are a pre-NEPA/MEPA process Issues Identification Purpose and Need Improvement Options Development Technical Analyses Information on Impacts - Reduces the cost of environmental process - Speeds project delivery











### **Current Activities**

**Collect Existing Conditions Data** 

### Finalize Environmental Scan

- Utilized to examine potential impacts of improvement options
- Identifies physical, biological, social, and cultural resource areas within the study area boundary

**Initiate Public Involvement Activities** 

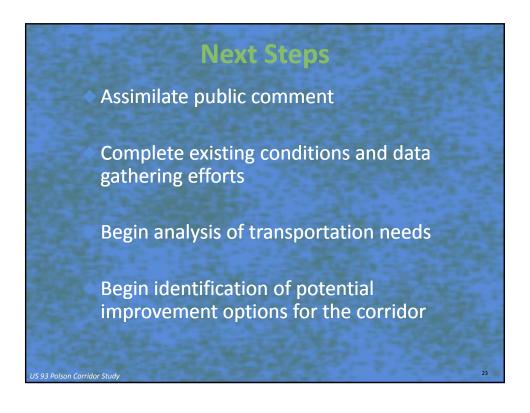
JS 93 Polson Corridor Study

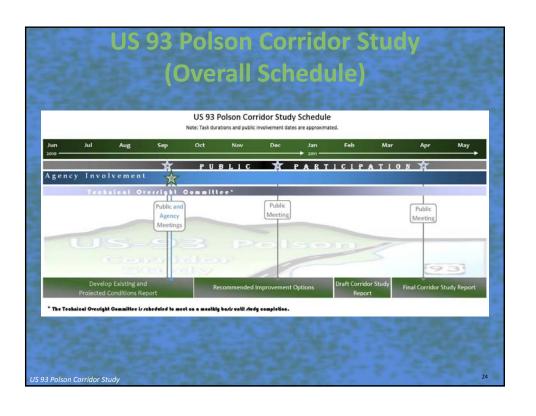
### **Public Involvement Activities**

- Three public informational meetings
- Presentations to CSKT, County, and City
- One-on-one outreach to select landowners and project stakeholders
- **Other Outreach Efforts** 
  - Project newsletters
- Website
- Informal meetings

# Study Team - City of Polson - Confederated Salish and Kootenai Tribes (CSKT) - Lake County - FHWA - MDT - Consultant

### Stakeholders (continued) County Fire Departments Office of Emergency Management **Emergency Medical Professionals Montana Truckers** Association **County Sheriff** MT Fish, Wildlife and Parks MT State Highway Patrol Polson K-12 School District Interested Land Owners **Polson Airport** - Downtown Business **Polson Chamber of Owners Association** Commerce US 93 User's Group Water User's Group (Flathead Lake and Flathead River)









#### **Transportation Goals**

- ◆ Goal No. 1: Provide a safe, efficient, accessible, and costeffective transportation system that offers viable choices for moving people and goods throughout the community.
- Goal No. 2: Make transit and non-motorized modes of transportation viable alternatives to the private automobile for travel in and around the community.
- Goal No. 3: Provide an open public involvement process in the development of the transportation system and in the implementation of transportation improvements, and assure that community standards and values, such as aesthetics, cultural and environmental resources, and neighborhood protection, are incorporated.

Polson Area Transportation Plan

#### **Transportation Goals**

- Goal No. 4: Provide a financially sustainable
   Transportation Plan that is actively used to guide the
   transportation decision-making process throughout the
   course of the next 20 years.
- ◆ Goal No. 5: Identify and protect future road corridors to serve future developments and public lands.

#### **Roadways Being Studied**

- Existing Roadways
  - Higher classifications (collectors, minor arterials, principal arterials)
  - Some local roadways
- ◆ New Roadways/Corridors
  - New east/west routes?
  - New north/south routes?

Polson Area Transportation Plan

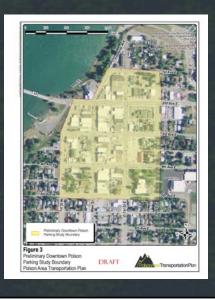
#### **Intersections Being Studied**

- ◆ All signalized Intersections (5 total)
- ◆ Select un-signalized intersections (11 total)
- ◆ Examined via:
  - Capacity (~volumes)
  - Safety
  - Geometrics
  - Operations
  - Sight distance



## Downtown Parking Supply & Demand

- Basic supply and demand analysis
- Portray findings graphically and in tables



Polson Area Transportation Plan

#### **Comprehensive Safety**

- Engineering
  - ♦ Hot spot analysis
  - ◆ Types of crashes
- ◆ Education component
- ◆ Enforcement component
- ◆ Emergency Service needs

#### **Non-Motorized Transportation**

- Important component of a multi-modal transportation plan
- ◆ Not only <u>infrastructure</u>, but also:
  - Education
  - Enforcement
  - Encouragement
  - Engineering
- Bicycle lanes
- Bicycle paths
- Signage
- ◆ Widened shoulders (especially rural)
- ◆ Quality of life / aesthetics not just mode share!

Polson Area Transportation Plan

#### **Transit Considerations**

- An important component of a multi-modal transportation plan
- ◆ Plan will have a chapter on transit
  - History of past planning
  - Identified needs through previous planning
  - Identification of short-term and long-term recommendations
  - Implementation strategies
  - Potential funding sources
- Transit has an important role in serving certain segments of your population, along with future mode share

#### **Transportation/Land Use Relationship**

- ◆ Land use can be a major factor in roadway planning & design
- ◆ Land use can influence:
  - Travel demand
  - Activity in roadway prism
  - Bicycle/pedestrian/transit usage
  - Travel speeds
  - Ingress & egress along a corridor
- ◆ Concept of "induced demand"

Polson Area Transportation Plan

#### **Transportation/Land Use Relationship**

- Want to plan for the future transportation system
- Requires an attempt to forecast future land use patterns
- ◆ Not an exact science, but.....
  - Known constraints, opportunities and community preferences can assist in this effort

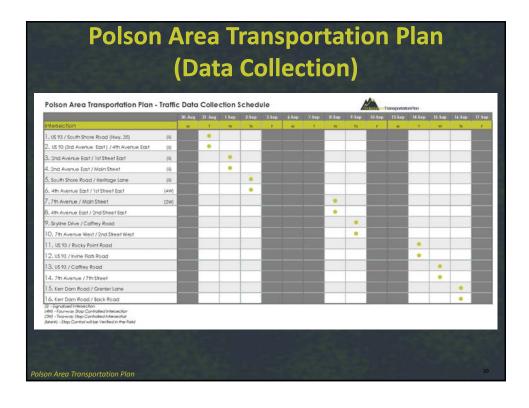
#### **Travel Demand Modeling**

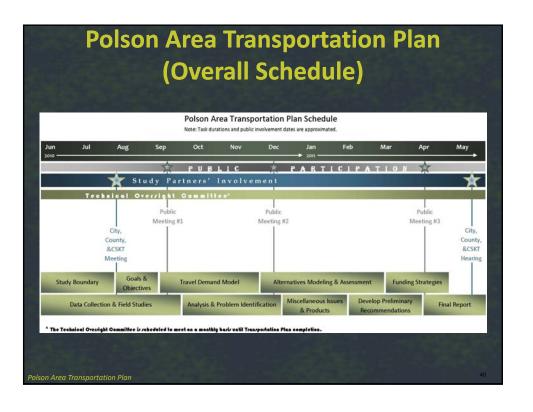
- ◆ We use a travel demand model (Transcad) to look out to the planning horizon (year 2030)
- ◆ Inputs into the model, by census block, are:
  - Dwelling units
  - Retail jobs
  - Non-retail jobs
- ◆ Outputs of the model are:
  - Future year traffic volumes
  - Future year volume-to-capacity ratios
- Allows us to identify future concerns and develop appropriate mitigation

Polson Area Transportation Plan

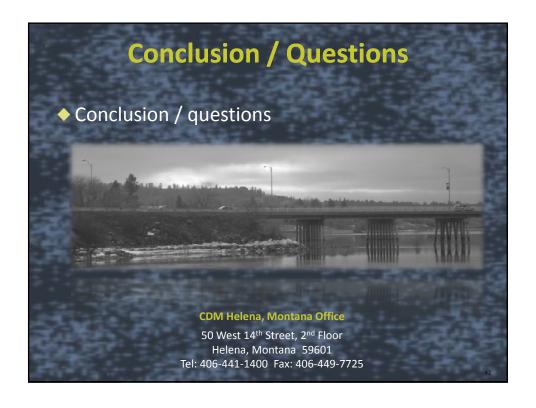
#### **Next Steps**

- ◆ Continue plan coordination and outreach
  - Technical Oversight Committee (TOC)
  - Elected Officials
- ◆ Complete data collection and analysis
- Deliver growth inputs to MDT for modeling task
- ◆ Develop technical memorandums
- Begin to identify issues and areas of concern
- ♦ See schedule









#### US 93 Polson Corridor Study Polson Area Transportation Plan

Public Meeting No. 1 (Notes)

Thursday, September 9, 2010 4:00 p.m. – 8:00 p.m. Polson City Library – Community Room



#### INTRODUCTION

The first public meeting for the US 93 Polson Corridor Study and Polson Area Transportation Plan was held on Thursday, September 9, 2010 with an open house from 4:00 pm to 6:00 pm and a formal presentation at 6:30 pm, held at the Polson City Library. The purpose of the meeting was to inform the public on the two studies and solicit comments and concerns regarding the corridor and transportation issues. The following Technical Oversight Committee members were present at the meeting:

Sheila Ludlow (MDT)

Bill Barron (Lake County)

Todd Crossett (City of Polson)

Jeff Key (CDM)

Naomi Fossen (CDM)

In addition, Pat DeVries (Polson City Mayor) and Janna Taylor (State Representative) were in attendance. A total of 76 members of the public attended this first public meeting. This number does not include those individuals on the Technical Oversight Committee noted above.

Welcome and opening remarks were made by Jeff Key.

#### **OPEN HOUSE**

An open house was conducted from 4:00pm to 6:00pm. The open house was an opportunity for the community to interact one-on-one with the study team and provide input on the corridor issues and concerns.

The following items were noted by members of the study team based on discussions with community members during the open house:



- New channelization at MT 35 and US 93
- Thru-traffic mobility is important
- Safety is important
- One-way couplet
- Consider 7<sup>th</sup> and 15<sup>th</sup> options
- Ridgewater Developer
- Rocky Point Road
- Proposed Walmart
- Reservoir Road
- Congestion is an issue
- College traffic to and from Polson
- Tie in with S-354
- Look into speed limits. US 93 is about 70mph at both ends
- Clay is present near 4<sup>th</sup> Street and 5<sup>th</sup> Avenue
- Consider parallel route
- Turn lanes near McDonald's
- Wildlife throughout corridor
- Suspension bridge in Kerr Dam Area
- Traffic light coordination from Main Street to 1<sup>st</sup> Street
- Funding
- Memorial Day to Labor Day
- Business "triples" in the summer
- North/South Connectivity
- Tribal Transit is very active
- Improve sidewalks



- Connect bike routes
- · Consider right turn lane to Rocky Point Road
- Guardrail along Flathead Lake
- No parking on US 93?
- 4<sup>th</sup> Avenue Traffic. Look at signal timing, right turn lanes, and turning restrictions
- Maintenance
- Synchronize signals (Main and 1<sup>st</sup> Street East)
- There is currently only one bridge
- Riverside Park next to 1<sup>st</sup> Street West
- Incorporate bikeway and walkway
- Maintenance of new route and old route
- Truck traffic has gone down

#### **FORMAL PRESENTATION**

Following the open house, a formal presentation was conducted by Jeff Key. The presentation began with an introduction of dignitaries and study partners. Those dignitaries present included the Pat DeVries (Mayor of Polson), Bill Barron (County Commissioner), Janna Taylor (State Representative), and Todd Crossett (City Manager). The study partners include the Confederated Salish & Kootenai Tribes, Lake County, City of Polson, and the Montana Department of Transportation.

The PowerPoint presentation introduced both the US 93 Polson Corridor Study and Polson Area Transportation Plan. Overview information was provided on the planning process and the history of the US 93 Polson corridor. Graphics identifying known environmental resources and potential constraints were displayed to present potential areas of concern throughout the corridor. Graphics showing intersections undergoing further traffic analysis were also presented.

Following the formal presentation, an opportunity was given for the community members in attendance to ask questions and comment on existing conditions and concerns within the corridor. The following discussion topics are summarized below:

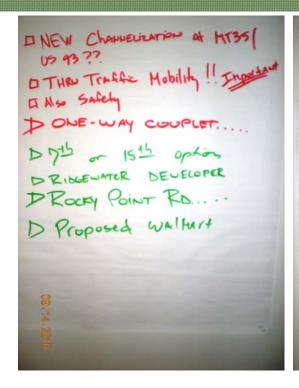


- Account for peak summer traffic.
- Analyze new and 1996 FEIS alignments.
- The Corridor Study is a \$175,000 effort, funded by MDT.
- Was there an economic impact study done in Arlee?
- Comments may be submitted by mail, email, phone, or through the study website.
- Original alignments may become available on the website and at City Hall.
- The PowerPoint presentation will be made available on the study website.
- The study binder with additional information and documents will be provided at the city library.
- Make public transit information available to the public.
- Consider providing a frequently asked questions and additional public comments on the study website.
- A 20-year planning horizon is being utilized in the study.
- Conduct proactive advertising on the study.
- Projections from the 1996 FEIS are higher than the present time. This may possibly be due to the economy.
- The high 3-month travel period leads to problem identification.
- Summer vehicle size is large and parking is limited. Has an RV parking lot been considered?
   Limited parking does not keep RV's in town. Adequate signage is necessary.
- Consider looking at impacts of the Bigfork Bridge. What did the city do regarding the impacts of the bridge?
- Consider two one-ways (couplet). People plan trips going one way.
- Add the following entities to the list of stakeholders: Flathead Irrigation District (Gordon Wynd), bike group (Matt Seeley), Lake County Community Development, Tribal Law and Order, Tribal Fish and Wildlife.
- Address access points along the corridor. Could accesses be consolidated? Is a signalized intersection west of McDonald's warranted?
- Look into Wisconsin Community Bypass Studies. For example, proper signage is needed for economic vitality.



- There is an opportunity to dress up the gateway to the community of Polson. For example, recent updates to MT 35.
- Look into the grid system and green systems. Small mammals and pedestrians are crossing the highway.
- Address connectivity between park systems.
- Along US 93, there is wildlife crossing in the corridor.
- Consider separation between roadway and walkway.
- Look into soils classifications and flooding frequency (occasional/frequent).

#### **OPEN HOUSE COMMENTS**







DLocal Bus System

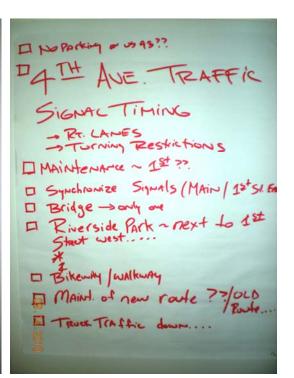
TRANSIT/TRIBES - WERY ACTIVE

Sidewalks

Connect Bike Routes

ORt. turn lane to Rocky Pt.

Guardrail along Lake



#### **COMMENTS AFTER FORMAL PRESENTATION**

DACCOUNT FOR PEAK
Summer traffic
DAnalyze new \$ 1995
alignments
D\$ T\$ Corridor Study
(funded by MDT)
D Transportation Plan
funded by CSKT, City,
County \$ MDT

DEconomic impact study
done in Arlee?

Comments - mail,
Website, email, phone
Original alignments may
be available on website
# the City
PowerPoint will be available
on website



□ Provide Study binder
at Library

□ Make public transit
information available to public
□ FAQ vs. Public Comments
□ 20-year planning horizon
□ Proactive advertising on
Studies
□ 1995 projections are higher
than present time (Economy)

□ High 3-month travel period
leads to problem identification
□ Summer vehicle size is
large & purking is limited
→ RV parking lot?
→ Limited parking doesn't
keep them in town
→ Need good signage
□ Look at Bigfork Bridge
impacts—what did city do?

☐ 2 one-ways

¬People plan trips going
one way

☐ Flathead Irrigation

Pistrict-Stakeholder

Godon Wynd)
☐ Bike group (Matt Seeley)—
Stakeholder

☐ Lake County Community

Pevelopment

D'Address Access Points
4 access consolidation?
4 Signalized intersection
West of McDonalds?

Tribal Law & Order-Stakeholder

Tribal Fish & Wildlife-Stakeholder

Wisconsin Community Bypass
Studies-proper signage need
for economic vitality

Dress up gatenay to

Community (MT 35)

D Grid System & Green Systems

Small mammals Xing highway

\* pedestrians

Connectivity between

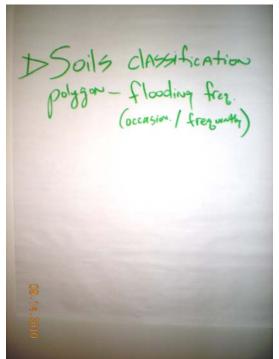
park Systems

Wildlife crossing in Corridor

(US 93)

Diseparation between roadway

and walkway





News News News

News News News

News News

News News

News News February 14, 2011

FOR IMMEDIATE RELEASE

For more information: Sheila Ludlow, MDT Statewide and Urban Planning, Project Manager, (406) 444-0103

#### Informational meeting scheduled to discuss the U.S. 93 Polson Corridor Study and Polson Area Transportation Plan

Polson – The Montana Department of Transportation (MDT), in partnership with the Confederated Salish and Kootenai Tribes (CSKT), Lake County, and the City of Polson, is holding the second informational meeting on the U.S. 93 Polson Corridor Study and Polson Area Transportation Plan. The meeting will be held on Thursday, February 24, 2011, beginning at 6:00 p.m. The meeting will be held at the Polson High Auditorium, 1712 2<sup>nd</sup> Street West, Polson, MT. The purpose of the meeting is to update the public on the developments of the corridor study and transportation plan, take questions, and solicit input from the community on the existing conditions and concerns within the corridor. The U.S. 93 Corridor Study and Polson Area Transportation Plan reflect the study partners' commitment to improving transportation conditions in the Polson community.

The corridor study continues to progress, and preliminary generalized alignments and bridge crossings for U.S. 93 have been identified. The potential alternate routes address safety and environmental concerns of the transportation corridor based on needs presented by the public, study partners, and resource agencies.

The development of the Polson Area Transportation Plan has examined the community's existing transportation system and identified needs to make the transportation system function adequately over the course of the 20-year

planning horizon. The objective of the Transportation Plan is to provide a safe,

functioning, and multi-modal transportation system that can accommodate existing and future travel demands while coordinating with the desires and direction of the community as a whole. The end product of this important planning effort will be a useable Transportation Plan that can help guide infrastructure improvements in the community.

The corridor study and transportation plan newsletters will be available at the following locations:

- City of Polson, 106 First Street East, Polson, MT
- Lake County Planning Department, 106 4<sup>th</sup> Ave East, Polson MT
- CSKT Tribal Land Planning Office, 42487 Complex Blvd, Pablo, MT
- Polson Library, 2 First Ave East, Polson, MT

Community participation is a very important part of the process, and the public is encouraged to attend the public meeting. Opinion, comments and concerns may be submitted orally or in writing at the meeting, by mail to Sheila Ludlow, MDT Statewide and Urban Planning, Project Manager, PO Box 201001, Helena, MT. 59620-1001 . or online at

 $www.mdt.mt.gov/mdt/comment\_form.shtml$ 

Please indicate comments are for the US 93 Polson Corridor Study and/or Polson Area Transportation Plan. MDT and Camp Dresser & McKee (CDM) will collect and consider all public comments to better understand the public view of potential issues and concerns within the corridor.

Future announcements will be made prior to all public events through the local media and the study mailing list. Interested parties are encouraged to join the project mailing list by submitting their name and contact information to Jeff Key at KeyJA@cdm.com.

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Two study websites have been developed and can be accessed at

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/ www.mdt.mt.gov/pubinvolve/polsontransplan/

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jeff Key, CDM, (406) 444-1400 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the meeting. Alternative accessible formats of this information will be provided upon request.

-----end-----

Project name: U.S. 93 Polson Corridor Study & Polson Area Transportation Plan

Polson, Lake County



#### Informational Meeting

Discuss the U.S. 93 Polson Corridor Study and Polson Area Transportation Plan Thursday, February 24, 2011 Presentation: 6:00 P.M. Polson High School Auditorium 1712 2nd Street W., Polson, MT

The Montana Department of Transportation (MDT), Confederated Salish & Kootenai Tribes (CSKT), Lake Co., and the City of Polson will hold its second informational meeting to update the public on the developments of the corridor study and transportation plan, take questions and solicit input from the community on the existing conditions and concerns within the corridor. The U.S. 93 Polson Corridor Study continues to progress and preliminary generalized alignments and bridge crossings for U.S. 93 alternative routes have been identified. The potential alternative routes address safety and environmental concerns of the transportation corridor based on needs presented by the public, study partners and resource agencies.

The corridor study and transportation plan newsletters will be available at the following locations:

- •City of Polson, 106 First St. E., Polson
- Lake County Planning Department, 106 4th Ave. E., Polson
- CSKT Tribal Land Planning Office, 42487 Complex Blvd., Pablo
- Polson Library, 2 First Ave. E, Polson or view the newsletter online at:
   www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/ or

www.mdt.mt.gov/pubinvolve/polsontransplan/

The meeting is open to the public and the community and surrounding area are urged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Jeff Key, CDM, at (406) 441-1400 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT, P.O. Box 201001, Helena, MT 59620-1001 or online at www.mdt.mt.gov/mdt/comment\_form.shtml Please indicate comments are for U.S. 93 Polson Corridor Study and/or Polson Area Trans. Plan.

### US 93 Polson Corridor Study & Polson Area Transportation Plan—Public Meeting No. 2

February 24, 2011

Sign-In Sheet	d.	
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2004 Woodbird wy	Pakon	
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	Polson	0
	- Polson	
36527 Terrace Co		
37510 Powderilla	Polsino	
393411 design Dr	Palcon	
#1 STE AVE W	POLSON ROMECLAKESHORES	STOVE
37263 Pinkerella	PE	/
37895 PordonilaD	r POSON	
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	US-93 Polson	
Polson Area Transport	Corridor	
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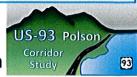
## US 93 Polson Corridor Study & Polson Area Transportation Plan—Public Meeting No. 2

February 24, 2011

#### **Sign-In Sheet**

<u> </u>					
Name	Address	Email			
Becky Dupuis Seen Jerry Laure Unvisti Buffington	1511 Hilkrest	osprey ecenturytelinet			
Gelen Jerry Laure	21+ Eagle Dr				
Christi Buffington	39404 Overlook Dr.	CLEEBUFF@JUNO.COM			
J.					
		4.			





## US 93 Polson Corridor Study & Polson Area Transportation Plan—Public Meeting No. 2

February 24, 2011

	Sign-In Sheet	
Name	Address	Email
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J. DiGialbrando	11	netient@hotmail.com
Pat Delvies	PUBOX 562 Polson	patapolsoneps co
Ali Bronsdon	Blson	editoral onderadvertiser.
Tamara Fisher	39235 Overlook Dr.	the think teacher@bomf
Bill BARROW		
Log Marchelly	214 Mairist	Crownesta century
Al McCrea	900 Shoreline Drive	alvin meere a dyahoo, com
Kindy Ottier	36496 Kidyeway Grt	cindavo@century telo
Fry McGaran	I Webor Ave	ingegavan E. M. C. com
JIM PARTIE JUMMER	102 38 AVEE. MAIL	ING PO BOX1258, POSW
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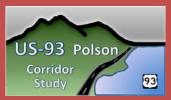
## WELCOME!

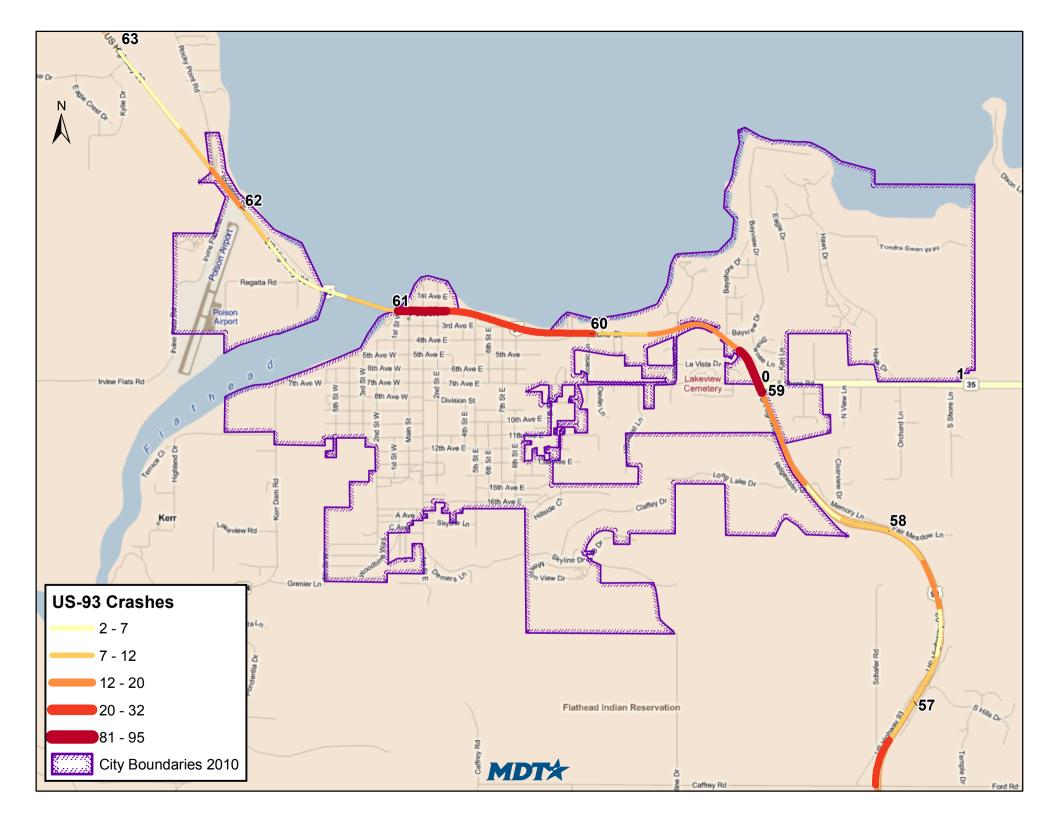


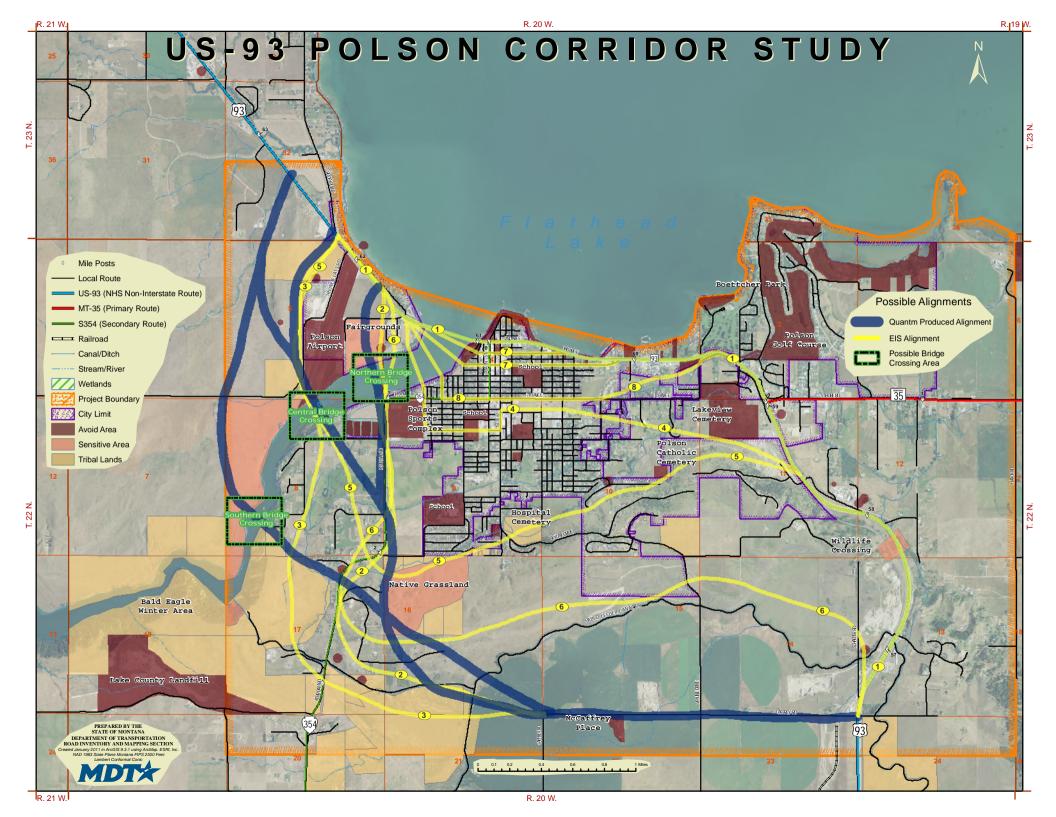
## Thank you for coming!

Your input is greatly appreciated.









# Polson Area Transportation Plan US 93 Polson Corridor Study

**Public Meeting No. 2** 

February 24, 2011









#### Introductions

- Introduction of dignitaries
- Stakeholders
  - City of Polson
  - Lake County
  - CSKT
  - MDT
- ◆ Technical Oversight Committee (TOC)
  - Members in attendance
- Consultant team

## Purpose of this Evening's Meeting

- Polson Area Transportation Plan
  - Intersection Levels of Service (LOS)
  - Comprehensive Safety Statistics
  - Land Use Projections
- US 93 Polson Corridor Study Update
  - Existing Conditions
  - Areas of Concern
  - Needs and Objectives
  - Alternate Routes Under Consideration
- Next Steps
- Questions & Conclusion





# Polson Area Transportation Plan

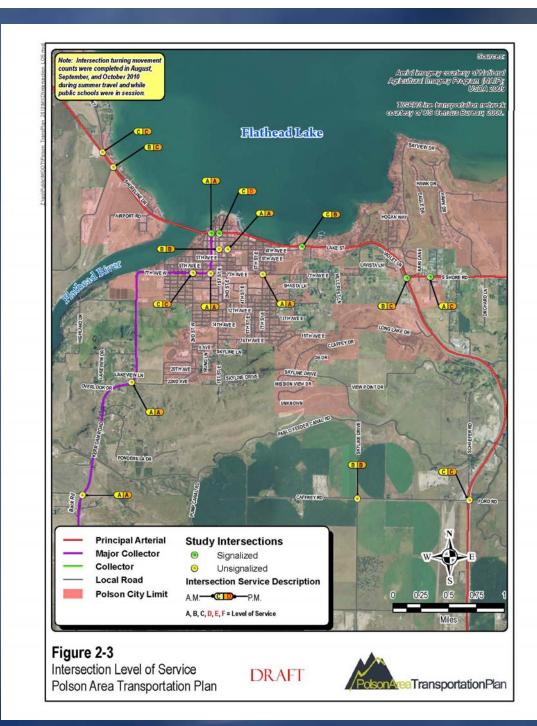
## Polson Area Transportation Plan (Intersection Levels of Service)



## **Existing Intersection Levels of Service**

- 16 intersections counted in summer and fall (2010)
  - 5 signalized
  - 11 unsignalized
- ◆ All operating at an acceptable level of service of C or better <u>except</u> US 93 and 1<sup>st</sup> Street East
  - LOS D during PM Peak
  - May have been affected by closure of Main Street and shift in traffic volumes
- Counts and analysis are valid for the time period observed

# Existing Intersection Levels of Service

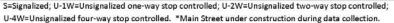


## **Existing Intersection Truck Traffic**

Percentages

Table 2-6
Truck Traffic Percentages

Intersection		AM %	PM %
US 93 & South Shore Road	S	6.6%	3.7%
US 93 (3 <sup>rd</sup> Avenue East) & 4 <sup>th</sup> Avenue East	S	5.8%	3.1%
US 93 (2 <sup>nd</sup> Avenue East) & 1 <sup>st</sup> Street East	S	5.0%	3.5%
US 93 (2 <sup>nd</sup> Avenue East) & Main Street *	S	3.8%	3.7%
South Shore Road (MT 35) & Heritage Lane	S	7.4%	3.2%
US 93 & Rocky Point Road	U-1W	4.3%	4.0%
US 93 & Irvine Flats Road	U-1W	4.9%	5.2%
US 93 & Caffrey Road	U-2W	6.2%	4.4%
4 <sup>th</sup> Avenue East & 1 <sup>st</sup> Street East	U-4W	2.6%	2.0%
4 <sup>th</sup> Avenue East & 2 <sup>nd</sup> Street East	U-4W	0.6%	0.2%
7 <sup>th</sup> Avenue & Main Street *	U-4W	2.7%	0.9%
7 <sup>th</sup> Avenue West & 2 <sup>nd</sup> Street West	U-2W	3.7%	1.4%
7 <sup>th</sup> Avenue East & 7 <sup>th</sup> Street East	U-4W	2.7%	1.9%
Skyline Drive & Caffrey Road	U-2W	12.3%	12.4%
Kerr Dam Road & Grenier Lane	U-1W	5.0%	5.1%
Kerr Dam Road & Back Road	U-1W	9.7%	6.3%





## Polson Area Transportation Plan (Comprehensive Safety Statistics)

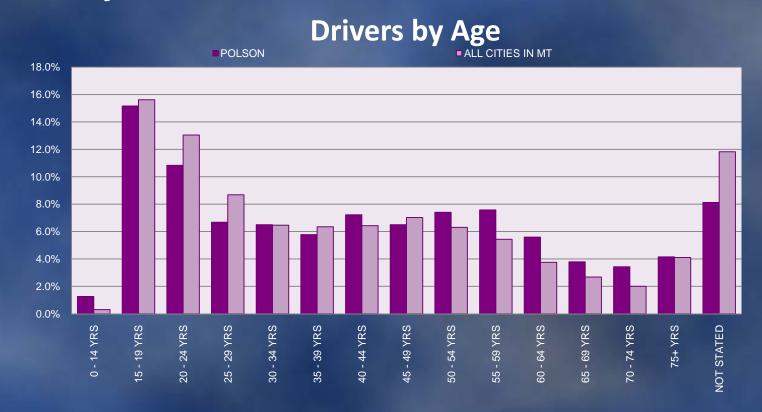


### **Preliminary Data**

- Summarized by MDT from law enforcement crash reports
- ◆ Data from 2005-2009
- Comparison of Polson vs. other cities
- 295 reported crashes in Polson city limits
  - 104 reported injuries

### **Preliminary Data**

 Highest percent involvement in crashes are 15to 19-year-olds



### **Preliminary Data**

- Contributing circumstances of all crashes noted include:
  - Being inattentive
  - Following too closely
  - Failing to yield the right-of-way
  - Driving too fast for conditions
  - Alcohol impairment
  - Unable to properly back up their vehicle.

## Polson Area Transportation Plan (Growth within the Planning Boundary)



#### **Purposes**

- Context for transportation planning
  - Amount of growth (population and employment)
  - Characteristics relevant to transportation
- For this effort
  - Background information developed to allocate future growth
  - Inputs for TransCAD model (# households, # jobs)

#### Limitations

- Uncertainty of small-area forecasts
- Boundaries (Polson city limit, Polson Growth Policy two-mile study boundary, Transportation Plan Study Area)
- Data (Census not available after 2000 for small areas, QCEW data are confidential)
- Annexations

#### **Conditions and Trends**

- ◆ Polson: ~5,000 people; 20% of County total. About 15% of County employment.
- Population and employment growth in Polson and Lake County: ~1-2%/ year on average
- Trends <u>suggest</u>, but do not <u>dictate</u>, a future growth scenario

#### **Factors That Affect Future Growth**

- National and state factors
  - Aging population, shift to service-oriented sectors, westward migration of US population
- **♦ Local factors** 
  - Quality of life; natural amenity
  - Location relative to markets
  - Public policy (land use, infrastructure, economic development
  - Flathead Reservation

### **Projections**

- Polson Growth Policy forecasts
  - Consistent with state trends and forecasts
  - Reasonable basis for long-run planning
- Growth by 2030
  - # households: 20-30 per year (30 40 total in the 2-mile unincorporated boundary)
  - # jobs: 20-40 per year

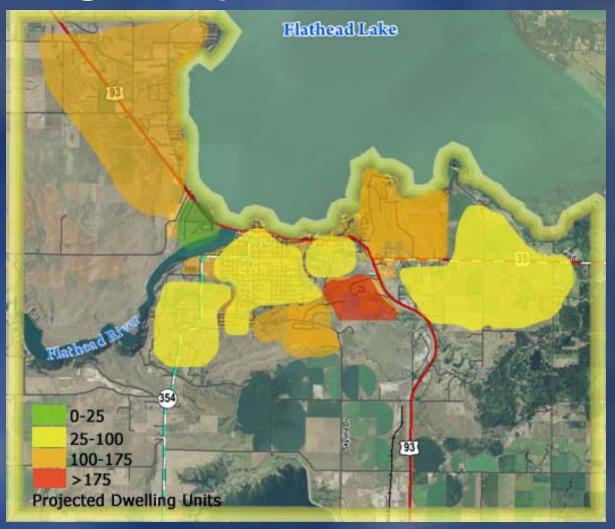
## Land Use Forecasts and Location (Dwelling Units)

- ♦ 620 new dwelling units inside City limits
- 225 new dwelling units outside of City limits and within transportation plan boundary
  - Twenty year planning period (Year 2030)
  - Population forecasts based on average annual growth rate of 1.4 %
  - 2.25 persons per household

## Land Use Forecasts and Location (Dwelling Units)

- Existing platted lots are available and not yet developed
  - Skyline (100 lots)
  - Mission Bay (150 lots)
  - Cougar Ridge (200 lots)
  - Hillcrest (100 lots)
- Constraints to development south of ridge and north of Caffrey Road
- Outside City limits, main expansion areas are to the east and northwest

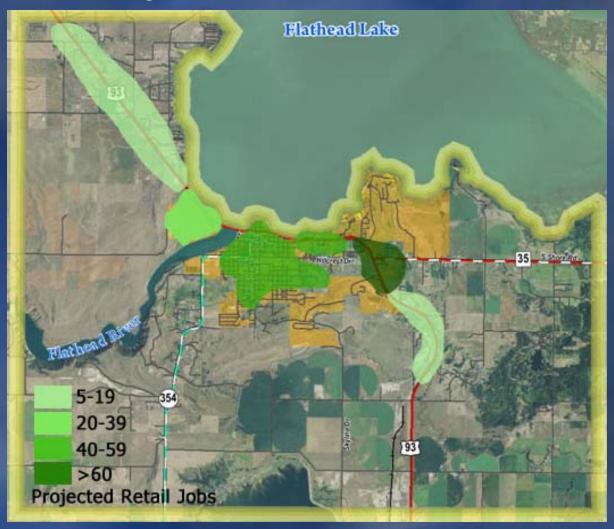
## Land Use Forecasts and Location (Dwelling Units)



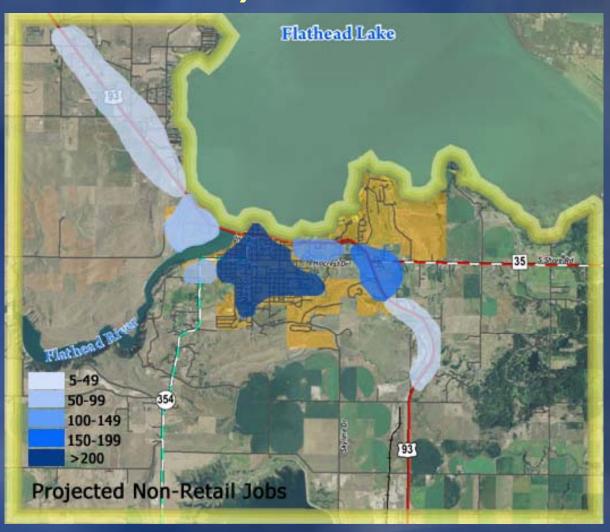
## Land Use Forecasts and Location (Retail and Non-Retail Jobs)

- 250 retail jobs and 850 non-retail jobs <u>inside</u> city limits
- 30 retail jobs and 30 non-retail jobs <u>outside</u> the city limits and within the transportation plan boundary
  - Twenty year planning period (Year 2030)
  - High end growth rate in employment of 1.9% utilized
  - Could be within a range of 1.1% to 1.9%

## Land Use Forecasts and Location (Retail Jobs)



## Land Use Forecasts and Location (Non-Retail Jobs)



### **Next Steps**

- Input land use forecasts into TransCad travel demand model
- Develop short-term and long-term recommendations for transportation system
- Attempt draft prioritization of projects
- Continue community outreach

#### **How to Comment**

- We want your comments about the transportation system and your vision for improvements
  - Comment forms (at meeting)
  - ◆ By email (keyja@cdm.com or sludlow@mt.gov)
  - ◆ Regular mail:

Jeff Key, P.E. (CDM)

50 West 14<sup>th</sup> Street, 2<sup>nd</sup> Floor Helena, Montana 59601

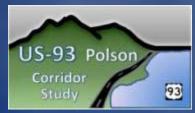
Online at:

www.mdt.mt.gov/pubinvolve/polsontransplan/



## **US 93 Polson Corridor Study**





# **US 93 Polson Corridor Study** (Existing Conditions)

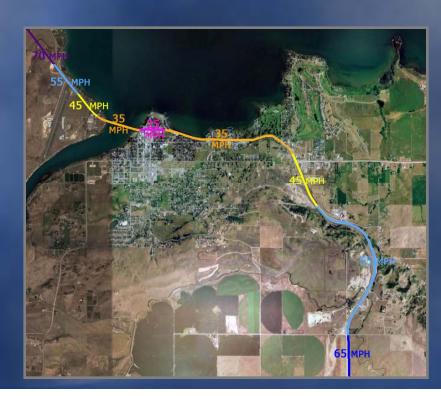


#### **US 93 Corridor - Context**

- Regional link between Idaho and Canada
- Important route between Missoula, Kalispell, and surrounding communities
- Serves multiple uses
  - Tourism traffic
  - Local traffic
  - Regional "thru" traffic
  - Truck traffic

#### **US 93 Corridor – Context**

- Functionally classified as a Principal Arterial (Non-Interstate)
- Posted speeds vary between 25 mph and 70 mph



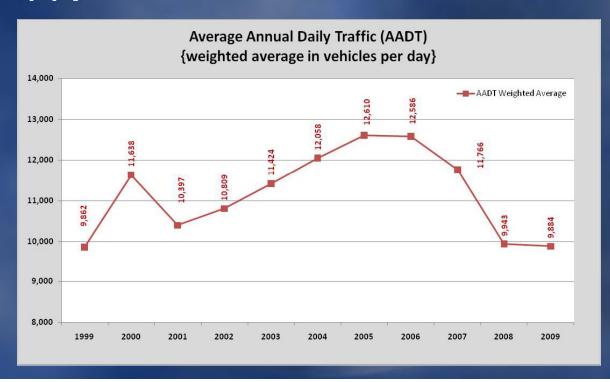
### **Physical Characteristics**

- Four-lane divided highway to four-lane undivided to two-lane with turning lanes
- Recently completed work from Minesinger Trail to MT 35 included:
  - 4-lane roadway
  - Scenic overlook
  - Bike and pedestrian paths
  - Sidewalks
  - Traffic signal
  - Turn bays

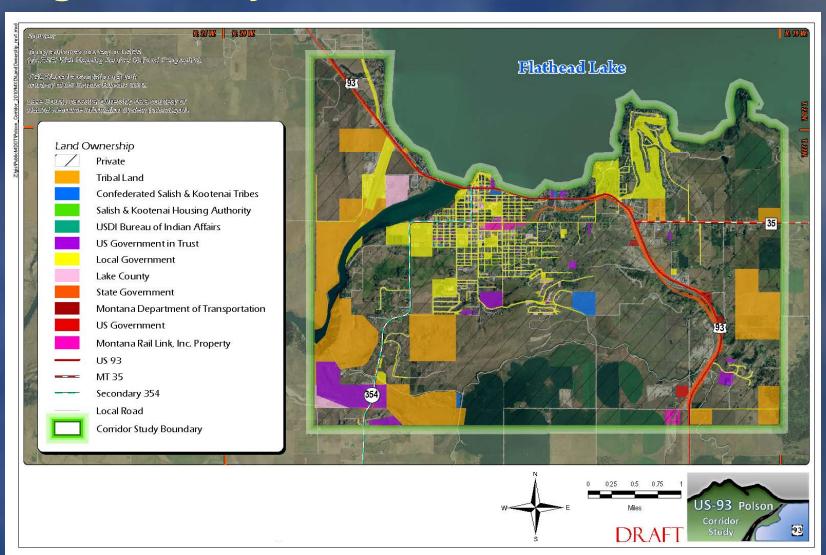


#### **Existing Roadway Users and Traffic Volumes**

- Highest daily traffic volumes occurred in years 2005 & 2006
- Six (6) permanent count locations on US 93



### **Right-of-Way and Jurisdictions**



# **US 93 Polson Corridor Study**(Areas of Concern)



## **Roadway Geometrics**

#### Substandard Geometric Design

Table 2.3 Summary of US 93 Roadway Geometrics				
Design Characteristic	Summary			
Horizontal Alignment	Meets current design standards for design speeds of 45 mph and 60 mph			
Vertical Alignment	Grades of 5.5% to 5.9% exceed 4% maximum			
	Sag k-values of 128.81 and 130.15 are less 136 minimum			
Roadside Clear Zone	Improvement options should be designed to current design standards			
Surface Width	Surface widths of 28', 38', and 39' are less than 40' recommended width			

#### **Surface Width Concerns**

◆ 40' or greater recommended for US 93 (MDT N.H.S. Route Segment Plan Map)

Table 2.5 Existing Roadway Surface Width					
Location	Width (feet)			Travel	
Reference Post (RP)	Surface	Lane	Shoulder	Lanes	
RP 56.500 - 57.362	71	12	8	4	
RP 57.362 - 57.865	71	12	8	4	
RP 57.865 - 57.917	71	12	8	4	
RP 57.917 - 58.361	71	12	8	4	
RP 58.361 - 58.504	71	12	8	4	
RP 58.504 - 58.912	71	12	8	4	
RP 58.912 - 59.174	55	12	3	4	
RP 59.174 - 59.511	39	12	7	2	
RP 59.511 - 60.114	40	12	8	2	
RP 60.114 - 60.724	39	12	7	2	
RP 60.724 - 60.839	59	12	8	2	
RP 60.839 - 61.113	38	12	7	2	
RP 61.113 - 63.000	28	12	2	2	
Source: 2009 Montana Road Log (page 42)					



## **Crash Analysis**

#### Crash rates higher than comparable routes

**Table 2.8 US 93 Crash Statistics (RP 55.0 - 65.0)** (from July 1, 2000 - June 30, 2010)

		NINHS	NINHS				
Statewide Average	South of MT- 35	Irvine Flats		Rural Routes <sup>1</sup>	Urban Routes <sup>2</sup>		
All Vehicles Crash Rate	1.58	2.33	1.32	1.07	5.06		
All Vehicles Severity Index	1.95	1.57	1.86	2.14	1.67		
All Vehicles Severity Rate	3.08	3.66	2.46	2.29	8.48		
Commercial Vehicles Crash Rate	2.63	4,44	1.05	0.90			
Commercial Vehicles Severity Index	1.88	1.22	1.00	2.34			
Commercial Vehicles Severity Rate	4.94	5.42	1.05	2.11			
Commercial Vehicle Crashes	8	18	4				
All Vehicle Crashes	73	256	79				



Denotes "urban" segment of US 93

## Crash Data per Quarter-Mile





#### **Access Points**



◆ 131 Access Points (Density = 20 access points/mile)

Table 2.10 Access Points along US 93						
Reference Post (RP)	North/East of US 93		South/West of US 93		Total	
	No. Accesses	Density (access/mi)	No. Accesses	Density (access/mi)	No. Accesses	Density (access/mi)
56.5 to 57.0	2	4	2	4	4	8
57.0 to 57.5	1	2	0	0	1	2
57.5 to 58.0	0	0	1	2	1	2
58.0 to 58.5	1	2	1	2	2	4
58.5 to 59.0	1	2	1	2	2	4
59.0 to 59.5	8	16	4	8	12	24
59.5 to 60.0	16	32	11	22	27	54
60.0 to 60.5	8	16	20	40	28	56
60.5 to 61.0	13	26	<b>2</b> 3	46	36	72
61.0 to 61.5	2	4	3	6	5	10
61.5 to 62.0	3	6	4	8	7	14
62.0 to 62.5	2	4	1	2	3	6
62.5 to 63.0	1	2	2	4	3	6

# US 93 Polson Corridor Study (Needs and Objectives)



### **Needs and Objectives**

- Variations from 1995 EIS needs and objectives (\*)
- Used to develop <u>screening criteria</u> for potential alternate route(s)

### **Need Number 1: System Linkage**

Preserve US 93 as a principal arterial.

#### **Objective**

- Maintain connections to other Montana communities.
- Maintain connections to other major highways.



## **Need Number 2: Transportation Demand and Operations**

Accommodate existing and future transportation demand on US 93 through the planning horizon of the year 2030.

#### **Objectives**

- Maintain a level of service (LOS) B or better (rural principal arterial.
- Maintain a level of service (LOS) C or better (urban principal arterial. \*
- Acknowledge the increase in non-motorized travel.

### **Need Number 3: Roadway Geometrics**

Provide a facility that accommodates the diversity of vehicle types.

#### **Objectives**

- Provide appropriate lane configuration(s) to accommodate vehicle demand.
- Provide for unique turning movements and grade requirements for specialized vehicles.
- Improve the road surfacing widths to meet current MDT design criteria.
- Provide for bridge widths that meet current MDT design criteria.
- Provide modifications to the roadway horizontal alignment and vertical alignment to meet current MDT design criteria.

## **Need Number 4: Safety**

Improve the safety of US 93.\*

#### **Objectives**

- Provide adequate clear zones along US 93 and provide urban roadway features.
- Manage public access points and private approaches.



## **Need Number 5: Livability & Connectivity**

Reduce conflicts by enhancing connectivity and minimizing impacts within the US 93 corridor.

#### **Objectives**

- Minimize impacts to existing neighborhoods. \*
- Minimize impacts to environmental, sensitive and recreational resources, including trails. \*
- Be responsive to land use plans and future transportation needs. \*

#### **Need Number 6: Truck Traffic**

Minimize the impacts of US 93 thru truck traffic.

#### **Objectives**

- Provide appropriate signage to direct thru truck traffic.
- Minimize the number of vertical grade changes for thru truck traffic.
- Provide acceptable travel times with minimal delay for thru truck traffic.

## **Other Potential Objectives**

Be responsive to long-term maintenance requirements.\*

Limit construction disruption as much as possible.\*

Community preference.

# US 93 Polson Corridor Study (Alternate Routes Under Consideration)

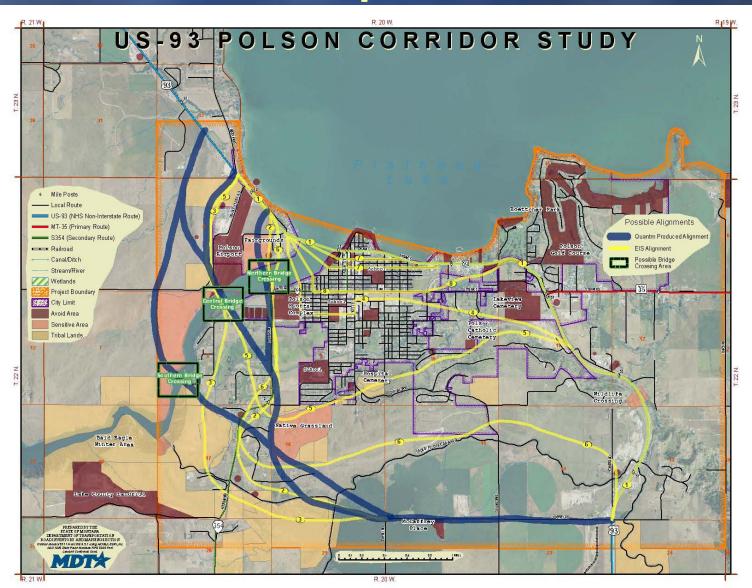


# **US 93 Polson Corridor Study**

## **Quantm Analysis**

- Three trend areas identified via Quantm
  - Southern bridge crossing
  - Central bridge crossing
  - Northern bridge crossing
- Four EIS alignments also analyzed in Quantm (EIS 2, 3, 5 and 6)
- Four EIS alignments examined not in Quantm (EIS 1, 4, 7 and 8)

## **Alternate Route Options**



## **Southern Bridge Crossing**

- Northerly tie-in between Stone Horse Drive and Rocky Point
- Farthest westerly alignment
- Stays clear of airport runway influence
- Can be located within corridor study area
- Highest bridge crossing of three crossing areas

Estimated range of costs: \$37.0 - \$47.2M

## **Central Bridge Crossing**

- Two potential northerly tie-in points:
  - Between Stone Horse Drive and Rocky Point
  - Directly opposite Rocky Point intersection
- Utilizes a portion of Kerr Dam Road
- Aligns west of the Polson airport property

Estimated range of costs: \$36.0 - \$43.5M

\*Preliminary construction cost estimate for discussion purposes only.

(Costs provided by Quantm)

\*Costs do not include preliminary engineering (PE), construction engineering (CE), utility relocation, impact to structures, and/or ICAP

## **Northern Bridge Crossing**

- Northerly tie-in closer to town, between Irvine Flats Road and existing western bridge end
- Closest alignment to town
- Follows Kerr Dam Road before crossing Flathead River
- Traverses through Fairgrounds property

Estimated range of costs: \$33.0 - \$39.1M

\*Preliminary construction cost estimate for discussion purposes only.
(Costs provided by Quantm)

\*Costs do not include preliminary engineering (PE), construction engineering (CE), utility relocation, impact to structures, and/or ICAP

## **EIS Alignments**

- Eight alternate routes from 1995 EIS
- Must be screened with new alternate routes developed from Quantm
- Must satisfy corridor needs and objectives

## **Quantm Alignment Fly-over Video**



Note: Elevations have been exaggerated to help illustrate topography.

## **Next Steps**

- Screen potential alternatives per corridor needs and objectives
- Rank potential alternatives per screening
- Continue community outreach
- Work with TOC and stakeholders to identify alternate(s) to carry forward for additional study

#### **How to Comment**

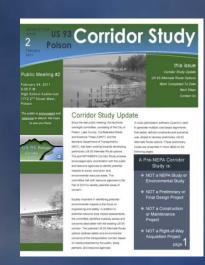
- We want your comments about the corridor and the preliminary alternatives
  - Comment forms (at meeting)
  - ◆ By email (<u>keyja@cdm.com</u> or <u>sludlow@mt.gov</u>)
  - ◆ Regular mail:

Jeff Key, P.E. (CDM)

50 West 14<sup>th</sup> Street, 2<sup>nd</sup> Floor Helena, Montana 59601

Online at:

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/



### Conclusion

Questions?



#### **CDM**

50 West 14<sup>th</sup> Street, 2<sup>nd</sup> Floor Helena, Montana 59601 Tel: 406-441-1400 Fax: 406-449-7725

#### US 93 Polson Corridor Study Polson Area Transportation Plan

Public Meeting No. 2 (Notes)

Thursday, February 24, 2011 6:00 p.m. – 8:00 p.m. Polson City Library – Community Room



#### INTRODUCTION

The second public meeting for the US 93 Polson Corridor Study and Polson Area Transportation Plan was held on Thursday, February 24, 2011 from 6:00 pm to 8:00 pm, at the Polson High School Auditorium. The purpose of the meeting was to update the public on the progress of the corridor study and transportation plan, take questions, and solicit input from the community on concerns. The following Technical Oversight Committee (TOC) members were present at the meeting:

■ Shane Stack (MDT)

Sheila Ludlow (MDT)

■ Bill Barron (Lake County)

In addition, Pat DeVries (Polson City Mayor) was in attendance. A total of 38 members of the public attended this second public meeting. This number does not include those individuals on the Technical Oversight Committee noted above.

Welcome and opening remarks were made by Jeff Key.

#### **PRESENTATION**

Jeff Key kicked off the meeting with a PowerPoint presentation updating the public on the progress of the Polson Area Transportation Plan, as well as the US 93 Polson Corridor Study.

The Polson Area Transportation Plan portion of the presentation highlighted existing intersection levels of service, percentages of truck traffic, comprehensive safety statistics, and projected growth within the study area. The US 93 Polson Corridor Study segment of the presentation focused on existing corridor conditions, areas of concern, crash data, corridor needs and objectives, and alternate routes under consideration.



The PowerPoint presentation is available on the study websites at: www.mdt.gov/pubinvolve/polsoncorridorstudy/ & www.mdt.gov/pubinvolve/polsontransplan/.

#### **OPEN DISCUSSION**

After CDM's presentation, the floor was open for any questions, comments, or concerns. The discussion items evolving from the meeting are presented below (CDM response is summarized in *italicizes*):

- If MT 35 is a scenic highway, would we see an increase in truck traffic on US 93?
- Quantm generated new bridge crossing locations.
- o Lake County has extensive GIS information available for use.
- The study area boundary has limitations set by the 1995 EIS and study partners, from Reference Post 56.5 to 63.0. What about including Reservoir Road in the boundary?
- o The railroad tracks north of the transfer station are an issue.
- The new transfer station will be a factor. The transfer station did not exist during the 1995 EIS.
- How do Tribal Trust and Tribal Lands play into this? Everything should have equal weight. "Community Preference" refers to city, county, tribe, and public input.
- o "More weight" refers to more preference.
- o Improvements along 7<sup>th</sup> Avenue would be good.
- Consider the area from Cougar Ridge west to the hospital.
- The old bridge was north of the existing bridge.
- How will parking be addressed? Ideas for parking will be presented in the transportation plan.
- Look at the 1910 Bridge location.
- o What will come next?
  - This is a multi-year study. If the results of this corridor study conclude that an alternate route is feasible, the next step would be to identify a funding source



and initiate the environmental process (NEPA). There is no commitment today to carry forward an alternative route(s) into the NEPA process.

- Lines on a map affect property values.
- o What documents are available for public viewing?
  - o 1995 EIS is a very large document. Appropriate availability will be determined.
  - o The 2001 Re-evaluation of the Final Environmental Impact Statement
  - o The Environmental Scan will be made available on the study website.
  - The Existing and Projected Conditions will be made available on the study website.
  - o The initial list of screening criteria will be made available on the study website.
- What is the cost estimate for improving the existing US 93? It is a cheaper option, but will be followed-up with a preliminary cost estimate.
- How can someone identify all 12 alignments? If someone wants to comment on an alignment, how should they be identified?
  - o The yellow routes are EIS alignments and numbered.
  - The blue routes can be identified by the location of the bridge crossing (southern, central, and northern).
- o Is the Lake County GIS database enough to acquire addresses? This will be checked and verified. The most current information available will be used.
- Hybrid alignments (combinations of multiple routes) can be evaluated. Written comments on specific hybrid alignments are encouraged and recommended.
- A member of the audience stated that an unofficial survey he prepared asked people, "If a bypass was constructed, would you stop in Polson?" The results suggested that people indicated (2 to 1) they would not stop in Polson.
- Another unofficial poll from the community member resulted in a higher rate of people not stopping in Polson if they were traveling on MT 35 west to Polson.
- How exact are the alternate routes? The routes are not precise for this high level analysis. The routes are represented more as "swaths" of a general area.



- Will the Transportation Plan include development allowed along an alternate route?
   No, the Corridor Study will defined the intent/expectation for access control, as solving this with access resolutions is a design level detail outside of the scope of this study.
- There is access control along the existing highway.
- The "blue lines" (Quantm generated) on the map are approximately 300 feet in width. They are preliminary "swaths".
- There is no standard right-of-way width. For a two-lane highway, the general ROW width is 100 to 110 feet.
- Look into the Ronan couplets (they are evaluating a couplet?). Is there a community
  interest for a one-way couplet?
- Has thought been given to a substantial highway structure through town? This is not envisioned in town. Quantm generated alternate routes that incorporated tunnel structures. However, this is a very costly option.
- Has consideration been given to a north/south connection with Caffrey Road near 1<sup>st</sup>
   Street? This has been discussed, including 1<sup>st</sup> and Main one-way couplet.
- Will the fly-over video be available on the website? There will be follow-up on this, as the file size is very large. CDM is willing to put the video on a CD and mail it to interested individuals.
- O Does the NEPA process take us back to square one? This Corridor Study is a pre-NEPA study that evaluates alternate routes based on cost, community preference, and other parameters. If money becomes available for the improvements, and if the result of this study concludes that the local stakeholders can agree on one route, then the next step would be to enter the full NEPA process. However, alternate routes screened in this study do not have to be carried forward in to the full NEPA process, but may be re-evaluated to ensure appropriateness and applicability of the pre-NEPA screening.
- Do Polson businesses rely on thru-traffic or passers-by? Or do businesses rely on destination traffic? There is no answer at this time, but studies are required during the full NEPA process.
- An unofficial survey was conducted by a member of the audience with the conclusion that approximately half of the traffic on US 93 is thru-traffic. If there is a "bypass", traffic needs to be slowed down in order to attract visitors to Polson.



- Polson needs to decide on what their downtown wants to become, whether it be a "pass-thru" or "destination" community.
- The intersection of the "bypass" and existing US 93 will either help or hurt Polson. *The type of intersection has not been determined, but there are potentially several options including a roundabout, signal, or interchange.*
- What if two alternate routes are chosen and there is no money? What happens? At the end of this study, the governing bodies should be in agreement with the final pre-NEPA report. There is potential to plan right-of-way and development around the results of this corridor study. A good example is 19<sup>th</sup> Street in Bozeman.
- Super Walmart has approved property that does not show up on the map of alternate routes.
- o The southern bridge crossing should consider the location of the pump station.
- o In regards to the central bridge crossing impacting Ponderilla, what can be said about property value discussion? Access will not be cut-off from existing roads. This is a design level detail.
- o An access control decision needs to be made including impacts to existing roads.
- o Is doing nothing an option? How did all this happen? Does the public have a say?
  - Yes, doing nothing is an option. This pre-NEPA study has been agreed upon and pursued in conjunction with the City of Polson, Lake County, CSKT, the state of Montana, and the Federal Highway Administration. Public input and participation is highly encouraged.
- Consideration should be given to noise pollution and exhaust from truck traffic in residential neighborhoods. This could be a potential screening factor.
- An example was presented: If the community likes the 7<sup>th</sup> Avenue improvement option, but it does not meet MDT standards, how does this affect funding?
  - There is potential for Polson to become classified as an urban area as a result of the 2010 census. This reclassification is anticipated by MDT, and there is potential funding for urban cities.



#### CONCLUSION

The meeting ended at 8:00 PM. Written comments are highly encouraged and can be submitted by mail, email, or online:

Mail to:

Jeff Key, P.E. (CDM)

50 West 14<sup>th</sup> Street, Suite 200

Helena, Montana 59601

By Email:

KeyJA@cdm.com

SLudlow@mt.gov

Online at:

www.mdt.mt.gov/pubinvolve/polsontransplan www.mdt.mt.gov/pubinvolve/polsoncorridorstudy



#### US 93 Polson Corridor Study & Polson Area Transportation Plan—Public Meeting No. 2

February 24, 2011

Ver	Sign-In Sheet	4
Name	Address	Email
CR. Blem	38196 Ponderilla De	cblem Evcu. edu
Leann Blem	38196 Ponderilla Dr	Iblem@vcu.edu
DON Mortan	2004 Woodbird wy	Pokon
Richa Sur Newto	n 37951 Ponderilla	Dr. Polson snewtonoxake go
Robert E. Radtki	. 309 DoMors Ln	Polson
DAN EASTMAN	38306 Porterilla D	4 POISON
Jim McLinn	5 36529 TEVILLE CO	
Make Wint	37510 Ponderilla	Polsino
Paul & Sisan, Bruspens	m 39341 Lakeyiau Dr	Polson
Ropy Horwing	#1 STE AVE W	POLSON ROM CLAKESHORESTO
Felol Doin	37263 Ponderella	PW
Horne Honal	37895 Pordonila I	Dr Palson
Mork Porter	38020 Ponderilla [	
ELSA Duford	905 15 th Ane. E.	Pakson
Brown Maryich	90) Sth Are B	POISN
- None Lounn	37638 PONDERICA DR.	3.
Mule House	36201 ACRE VITE	Polso
Stickel	PKy 17 Rd-	Poison
John Heglie	1.0.130 7.444	Polson
The Whitlocks	39576 Runes Cas	ally roison
		US-93 Polson
	PolsonAreaTransport	Complete Com



## US 93 Polson Corridor Study & Polson Area Transportation Plan—Public Meeting No. 2

February 24, 2011

	Sign-In S	heet	
Name	Address	Email	
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J. DiGialbourdo	11		hotmail.com
Pat DeVice			po Sovepas, ca
Ali Bronsdo	0/	1	onderadvertiser, Co
Tamara Fishe		-look Dr. thethin	Kteacher@bomfe
Bill Bracen			
Loca Mard	all 214 Main	15x crown	VESTA CENTURY
Al McCrea	900 Shorel	15 x Crow,	erea a yahoo com
Kindy Ottien	36496 Kidge	way Crt cindar	o@century telas
Try McGarar	1 Walnut Ad	e inner	man Qua Sidom
JIMY HRTIE JUN	MER TOZ 38 AVE	E. (MAIAING \$ PO.	BOX1258, POBW
			JS-93 Polson
	PolsonArea	TransportationPlan	Corridor Study 23
	10.6		



## US 93 Polson Corridor Study & Polson Area Transportation Plan—Public Meeting No. 2

February 24, 2011

	Sign-In She	et
Name	Address	Email
Becky Dupuis	1511 Hilkrest	ospreyecentumtelinet
Selen Sperry Lac	1511 Hilkvest  LILEAGE Do  39404 Overlook Dr.	
Christi Butting	ton 39404 Overlook Dr.	CLEEBUFF@JUNO.COM
	-	
	PolsonAreaTran	us-93 Polson Corridor Study



→ 1 Truck Traffic?

Quantm → New Bridge
Crossings

Lake Cty GIS available #
Used

Deandary Limitations

→ Reservoir Rd?

RP 56.5 - 63.0

→ Project Partner Decision

DR. Tracks Issue
(Nof Transfer Station)

DNEW Transfer Station
(1995 EIS-No Station)

Will be factored

Tribal Trust & Lands pluy in?

Inow all are equal weight

Community Preference =

city, county, tribe & public

More weight = more preference

The Ave improvements = good

Cougar Ridge - west to hospital

DBridge North of existing
DParking-mill present ideas
D1910 Bridge location
DWhat mill come next?
-Multi-year, \$
-Environmental Process (NEPA)
-No commitment today
to carry forward into
NEPA process
-Money Availability?
-Agree on one route?

Dlines on map affect
property values

Documents Available?
-1995 E1S-TBD
-E-Scan-> Website
-Existing & Projected
Conditions-> Website
-Screening Criteria varies
Ginitial list will be posted
Cost estimate for improving
existing 93 — follow up
Cohenpur)

D How to identify all
12 alignments?

-yellow (EIS) are numbered.

-blue = Southern, Central.

Northern Bridge Xing

D Cty GIS database enough

for addresses?-Needs to

be checked & Verified

-use most current

DEValuate hybrids-comment!

Survey: if bupass, would
you stop in Polson?

2:1 = Not Stop in Polson

I MT35 -> Polson (Trate)

I How exact is alt. route?

-not precise, high level
analysis, "Swaths"

I TP include development
allowed along route? -No, but
CS will plant seed to
access control
Ly Project Design

□ Access Control on
existing highway

□ "Blue lines" ~ 300' on map
- prelim. "Swaths"

□ ROW math = no Standard

2-Lane ~ 100'-110'

□ Ronan couplets
- one-way couplet?

□ Huy. Structure through town?
- not envisioned in town

- Alf. route "tunnels"
- ↑\$

DN/S Caffrey near 1st?
-Been Discussed
-1st Main-one-may couplet

Flyover -> Website?
-large size
-can CD & Mail

NEPA process back to square?
-evaluate cost, public
-carry forward routers)
-Money available -> NEPA process
-pre-NEPA

Destination traffic?

No answer now-need an answer for NEPA

Survey: ~ 1/2 traffic is thru

- If bypass, need to slow traffic down to attract visitors

IPOKSON needs to decide what their downtown mants to be.

I Intersection of "bypass" \$

US 93 may either help or

hurt Polson

-Roundabout?

-Signal?

-Interchange?

I 2 routes chosen \$ no money?

-governing bodies agree \$ have

document → Plan Row \$

development

-Ex: 19th Street Buzzman

Super Walmant—approved property

Distant Bridge Xing Pump
Station

Central Xing -> Ponderilla
-property value discussion?
-access not cut off
from existing road
-design level detail

Distant Pumpacts to existing roads
Distant putting an option? Yes.
-How did all this happen?
-Does public have a say?

From trucks in residential

Cummunity

Soreening criteria?

Ex: Community likes 7th, but

doesn't meet MDT standard—

affect funding? anticipated

affect funding? anticipated

(potential funding)

From:

Charles R Blem/FS/VCU

To:

KeyJA@cdm.com

Cc:

mark.potter@flbs.umt.edu

Date:

Wednesday, February 23, 2011 01:35PM

Subject: US 93 Polson Corridor study

I have recently become aware of new alternative routes for a proposed Rt. 93 bypass of Polson. My comments must be prefaced with the observation that at least two of these choices passes near or through my house, which I would not have built had I known of their possibility. Earlier choices were known to me in 2005 and at that time I had no preference and frankly felt it wasn't my business to influence choices for people resident here longer than me. Adding the new routes after 15 years does not appear to be good planning. What were the first 15 years for?

I have a few comments that I hope are more constructive than critical.

- 1. The proposed blue lines are very crude and not as specific as the yellow choices. Why
- 2. As a former consultant with some computer expertise, I wonder if the people who constructed the blue routes knew they were going through residential properties when non-residential choices were available (garbage in, garbage out). All of the houses in my immediate neighborhood are 5-6 years old. Did the program recognize that they existed? (Google Earth doesn't seem to know it.)
- 3. In an environment where public expenditures of money are closely watched and critically important to balance the budget, why did the blue lines cross residential areas when existing roadways provide cheaper choices? For example, at the (already present) stoplight on 93, a route could follow Reservoir Road to Kerr Dam Road and essentially follow 3-4 of the proposed choices and cost very little in land acquisition. Furthermore, road maintenance costs would be increased very little beyond a bit more attention to the improved road. A turn at a stoplight seems likely in any choice. I recognize the railroad track is crossed with this choice, moving the end of the track of few hundred yards seems to be a very small problem for a railway on which trains are rarely seen.
- 4. Blue line routes pass through some pretty fair wildlife corridor. At least 19 species of raptors have been observed on Ponderilla ridge in the past five years and the ridge appears to be a hawk flyway in the fall. Mule and whitetail deer pass through the area nearly every day. Red foxes and coyotes have had dens here.

I appreciate your reading my thoughts and look forward to the meeting on Thursday.

Charles and Leann Blem 38/96 Pondenila Dr. Polson, MT. 5-9860

http://oak2w.vcu.edu/usermail6/cblem.nsf/(%24Sent)/0659738C0B8EA4B8852578400071... 2/23/2011





News 2

June 20, 2011

#### FOR IMMEDIATE RELEASE

For more information:

Lori Ryan, Public Information, MDT, (406) 444-6821

#### Informational meeting scheduled to discuss the U.S. 93 Polson Corridor Study

Polson – The Montana Department of Transportation (MDT), in partnership with the Confederated Salish and Kootenai Tribes (CSKT), Lake County, and the City of Polson, is holding the final informational meeting on the U.S. 93 Polson Corridor Study. The meeting will be held on Wednesday, June 29, 2011, beginning at 6:00 p.m. at the Polson High Auditorium, 1712 2<sup>nd</sup> Street West, Polson, MT. The purpose of the meeting is to present the Draft Study, and allow for community discussion on the draft

Opinion, comments and concerns can be shared orally or in writing at the meeting, by mail to Sheila Ludlow, MDT Statewide and Urban Planning, Project Manager, PO Box 201001, Helena, MT. 59620-1001, or online at

www.mdt.mt.gov/mdt/comment form.shtml

Please indicate comments are for the U.S. 93 Polson Corridor Study.

The U.S. 93 Polson Corridor Study near Polson, Montana, in Lake County, was initiated to analyze existing data to determine current and future deficiencies and needs within the corridor and to look at the feasibility of an alternate route to U.S. 93.

The draft of the Corridor Study will be made available on June 24, 2011, for review and comment. Copies of the Draft can be accessed via the study website at: www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/. Hard copies of the report and newsletters will be available at the following locations:

- City of Polson, 106 First Street East, Polson, MT
- Lake County Planning Department, 106 4<sup>th</sup> Ave East, Polson MT
- CSKT Tribal Land Planning Office, 42487 Complex Blvd, Pablo, MT

• Polson City Library, 2 First Avenue East, Polson, MT

News

MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any service, program or activity of our department. If you require reasonable accommodations to participate in this meeting, please call Jeff Key, at (406) 447-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or 1-800-335-7592, or call Montana Relay at 711. Accommodation requests must be made at least 48 hours prior to the meeting. Alternative accessible formats of this information will be provided upon request.

end----Project name: U.S. 93 Polson Corridor Study

Polson, Lake County



#### Informational Meeting

Discuss the U.S. 93 Polson Corridor Study Wednesday, June 29, 2011 Presentation: 6:00 P.M. Polson High School Auditorium 1712 2nd Street W., Polson, MT

The Montana Department of Transportation (MDT), Confederated Salish & Kootenai Tribes (CSKT), Lake Co., and the City of Polson will hold its third and final informational meeting to update the community on the development of the corridor study, present the Draft Study, take questions and comments from the community on the existing conditions and concerns within the corridor. The U.S. 93 Polson Corridor Study continues to progress and preliminary generalized alignments and bridge crossings for U.S. 93 alternative routes have been identified. The potential alternative routes address safety and environmental concerns of the transportation corridor based on needs presented by the community, study partners and resource agencies.

The draft of the U.S. 93 Polson Corridor Study will be available on June 24, 2011, at the following locations:

- City of Polson, 106 First St. E., Polson
- Lake County Planning Department, 106 4th Ave. E., Polson
- CSKT Tribal Land Planning Office, 42487 Complex Blvd., Pablo
- Polson City Library, 2 First Ave. E, Polson or view the newsletter online at: www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/ or

www.mdt.mt.gov/pubinvolve/polsontransplan/

The meeting is open to the community and area residents are urged to attend. MDT attempts to provide accommodations for any known disability that may interfere with a person's participation in any department service, program or activity. For reasonable accommodations to participate in this meeting, please contact Jeff Key at (406) 441-5000 at least two days before the meeting. For the hearing impaired, the TTY number is (406) 444-7696 or (800) 335-7592, or Montana Relay at 711. Alternative accessible formats of this information will be provided upon request.

Comments may be submitted in writing at the meeting, by mail to Sheila Ludlow, Project Manager, MDT, P.O. Box 201001, Helena, MT 59620-1001 or online at www.mdt.mt.gov/mdt/comment\_form.shtml Please indicate comments are for U.S. 93 Polson Corridor Study.

## US 93 Polson Corridor Study Informational Meeting No. 3

June 29, 2011

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	Sign-In Sho	eet		
Name	Address	Ema	ail	
TON; YOUNG	39301 OVERLE	DOKAL to	oni young & Centur	tel.
BUCK YOUNG	393010VERLO	ok or	0,10,,	
Harvy Ham H.	1 37895 Ponde	rdla Dr		
BONN NODLE	793820VENLO	OKOR.		
Arnis bomke	34558 U.S. Hwy 92	2000 11 12 12		
Lucila Comke	( )			
Denniz Johns	en 36665 Highlan	d CRt.		
Michael Weivoda	508 22nd Auci. As			
David / Marta	Whitlock 39576	Pump (	Conal Rd	
Hannly Jare	cki 28517 Rocky	Pt Boa	d	
Susan Menst	37951 Ponderilla	D. Polson	, net	
Rob Mc Donald	39393 Overlook A	math	robertmc Ocskt. org	
LINDA NOBLE	39382 0001000	Dr. nob	(220100 potencil com	
John Hegle	POBOX MM M POP	on, mi he	glandere knowyzel, nei	
Carol Land	6 30822NDA	N can	oldaniels 11 @ yakoo	, Ce
Jan Rogers	39241 OVERLOOM	DR	V	~
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## US 93 Polson Corridor Study Informational Meeting No. 3

June 29, 2011

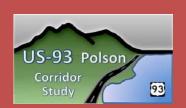
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(varid B)	IR	11	11 0
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Dave Mille	ev	39562 Riversel Teny	
Tamara Fishe	γ-		the think teacher @ bomfuso
Mikehies		BUY 1689 Polson	
Grea He Hz		38258 Pinewood Dr Pol	son moodyse cyberportinet
Mike Lemm	\ .	39247 Overlock Dr	mepitch forks e center Tel
Peter M	,	308 22WAVE	W Praviels87-05
Gayle Sien	we'r	Bex 654	Polen
Sam Boyle		304 9th-Ave-west	Polson
Nate Buffing	for	39404 Overlook Dr	but fing ton christiagmail.
Lissa Peel		37507 Schafer Rd	1,55apecskt.org
Rob Hankins		36958 Adalissa Crt	chankins @ Polson. K.
PRIJER GLAITH	8/	173 CLARFFRY DR	poul@cyberpartaget
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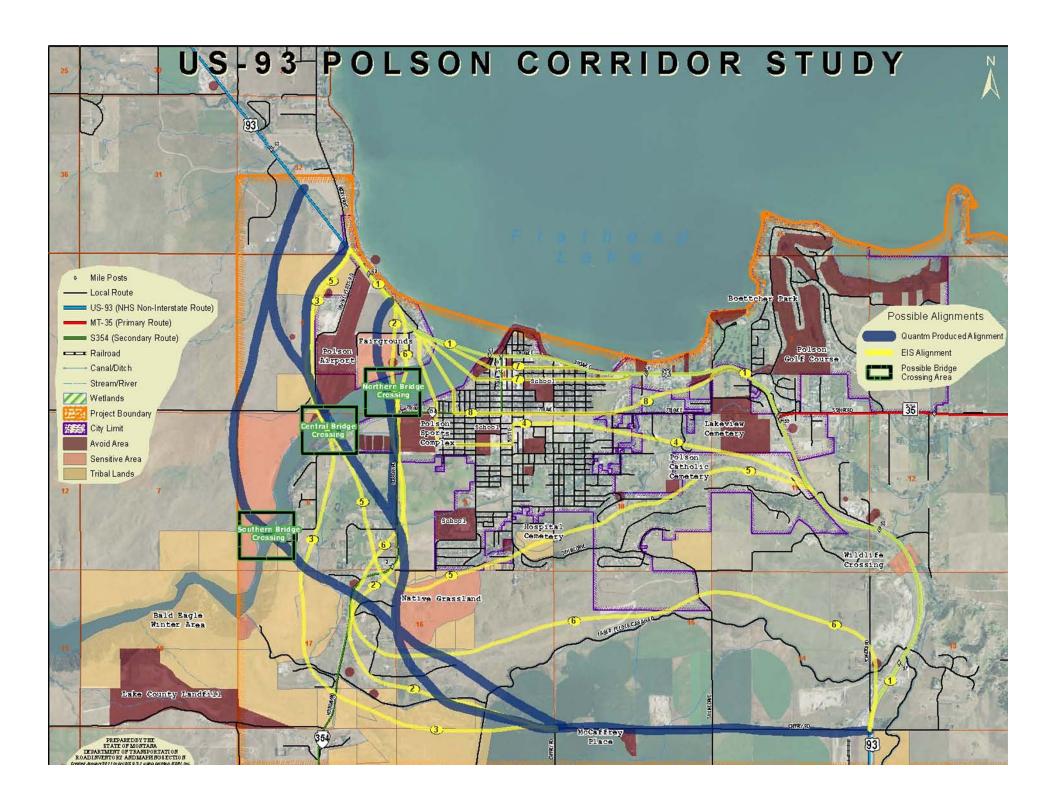
## WELCOME!

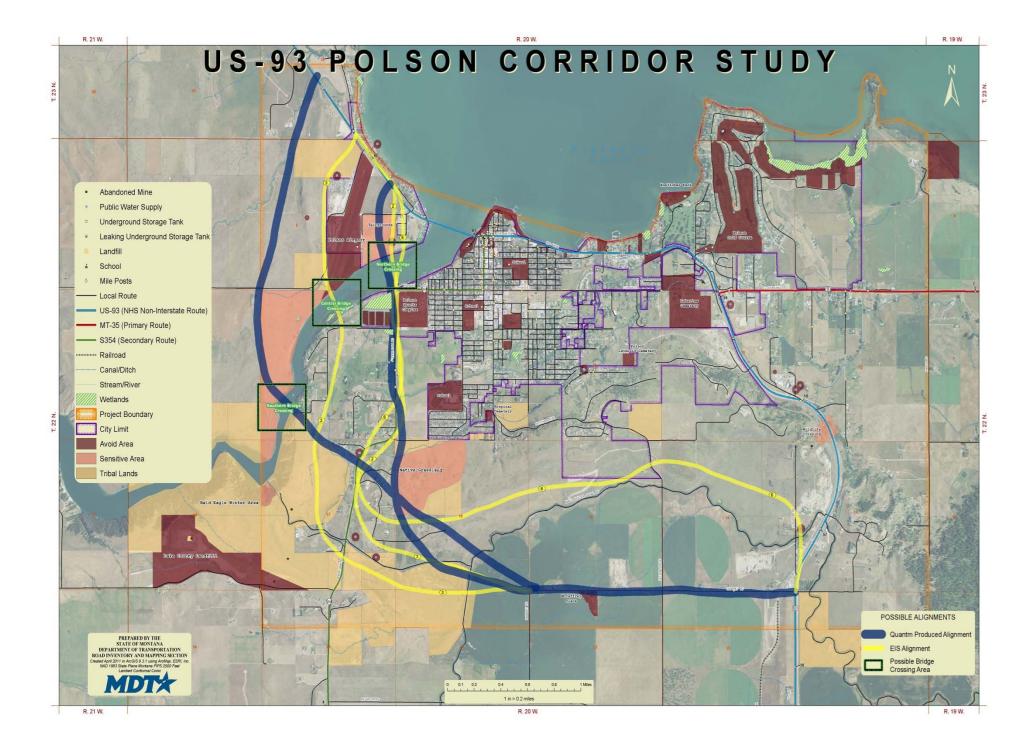


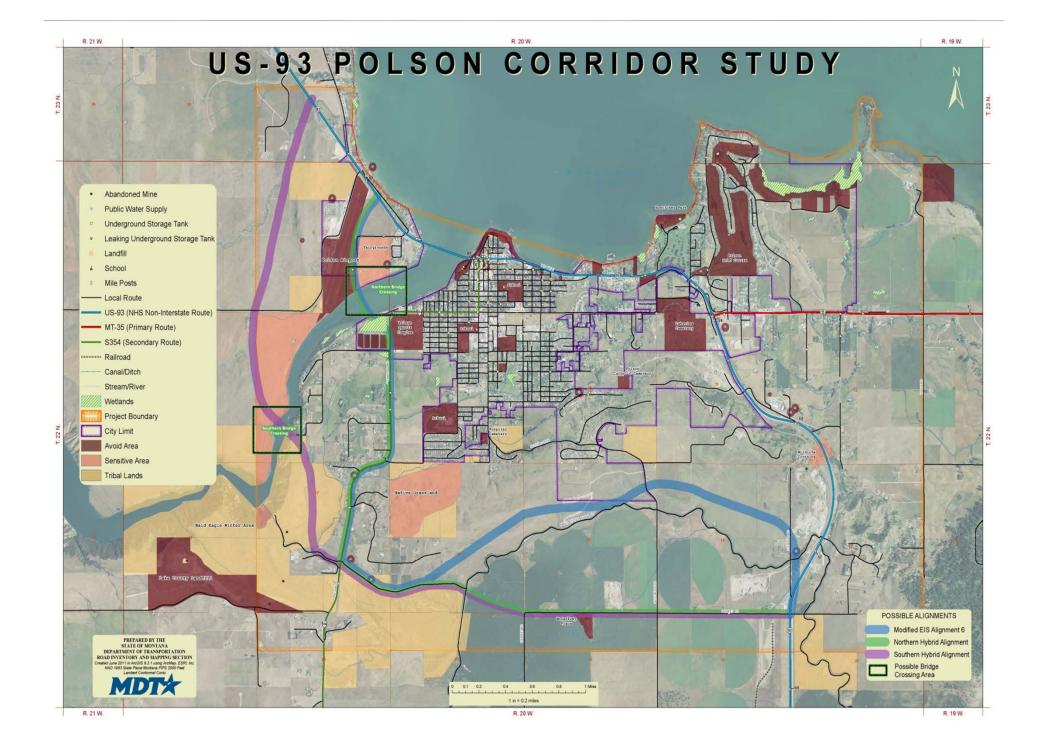
## Thank you for coming!

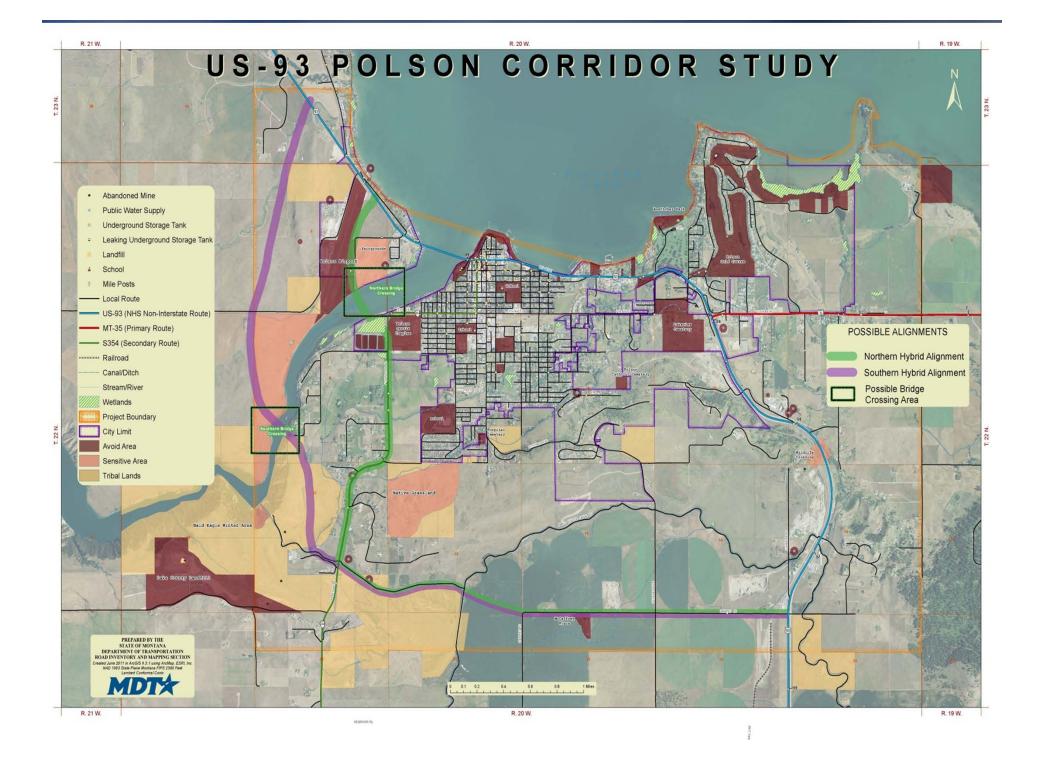
Your input is greatly appreciated.



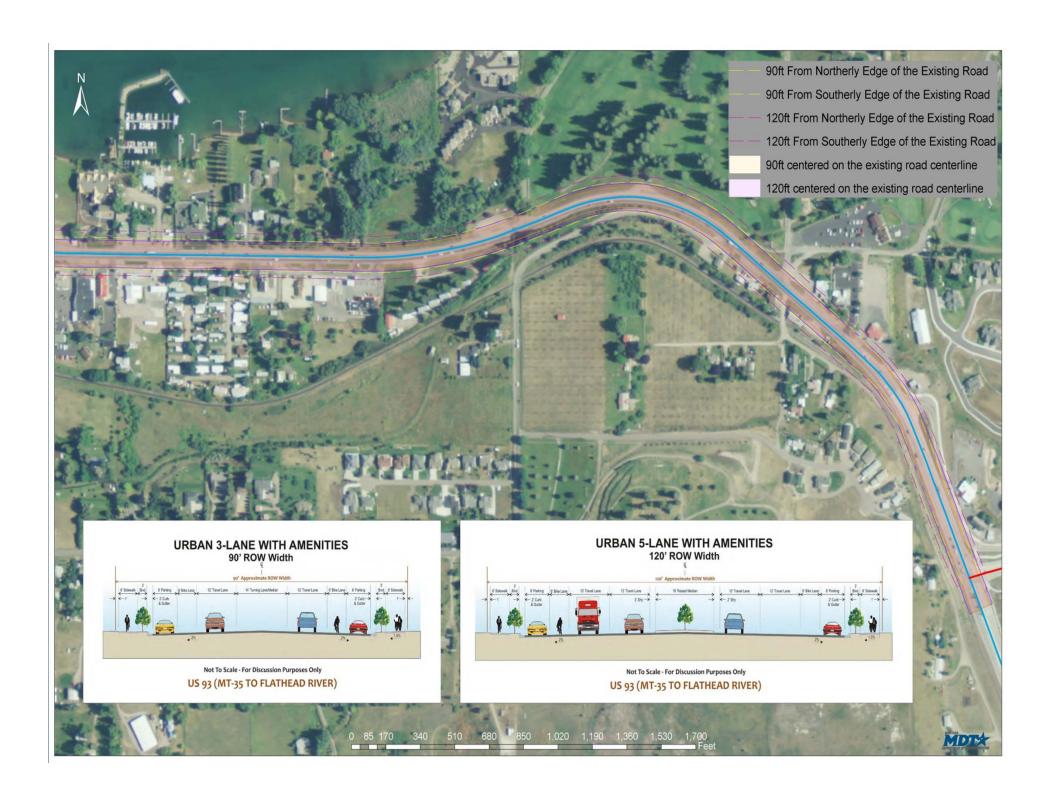










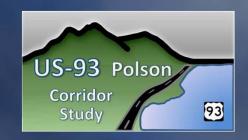


## **US 93 Polson Corridor Study**

**Informational Meeting No. 3** 

June 29, 2011







### **Welcome and Introductions**

- Introduction of dignitaries
- ◆ Stakeholders
- **♦ Technical Oversight Committee (TOC)**

### Purpose of this Evening's Meeting

- Progress since last informational meeting
  - Screen process
  - Operational analysis
  - Draft report and corridor study findings
- Next steps
- Questions

### A Corridor Planning Study Is:

- ◆ A pre-NEPA/MEPA process
- ◆ An effort that involves early communication with interested parties to help identify needs, constraints and opportunities for a corridor – and help determine if there are implementable improvement options – given available resources and local support

### A Corridor Planning Study Is Not:

- ◆ A NEPA/MEPA study or environmental study
- A preliminary or final design report
- A construction or maintenance project
- ◆ A right-of-way acquisition project

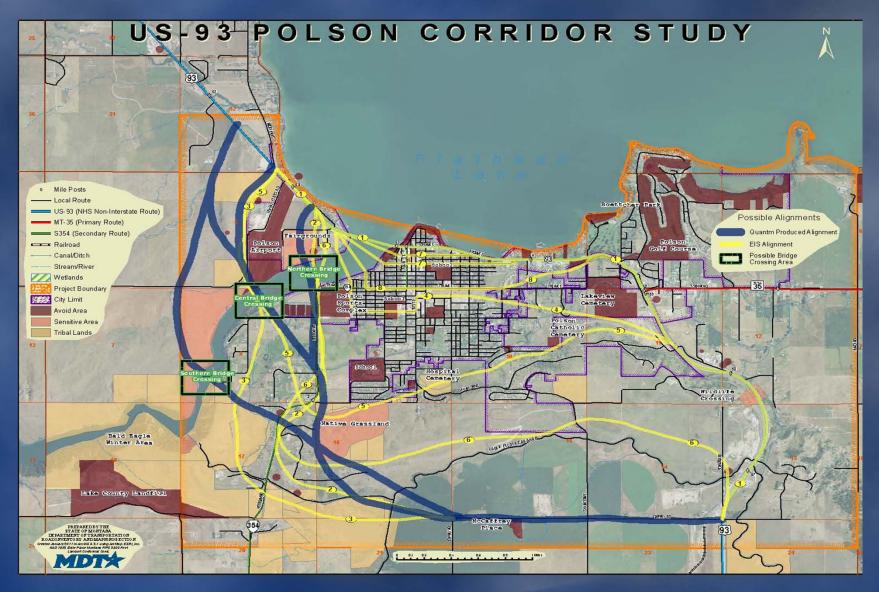
# Screening Process: Alternate Routes Analyzed

- Three trend areas identified via Quantm
  - Southern bridge crossing
  - Central bridge crossing
  - Northern bridge crossing

Quantm is a corridor and route planning tool successfully used on other MDT studies for route alignment.

- Four EIS alignments also analyzed in Quantm (EIS 2, 3, 5 and 6)
- Four EIS alignments examined not in Quantm (EIS 1, 4, 7 and 8)

### **Alternate Route Options**



## **Screening Criteria Rating Factors**

Numerical Value = 0	Numerical Value = 0.5	Numerical Value = 1.0
Low Impact	Medium Impact	High Impact
Best Able to Meet Need & Objectives	Moderately Able to Meet Need & Objectives	Least Able to Meet Need & Objectives

### **Point System for Screening Criteria**

◆ TOC members queried regarding which criteria they felt were the most and least important to the constituents they represented

Note: Lower scores correspond to higher importance

Corresponding Level of Importance	Highest Possible Points given to Objectives	Corresponding Points for each of the Rating Factors					
		0	•	•			
Highest Importance	1.0	0.0	0.5	1.0			
High Importance	5.0	0.0	2.5	5.0			
Moderate Importance	8.0	0.0	4.0	8.0			
Low Importance	10.0	0.0	5.0	10.0			

### Screening Results – Using 18 Criteria

Corridor Need & Objectives Screening Criteria (highest possible rating value)		EIS Alignments							QUANTM Alignments		
		2	3	4	5	6	7	8	South Bridge	Central Bridge	North Bridge
Connectivity to community parks and recreation (8)	0.0	<b>1</b> 4.0	8.0	0.0	<b>O</b> 4.0	<b>1</b> 4.0	0.0	0.0	8.0	8.0	4.0
Trucktraffic											
Length of grades greater than 4 percent (8)	8.0	<b>1</b> 4.0	<b>O</b> 4.0	8.0	8.0	<b>1</b> 4.0	8.0	8.0	0.0	8.0	8.0
Other				20							
Overall planning level cost (10)	0.0	10.0	<b>O</b> 5.0	<b>O</b> 5.0	10.0	10.0	0.0	<b>O</b> 5.0	10.0	10.0	5.0
Ability of utilities to be incorporated into bridge location and design (10)	0.0	0.0	<b>O</b> 5.0	0.0	<b>O</b> 5.0	0.0	0.0	0.0	10.0	<b>O</b> 5.0	0.0
Community preference (1)	0.5	0.5	1.0	1.0	1.0	1.0	0.5	0.0	0.0	1.0	0.0
Maintenance cost (10)	0.0	10.0	10.0	<b>O</b> 5.0	<b>O</b> 5.0	10.0	<b>O</b> 5.0	0.0	10.0	10.0	<b>O</b> 5.0
Screen Result	57	38.5	42	68.5	50.5	41.5	62.5	63	45.5	51.5	37.5

#### Five alignment options scored lowest / best:

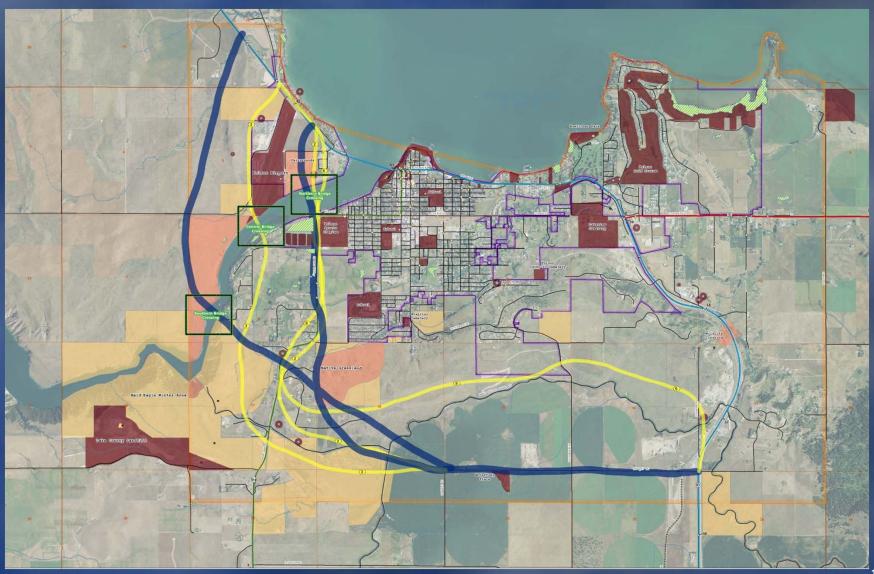
- North bridge crossing (score of 37.5)
- EIS Alignment 3 (score 42)

EIS Alignment 2 (score 38.5)

South bridge crossing (score 45.5)

EIS Alignment 6 (score 41.5)

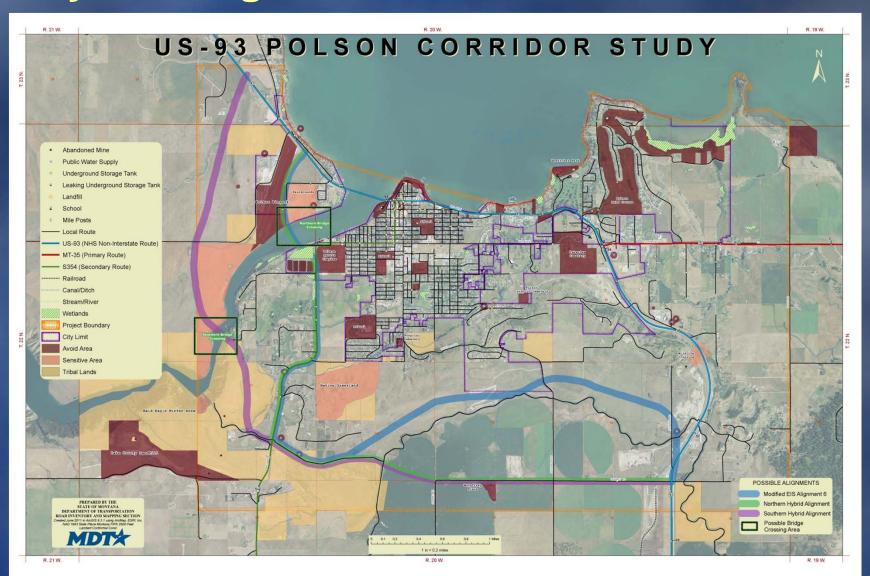
## Remaining Five Alignments



### **Hybrid Alignments Developed**

- Slight modifications made to the alignments
- Southern + EIS Alignment 3 = "southern bridge crossing hybrid alignment"
- Northern + EIS Alignment 2 = "northern bridge crossing hybrid alignment"
- EIS Alignment 6 modified slightly to the south of Ponderilla Hills
- Alignments are planning level "swaths"

## **Hybrid Alignments**



### **Operational Analysis & Cost Comparison**

- 1. Shift in Thru-Truck Traffic
- 2. Intersection Level of Service
- 3. Travel Time
- 4. Cost Comparison

	Southern Bridge Crossing Hybrid	Northern Bridge Crossing Hybrid	EIS Alignment 6			
Shift in Thru-Truck Traffic	1	1	1			
Intersection LOS Point	1	1	1			
System Results	I	I	I			
Travel Time	1	2	2			
Cost Comparison	2	1	2			
Total	5	5	6			

- What are the trade-offs?
- Is an alternate route even necessary?
- Key issues to consider:
  - ◆ Truck Traffic
  - Congestion
  - Livability
  - Safety
  - Economics
  - Wildlife/Natural Habitat

#### **Truck Traffic**

- ♦ Elevated traffic during the summer,
- Traffic elevates to approximately 130% of AADT in summer,
- Alternate route may pull 165 thru-trucks during summer months, and
- Local truck traffic will continue to utilize whichever roadways are necessary for their purposes.

- US 93 traffic not an issue except during the summer.
- Congestion consists of three components:
  - Roadway segment congestion
  - Intersection congestion (LOS)
  - Travel time

- Roadway segment congestion:
  - US 93 can carry year 2010 and year 2030 traffic volumes,
  - US 93 will exceed capacity for year 2030 <u>peak</u> <u>summer</u> traffic volumes, and
  - ◆ An alternate route could pull 6,000 vehicles (9,000 during peak summer traffic).

- Intersection congestion (LOS):
  - With no alternate route, four of the nine study intersections fall below LOS standard(s) by the year 2030, and
  - With an alternate route, three of the nine study intersections fall below LOS standard(s) by the year 2030.

- **♦** Travel time:
  - ◆ Alternate route could be 2 to 3 minutes faster, and
  - Travel time will be longest during the peak summer travel period.

#### Livability

- Strong desire for non-motorized improvements,
- Bicycle lanes on US 93 require expansion to the roadway prism,
- Potential for non-motorized connections with rural lands (with an alternate route), and
- Noise impacts may be reduced on the existing US
   93 and increased around the alternate route.

#### Safety

- Average vehicle crash rate(s) in the rural areas slightly higher than average statewide "rural" crash rate,
- Average vehicle crash rate(s) in the urban areas much less than average statewide "urban" crash rate, and
- Numerous access points have an effect on crashes.

#### **Economics**

- Concerns expressed about economic impact to businesses,
- Downtown business community has expressed concern about any removal of traffic from US 93, and
- Economic impacts would be addressed in a formal environmental document should an alternate route be considered.

#### Wildlife/Natural Habitat

- Concern over an alternate route cutting off connectivity of habitat types,
- Potential to push wildlife away from their historical habitat, and
- Keeping US 93 along the current alignment will have the least amount of environmental impact.

## Current / Future AADT (Facts & Data)

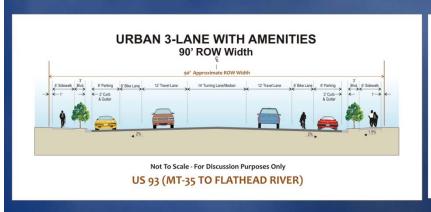
- Current AADT volumes range between 9,900 vpd to 12,600 vpd
- Future year 2030 AADT volumes may range between 12,300 vpd to 15,600 vpd
- Polson realizes elevated traffic volumes during the summer months.

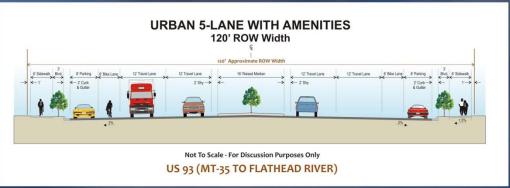
## Current / Future AADT - Seasonal (Facts & Data)

- Four month "Percent Average Day is of Yearly Average" is 130%
- With four-month seasonal influence adjustment, future year 2030 AADT volumes may range between 16,000 vpd to 20,400 vpd
- What is the lane configuration to carry future year 2030 seasonal traffic?

### **Potential Geometry with Amenities**

- Without an alternate route, improvements to the existing US 93 will be necessary
- Improvements to the existing US 93 will be documented in the <u>Polson Area</u> <u>Transportation Plan</u> (currently under development).

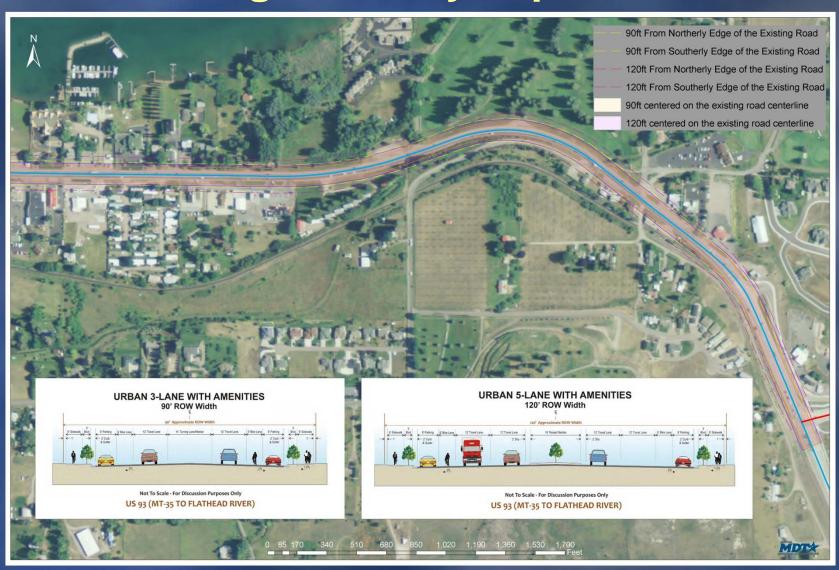




## **Potential Right-of-Way Implications**



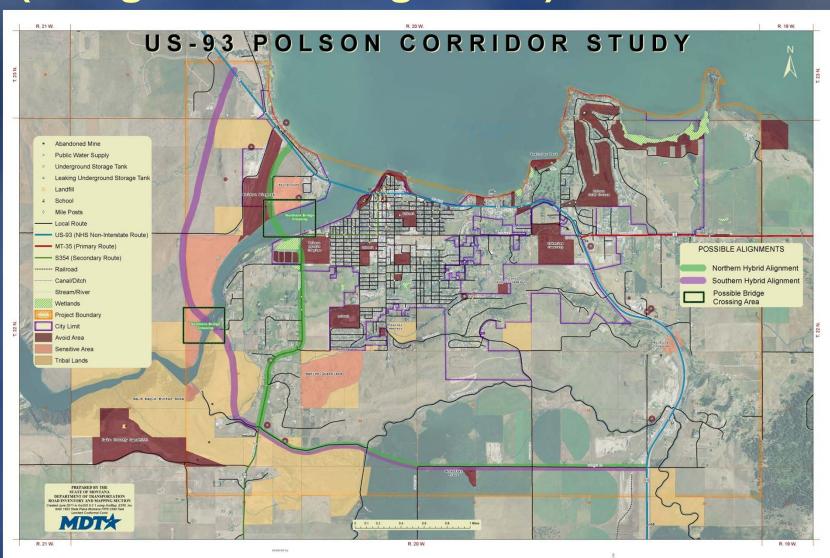
### **Potential Right-of-Way Implications**



### **Draft Corridor Study Results and Findings**

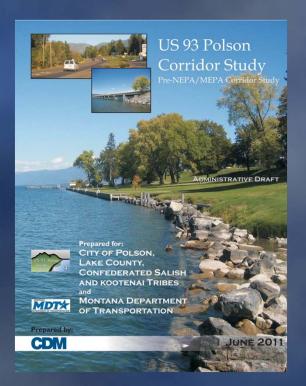
- Two new alignments (southern & northern) and existing alignment are recommendations of the study
- Modified EIS 6 was dropped from consideration due to community opposition
- Information from the study can inform the required Supplemental EIS should funding become available
- Study shows that major ROW implications exist in order to accommodate future traffic on existing alignment
- As a planning tool, the study can be used to influence local land use policy

# Potential Alignments Considered Feasible (along with existing US 93)



### **Next Steps**

◆ After the comment submittal date (July 8, 2011), the study team will respond to community comments and complete the US 93 Polson Corridor Study.



# US 93 Polson Corridor Study

Public Meeting No. 3 (Notes)

Wednesday, June 29, 2011 6:00 p.m. – 8:00 p.m. Polson High School Auditorium



# INTRODUCTION

The third and final informational meeting for the US 93 Polson Corridor Study was held on Wednesday, June 29, 2011 from 6:00 pm to 8:00 pm, at the Polson High School Auditorium. The purpose of the meeting was to update the community on the corridor study, take questions, and solicit input from the community. The following Technical Oversight Committee (TOC) members were present at the meeting:

Sheila Ludlow (MDT)

Bill Barron (Lake County)

Todd Crossett (City of Polson)

A total of 35 members of the community attended this second public meeting. This number only includes those individuals that signed in at the meeting, and does not include members of the Technical Oversight Committee noted above.

Welcome and opening remarks were made by Jeff Key.

# **PRESENTATION**

The facility was not equipped with a screen, so a PowerPoint presentation was not utilized. Instead, large display boards were utilized throughout the presentation. The presentation highlighted the results of the screening process, and explained the recommendations contained in the corridor study.

Although though the PowerPoint presentation was not utilized, the presentation was posted to the study website for viewing at: <a href="https://www.mdt.gov/pubinvolve/polsoncorridorstudy/">www.mdt.gov/pubinvolve/polsoncorridorstudy/</a>



# **OPEN DISCUSSION**

After the presentation, the opportunity was given for the community to ask questions and comment on the corridor study process and outcome. The discussion items evolving from the meeting are presented below and generally fall under two categories: "comments/statements" and "questions". For the "questions" category, the study team responses, if made, are summarized in italicizes.

# **Comments/Statements:**

- o There is flexibility for US 93 to transition from a 3-lane section to a 5-lane section, or vice versa. For example, there may be a 5-lane section from MT 35 to Super 1 Foods, and then the road could transition to a 3-lane section to the Flathead River Bridge.
- o There are high traffic volumes near the intersection of MT 35 and US 93, and a decrease in traffic volumes at the Flathead River Bridge.
- o An alternate route along Kerr Dam Road may impact 4(f) properties such as the Dog Park and the Sports Complex. Also, there are several bus stops located along the road.
- With improvements to Back Road and Kerr Dam Road complete, the roads are already being utilized as an informal "truck route".
- o There is an increase in local traffic due to the aquatic center and shops. Consider improvements to Cougar Ridge and 7th Avenue to alleviate the increase in local traffic near MT 35 and US 93.
- Support for improvements to US 93.
- o A survey conducted at the museum indicated it would not see 30% of the traffic if an alternate route was in place. The museum attracts truck traffic and results in an increase in business within Polson.
- o There are several neighborhoods located on both sides of Kerr Dam Road. Accessing the neighborhoods becomes a safety issue and turning lanes may be necessary. Adding turning lanes would increase the amount of right of way needed.
- o A 5-lane section of roadway could be doable from MT 35 to Richwine's Burgerville.
- o MT 35 will always be utilized by truck traffic, especially during winter travel.
- o 4(f) properties are important when Federal funding is used for construction.



# **Questions:**

- Define the capacity of the US 93 roadway. Every roadway has a "theoretical" capacity based on lane configurations and other factors such as access density, number of signals, etc. Two-lane roadways can generally accommodate up to 12,000 vehicles per day (vpd). Three-lane roadways (one lane in each direction with a center two-way turn lane and/or left-turn bays) can generally accommodate 18,000 to 20,000 vpd (depending on design controls). The current AADT of the roadway indicates the roadway is operating at an acceptable capacity. Although, based on traffic modeling, by 2030, the roadway will exceed capacity.
- Winter traffic volumes have increased from 8 years ago until now. Average Annual Daily Traffic (AADT) volumes were examined, but specific month-by-month traffic volumes were not available for analysis.
- Were truck traffic volumes taken prior to the mills closing? The most recent traffic volumes (year 2010) were analyzed. MDT completed an Origin and Destination Study that is available on MDT's website which was utilized to identify "thru-truck" percentages on the corridor.
- Consideration should be given to utilizing North Reservoir Road. The road is outside the study area boundary, and there was no support from the TOC members to pursue including North Reservoir Road.
- Have recent improvements to Skyline Drive been considered? Yes, the corridor study model considered improvements to Skyline Drive.
- The alignment impacting Ponderilla Hills will negatively affect residences. *Alternate* route(s) impacting Ponderilla Hills has been dismissed from further consideration.
- O What will the cost of an alternate route be in 20 years? Present year costs have been forecast to be between \$40 million and \$60 million dollars. The costs do not include utility relocations, engineering activities or inflation.
- Does the existing bridge over the Flathead River meet standards? The existing Flathead River Bridge does not meet width requirements.
- Would an alternate route be located in the canal easement? An alternate route would be kept outside the canal easement.
- Are their grade issues on Kerr Dam Road? An alternate route grade of less than 6% could likely be obtained on Kerr Dam Road.



- An alternate route along Kerr Dam Road would impact homes and farms. The level of impacts would be determined during the environmental process.
- What is the setback from Kerr Dam road to homes along the road? This depends on the existing right-of-way available.
- O What is intended to happen with comments received? The Corridor Study is not a decision document. Funding is not available at this time, and a commitment has not been made by the study partners to entertain the next step. The TOC would like to hear public feedback on the alternate routes presented that will be carried forward into an environmental document if a project develops in the future.
- o What if there were to be an event in which trucks are unable to use MT 35 and are needed to use US 93? Would this negatively affect the study? *No, the trucks could be accommodated on US 93.*
- O Does the quicker 2 or 3 minute travel time on an alternate route make a difference to truck traffic? Probably not, but it does to emergency responders. The 2-3 minute travel time benefit is not realized during peak hour or peak summer travel. During the peak hour and peak summer travel, an alternate route would account for an even quicker travel time.
- o Has thought been given to the location of a 2<sup>nd</sup> bridge near Glacier Bank? *A parallel bridge (one-way couplet) may not function in downtown Polson. This option was screened out because it did not meet the needs and objectives for the corridor.*

# CONCLUSION

The meeting ended at 8:00 PM. Written comments on the *Draft Corridor Study Report* are due by July 8, 2011. Comments are highly encouraged and can be submitted by mail, email, or online:

### Mail to:

CDM

Attn: US 93 Polson Corridor Study 50 West 14<sup>th</sup> Street, Suite 200 Helena, Montana 59601

By Email:

jeff.key@rpa-hln.com SLudlow@mt.gov

Online at:

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy



# US 93 Polson Corridor Study Informational Meeting No. 3

June 29, 2011

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# US 93 Polson Corridor Study Informational Meeting No. 3

June 29, 2011

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# Define Capacity Define Capacity Hybrid Possibility 3-lane -> 5-lane Winter traffic - 8 years ago to now Traffic 1 @ MT35 & US93 Traffic 1 @ Flathead Bridge Truck traffic volumes prior to mills closing? -> MDT O&D Study

DN. Reservoir Road-outside

boundary & no support

Kerr Dam Rd may impact

4(f) properties (Dog Park,

Sports Complex)-bus stops

Back Road & Kerr Dam Rd-complete

and imprompt a truck route"

Considered Skyline Dr. improvements

Swimming center 1 traffic (local)

-cougar Pidge & 7th

Museum attracts truck traffic

1 business in Polson

12

DSupport for US93 improvements

Ponderill Hills dismissed

B for alternate route in
20 years?

Existing Flathead River Bridge
4 doesn't meet width requirements

Keep route off Canal Exement

476-676 grade

D3076 traffic Museum Wouldn't
See if alternate voute
(Museum counter survey)

Kerr Dann Ra-impacts to homes farms
4 EIS/Design Details-TBD

Using Federal funding

Using Federal funding

User Dam Rd to homes? - Depends on ROW

UNeighborhoods along Kerr Dam Rd.

Ly Safety → turn Tanes, T ROW

US-lane from MT35 → Burgenille?

United the solution document, no funding, no commitment

Ly Want to hear feelback on alternate youtes.

UNhat if "MT35 trucks use US93?



Make a difference to trucks?

- Emergency Response

MT35 will be utilized-winter travel

[] Location of 2nd Bridge (near

Glacer Bank) - parallel bridge may

not function in downtown-one-may

couplet

[] New bridge as close to existing

bridge as possible



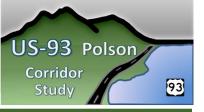
NEWSLETTER ISSUE

Polson Corridor Study

August 2010

# A Pre-NEPA Corridor Study is:

- NOT a NEPA Study or Environmental Study
- NOT a Preliminary or Final Design Project
- NOT a Construction or Maintenance Project
- NOT a Right-of-Way
   Acquisition Project



# Public Meeting #1

September 9, 2010 Polson City Library 2 1<sup>st</sup> Ave. East, Polson

Open House: 4pm-6pm Presentation: 6:30pm

The public is <u>encouraged</u> and <u>welcome</u> to attend. We hope to see you there.



# this issue

what is a Pre-NEPA corridor study

public involvement opportunities

contact us

study area boundary

corridor study schedule

# What is a Pre-NEPA Corridor Study?

The Montana Department of Transportation (MDT), in partnership with the Confederated Salish and Kootenai Tribes (CSKT), Lake County, and the City of Polson, has initiated the development of the US 93 Polson Corridor Study. The US 93 Polson Corridor Study will determine cost-effective ways to address transportation needs along US 93 through Polson, and also examine the feasibility of a US 93 alternate route through Polson.

The MDT has established the Corridor Planning Process in order to <u>link</u> the current transportation planning processes and the National Environmental Policy Act (NEPA)/ Montana Environmental Policy Act (MEPA), as provided for in the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).* The Pre-NEPA corridor planning process may identify improvement options that could possibly be advanced into NEPA/MEPA once funding becomes available. This process provides opportunity for partner and public involvement at all stages.

The US 93 Polson Corridor Study is an important process that will enhance the linkage between planning and NEPA/MEPA. The overriding goal for the study is to analyze existing data to determine current and future deficiencies and needs within the corridor, and identify potential environmental issues and mitigation opportunities if projects are identified to move forward. The corridor study will examine the feasibility of a US 93 alternate route thru Polson.

# Special Note....

The US 93 Evaro to Polson *Record of Decision (ROD)* encourages the FHWA, MDT, CSKT, Lake County, and the city of Polson to continue to work together to determine the appropriate improvement project(s) applicable for US 93 through Polson. This US 93 Corridor Study reflects the study partners' commitment to improving transportation conditions in the Polson community.

page 1

# contact us

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406.542.1300
Jhovenkotter@cskt.org

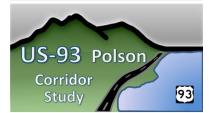
# **Bill Barron**

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**Todd Crossett** 

City of Polson 406.249.5637 PolsonManager@ centurytel.net

Jeff Key, P.E. CDM 406.441.1400 KEYJA@cdm.com





# **Public Involvement Opportunities**

Public involvement is important to any successful corridor study process. The purpose of public involvement is to ensure a proactive process that provides opportunities for the public to be involved in all phases of the corridor study process. The general public is invited to participate in the process through public meetings and ongoing study information review and input.

A study website has been developed to provide on-line opportunities to comment on the needs of the US 93 Polson corridor and later on the draft study recommendations. Dates, times, and locations for all public outreach events will be announced prior to the

to the events through local media and the study mailing list.

The study team will collect and consider all public comments received to better understand the public view of potential issues. Those with a specific interest in the study are encouraged to join the **study mailing list**. They can do so by submitting their name and contact information to Jeff Key at KeyJA@cdm.com

Three public meetings will be held over the course of the study. The first public meeting is scheduled for Thursday, September 9, 2010 at the Polson City Library. There will be an open house from 4:00

to 6:00 PM, and a formal presentation starting at 6:30 PM. The public is welcome and encouraged to attend.

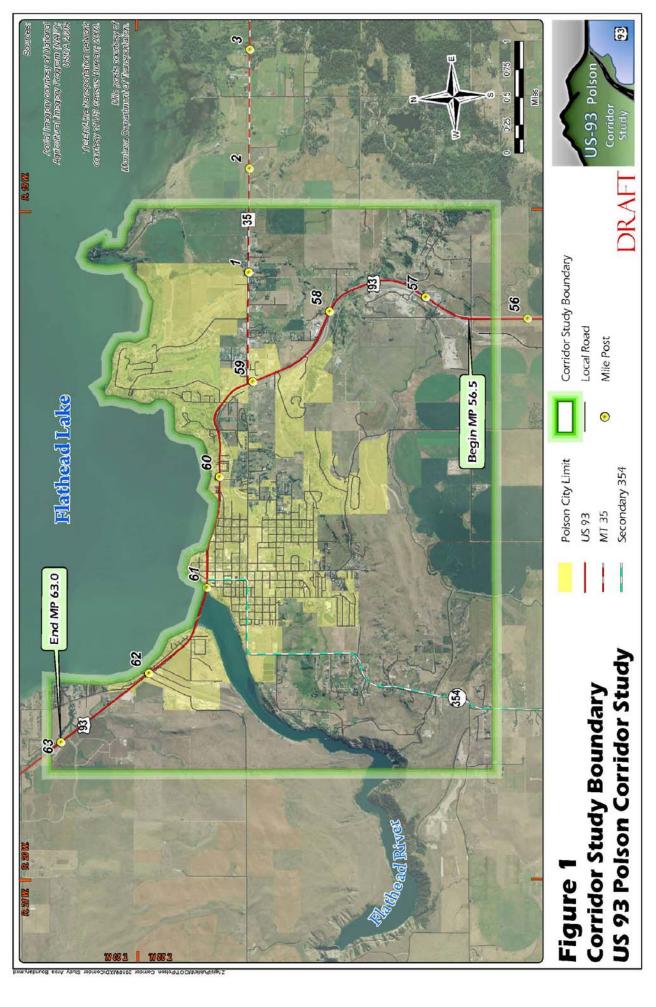
Check the local media and study website periodically for information relating to the time and location of future public meetings and other public outreach events.



Check out the study website at:

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy





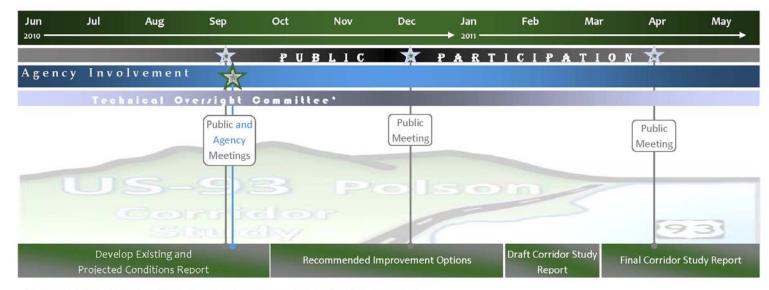
# Corridor Study Schedule

The US 93 Corridor Study will be developed over a twelve-month period. The schedule strives for a final document and study completion near June 15, 2011. The consultant has already begun the process of collecting data and information on existing corridor conditions.



# US 93 Polson Corridor Study Schedule

Note: Task durations and public involvement dates are approximated.



<sup>\*</sup> The Technical Overright Committee is scheduled to meet on a monthly basis until study completion.

The MDT, CSKT, Lake County, City of Polson, and CDM attempt to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity associated with this study. Alternative accessible formats of this information will be provided upon request.

For further information, call (406) 441-1400 or TTY

(800) 335-7592 or by calling Montana Relay at 711.

Accommodations must be made at least 48 hours prior to the scheduled activity and/or meeting.

# Work Completed To Date...

- Public Participation Plan
- Study Website
- Newsletter #1
- Press Release
- Public Meeting Advertisement

These documents may be accessed on the study website: www.mdt.mt.gov/pubinvolve/polsoncorridorstudy

page 4

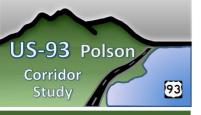
Polson Corridor Study

**February** 2011

# Public Meeting #2

February 24, 2011 6:00 P.M. High School Auditorium 1712 2<sup>nd</sup> Street West, Polson

The public is encouraged and welcome to attend. We hope to see you there.







# this issue

Corridor Study Update US 93 Alternate Route Options Work Completed To Date Next Steps Contact Us

# Corridor Study Update

Since the last public meeting, the technical oversight committee, consisting of the City of Polson, Lake County, Confederated Salish and Kootenai Tribes (CSKT), and the Montana Department of Transportation (MDT), has been working towards developing preliminary US 93 Alternate Route options. The pre-NEPA/MEPA Corridor Study process encourages early coordination with the public and resource agencies to identify potential impacts to social, economic, and environmental resource areas. The committee met with resource agencies in the Fall of 2010 to identify potential areas of concern.

Equally important in identifying potential environmental impacts is the focus on engineering and safety. In addition to potential resource area impact assessments, the committee identified roadway issues and concerns associated with the existing US 93 corridor. The potential US 93 Alternate Route options address safety and environmental concerns of the transportation corridor based on needs presented by the public, study partners, and resource agencies.

A route optimization software (Quantm) used to generate multiple cost-based alignments that satisfy defined constraints and scenarios, was utilized to develop preliminary US 93 Alternate Route options. These preliminary routes are presented in more detail on the following pages.

# A Pre-NEPA Corridor Study is:

- ❖ NOT a NEPA Study or **Environmental Study**
- ❖ NOT a Preliminary or Final Design Project
- ❖ NOT a Construction or Maintenance **Project**
- ❖ NOT a Right-of-Way **Acquisition Project**

page

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Jeff Key, P.E. CDM 406.441.1400 KEYJA@cdm.com



# US 93 Alternate Route Options

The following US 93 Alternate Route options are presented in more detail below and shown in the graphic on page 3. These options will be weighed against the corridor needs and objectives, and later analyzed in a thorough screening criteria process. All estimated costs were generated by Quantm and will vary depending on exact future alignment.

### **Southern Bridge Crossing**

The southern bridge crossing is the farthest crossing of the Flathead River from the city. The southern crossing would result in a bridge structure much higher in elevation than the existing US 93 bridge crossing. The route would follow Caffrey Road from the east for two miles, traverse in a northwest direction to a crossing of the Flathead River, and then veer north to tie into the existing US 93 north of the Rocky Point intersection.

(Range of Estimated Construction Costs: \$37M - \$47.2M)

# **Central Bridge Crossing**

The central bridge crossing would also follw Caffrey Road for two miles from the east. However this route would utilize the existing Kerr Dam Road for a short segment before traversing to the northwest. A bridge crossing would be in place around the southwestern edge of the airport property, At this location the route could either continue to a termini with the Rocky Point intersection, or to a point to the north of the Rocky Point intersection.

(Range of Estimated Construction Costs: \$36M - \$43.5M)

# **Northern Bridge Crossing**

The northern bridge crossing follows Caffrey Road for two miles, and then wraps up to follow Kerr Dam Road in its entirety. The northern bridge crossing would be the closest to the existing bridge crossing, closest to the city proper, and would traverse the Flathead River near the Fairgrounds.

A connection to 7<sup>th</sup> Avenue may or may not be part of this alternate route. This route would tie into the existing US 93 just northwest of the existing bridge across the Flathead River.

(Range of Estimated Construction Costs: \$33M - \$39.1M)

# **EIS Alignments**

Seven alternate routes from the original 1995
Environmental Impact Statement (EIS) are also
under consideration at this point in the study.
These alignments are shown on page 3 (in yellow),
and will be screened in accordance with the
screening criteria to be developed.

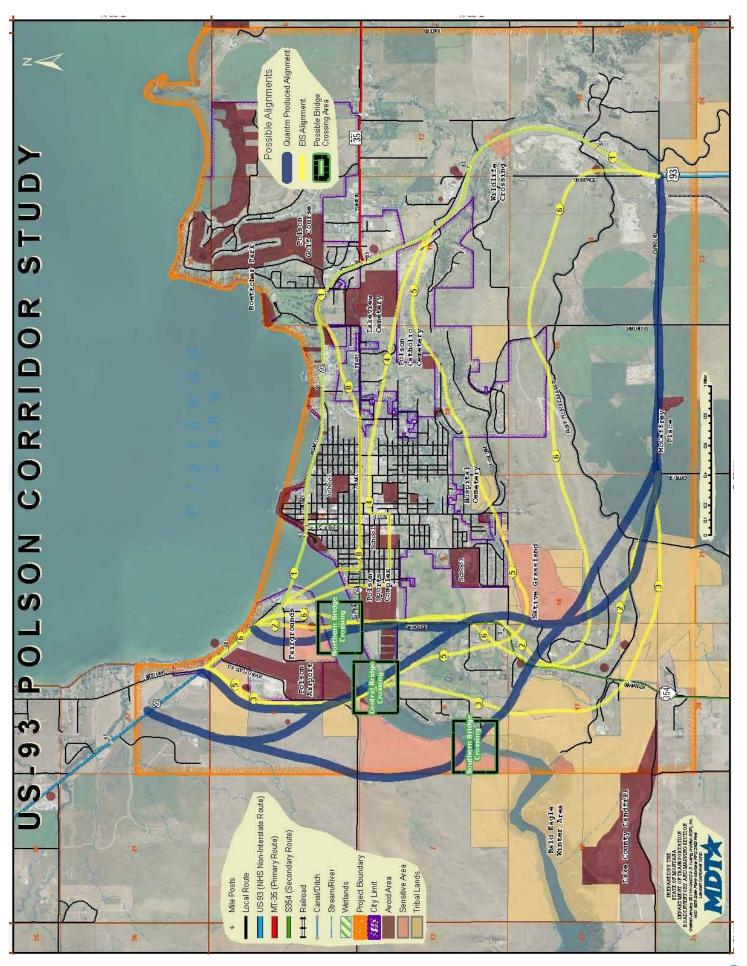
All of the US 93 Alternate Routes shown on page 3 are <u>high level</u>, <u>preliminary concepts</u> for a new facility. The routes are not intended to show exact road centerlines, but rather are broad corridor "paths" to be evaluated further.

Screening criteria to evaluate the alternate routes will be developed to identify whether the route(s) will meet the needs and objectives for US 93 within the community.

Check out the study website at:

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy







# NEXT STEPS...

Screening criteria will further refine the US 93 Alternate Route options to potential corridors that meet the needs and objectives for the community of Polson.

# Would you like to comment on this study?

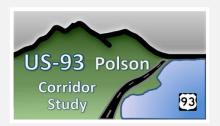
Community participation is a very important part of the study process. Opinions, comments, and concerns may be submitted orally or in writing at the public meeting on February 24, 2011. Comments may also be submitted by:

# Mail:

Sheila Ludlow, MDT Statewide and Urban Planning PO Box 201001 Helena, MT 59620

## Website:

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy



Work Completed To Date...

- Environmental Scan Report
- Corridor Setting Document
- Comprehensive Crash Statistics
- Existing Conditions of US 93
- Quantm Analysis
- Public Outreach Events

NEWSLETTER ISSUE

3

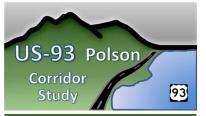
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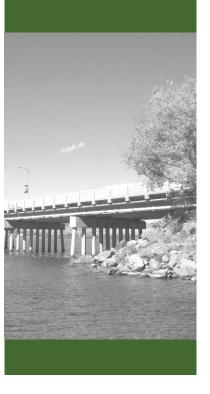
# Polson Corridor Study

# Informational Meeting #3

June 29, 2011 6:00 P.M. High School Auditorium 1712 2<sup>nd</sup> Street West, Polson

The community is encouraged to attend. We hope to see you there.







# this issue

Corridor Study Update
Screening Process
Corridor Study Conclusions
Work Completed To Date
Next Steps
Contact Us

# Corridor Study Update

Since the last informational meeting held on February 24<sup>th</sup>, the technical oversight committee (TOC) has been working to reduce the number of potential alignment options to carry forward into the final corridor planning study document. A screening process (see summary on pages 2 & 3), was used to narrow the number of potential alignments from 11 down to 3. These three alignments are the Northern Bridge Crossing Hybrid, the Southern Bridge Crossing Hybrid, and the Modified EIS Alignment 6. A detailed analysis of the screening process can be found in the upcoming Draft Document, which will be available for review and comment on June 24, 2011 at the following locations:

- the study website at:

  www.mdt.mt.gov/pubinvolve/polsoncorridorstudy
- City of Polson, 106 First Street East, Polson, MT
- Lake County Planning Department, 106 4<sup>th</sup>
   Ave East, Polson MT
- CSKT Tribal Land Planning Office, 42487
   Complex Blvd, Pablo, MT
- Polson City Library, 2 First Avenue East, Polson, MT.

For comments to be included in the Final US 93 Polson Corridor Study report, comments must be postmarked no later than July 8, 2011.

# A Corridor Planning Study is:

- NOT a NEPA Study or Environmental Study
- NOT a Preliminary or Final Design Project
- NOT a Construction or Maintenance Project
- NOT a Right-of-Way Acquisition Project
- It <u>IS</u> an effort that involves early communication with interested parties to help identify needs, constraints, and opportunities for a corridor – and to help determine if there are implementable improvements – given available resources and local support

page

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Jeff Key, P.E. 406.447.5000 Jeff.Key@RPA-HLN.com

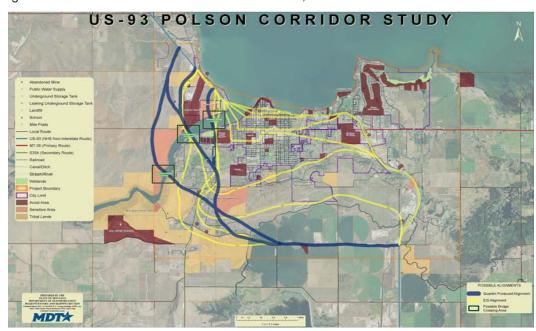


page 2

# **Screening Process**

Screening criteria provide a means of reducing the range of potential alignments for consideration by comparing them both quantitatively and qualitatively with a set of specific measures.

Eighteen screening criteria were developed to assist in the evaluation of the eleven potential alignments of US 93 between RP 56.5 and RP 63.0, as shown below.



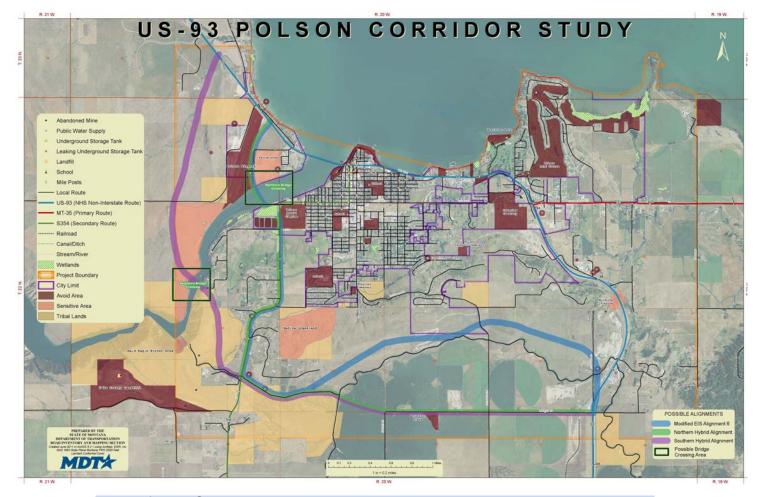
Based on results of the first level of screening, five alignment options scored the best out of the eleven total alignments considered and are shown below. These five alignments include the North bridge crossing, EIS Alignment 2, EIS Alignment 6, EIS Alignment 3, and the South bridge crossing.



Community input, coupled with direction from the TOC, led to slight modifications of the five selected alignments to minimize residential impacts near Ponderrilla Hills. Since the original EIS alignments 2 and 3 are relatively close to the Quantm generated alignments of the southern bridge crossing and the northern bridge crossing, a hybrid was developed between the southern bridge crossing alignment and EIS Alignment 3.

# **Corridor Study Conclusions**

A second hybrid was developed between the northern bridge crossing alignment and EIS Alignment 2. These two hybrid alignments, referred to as the "southern bridge crossing hybrid alignment" and the "northern bridge crossing hybrid alignment" respectively, are shown below. The third alignment under consideration, EIS Alignment 6, has been modified slightly from that presented in the 1996 FEIS to avoid the existing residential area near Ponderilla Hills. The modification is primarily noted south of Ponderilla Hills where it routes closer to the existing irrigation ditch, similar to the other two hybrid alignments. These three hybrid alignments are shown below.



All of the US 93 Alternate Routes shown on the map above are <u>high level</u>, <u>preliminary concepts</u> for a new facility. The routes are not intended to show exact road centerlines, but rather are broad corridor "paths".

The conclusion of the corridor study is that all three hybrid alignments would be feasible for development as an alternate alignment option. All three routes would satisfy the needs and objectives for the US 93 corridor.

At the current time, there is no funding identified to begin the process of implementing a new alternate route to existing US 93. Either the northern, southern, or modified EIS 6 routes may be feasible. To continue the development of these alignments as alternate route(s), the following steps will be needed:

- Identify a funding source (or sources), and
- Preserve the corridor surrounding the route(s).

Check out the study website at:

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy



# **NEXT STEPS...**

After the comment submittal date (July 8, 2011), the project team will respond to community comments and finalize the US 93 Polson Corridor Study.

# Would you like to comment on this study?

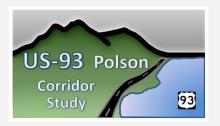
Community participation is a very important part of the study process. Opinions, comments, and concerns may be submitted orally or in writing at the informational meeting on June 29, 2011. Comments may also be submitted by:

# Mail:

Sheila Ludlow, MDT Statewide and Urban Planning PO Box 201001 Helena, MT 59620

## Website:

www.mdt.mt.gov/pubinvolve/polsoncorridorstudy



Work Completed To Date...

- Environmental Scan Report
- Corridor Setting Document
- Comprehensive Crash Statistics
- Existing Conditions of US 93
- Alignment Identification Analysis
- Screening Process
- Community Draft Corridor Study Report
- Community Outreach Events



2701 Prospect Avenue PO Box 201001 Helena MT 59620-1001 Brian Schweitzer, Governor

September 8, 2010

Todd Crossett, City Manager Polson City Hall 106 1<sup>st</sup> Street East Polson, MT 59860

Subject:

Invitation to Participate in US 93 Polson Corridor Study

The Montana Department of Transportation (MDT), in cooperation with Confederated Salish & Kootenai Tribes, Lake County, and the City of Polson, has initiated a pre-NEPA Corridor Planning Study to determine cost-effective ways to address transportation needs within the US 93 corridor through Polson, Montana. The study will analyze alignment options taking into consideration environmental issues and constraints, as well as technical feasibility and costs. This analysis will form the basis of a future NEPA/MEPA process if a project is forwarded from the study.

We would like to invite you to participate in an agency workshop for the US 93 Polson Corridor Study to be held in Helena (video conferencing can be made available for participants at distant sites). The purpose of this meeting is to introduce you to the US 93 Polson Corridor Study process and discuss your concerns regarding resources that could be affected by potential improvement options. The study area is entirely within Lake County along US Highway 93 from milepost 56.5 to 63.0. The proposed study area is located within the following legal descriptions:

<u>Township</u>	<u>Range</u>	Sections
22 N	20 W	1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17,
	•	20, 21, 22, 23, 24
23 N	20 W	32, 35, 36

A study area boundary map is included with this letter along with the first newsletter and Environmental Scan. The newsletter provides additional information regarding the description of the corridor study and schedule. Please take a look at the study area boundary map and identify any known resources and/or concerns within the study area. Feel free to mark the maps as you see necessary. Additional study information is available at the following website: <a href="http://www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/">http://www.mdt.mt.gov/pubinvolve/polsoncorridorstudy/</a>

We have identified Thursday, September 30, 2010, from 1 pm – 4 pm, for the agency workshop. A representative from our consultant, CDM, will be contacting you the second week of September to confirm your availability on this day. If you are unavailable to participate in this agency workshop on this day, I would appreciate if you would confer with your colleagues to identify an alternate representative who can discuss the identified and affected resources in the study area. The agency workshop will be held in MDT's Planning Conference Room A, which is located at 2960 Prospect Avenue. This is on the north side of U.S. Highway 287 and directly adjacent to Les Schwab Tires. A polycom line has been set up for those of you from locations

adjacent to Les Schwab Tires. A polycom line has been set up for those of you from locations other than Helena that would prefer to participate long-distance rather than making the drive. Polycom will be available in MDT's Missoula office, which is located at 2100 West Broadway, in the *Missoula Conference Room*. There will also be a polycom set up in MDT's Kalispell office, which is located at 85 5<sup>th</sup> Avenue East North, in the *Kalispell Upstairs Conference Room*.

On behalf of the planning team, we look forward to working with you on this important study to identify reasonable improvement options for the US 93 Polson Corridor Study. Please contact me at (406) 444-0879 if you have any questions prior to the meeting. Thank you in advance for your agency's participation.

√om Martin

**Environmental Services Bureau Chief** 

# **Attachments**

Copy: Lloyd Rue, FHWA

Gene Kaufman, FHWA

Doug Moeller, MDT Missoula District Administrator Zia Kazimi, MDT Statewide & Urban Planning Sheila Ludlow, MDT Statewide & Urban Planning Shane Stack, MDT Missoula District Engineer

Jeff Key, CDM

Barry Brosten, MDT Environmental Services Heidy Bruner, MDT Environmental Services

File

# Distribution List:

Stephen Potts, US Environmental Protection Agency Ann VanDehay, Wildlife Biologist, US Fish & Wildlife Service Todd Tillinger, US Army Corps of Engineers Rick Hotaling, US Bureau of Land Management Garry Williams, MT Department of Natural Resources & Conservation Tom Ellerhoff, MT Department of Environmental Quality Robert Ray, MT Department of Environmental Quality Walt Timmerman, Recreation Section Chief, MT Fish, Wildlife & Parks Jim Darling, Habitat Section Supervisor, MT Fish, Wildlife & Parks James Vashro, Regional Fisheries Manager, MT Fish, Wildlife & Parks - Region 1 James Williams, Regional Wildlife Manager, MT Fish, Wildlife & Parks -- Region 1 Lisa Axline, Trust Lands, MT Department of Natural Resources & Conservation Joyce Swartzendruber, State Conservationist, Natural Resources Conservation Service Joe Hovenkotter, Confederated Salish & Kootenai Tribes Rich Janssen, Natural Resources Department Head, Confederated Salish & Kootenai Tribes Marcia Pablo, Tribal Preservation Department, Confederated Salish & Kootenai Tribes Janet Camel, Lands Department, Confederated Salish & Kootenai Tribes Bill Barron, Lake County Todd Crossett, City of Polson

# **US 93 Polson Corridor Study Resource Agency Meeting**

September 30, 2010

# **Sign-In Sheet**

Name	Agency	Email		
Moriah Thunstrom	MDT Env. Services	mthunstrom@mt.gov		
TEFF RYAN	DEQ	TERYANE MT. gol		
LLOYD RUE	FITWA	Llaydone @dot. gov.		
Sheila Ludlow	MDT	3/udlow@mt.gov		
Larry Sickerson	MOT-Biologist	Lsickerson@Mt.gov	1	
TOM MARTIN	MOT ENU. Sonvices	tomantin @ Mt.gov		
TODD TILLINGER	US ARMY CORPS OF ENGRS	todd. n. tillinger@ vsace.	uny, m	71
Jame Jespersen	cDM	todd.n.tillinger@vsace.a Tespersen@cdm.com		
Jean Riley	MDT - Planning	jriley @ md. gov		
Beau Downing	FWP	bdowning Orgat.gov		
J				
			-	
			J.	



# US 93 Polson Corridor Study

Resource Agency Meeting (Minutes)

Thursday, September 30, 2010 1:00 p.m. - 2:00 p.m.

Montana Department of Transportation Conference Room A



# **ATTENDANCE**

■ Tom Martin (MDT)

Larry Sickerson (MDT)

■ Sheila Ludlow (MDT)

Doug Moeller (MDT) - polycom

Shane Stack (MDT) - polycom

Moriah Thunstrom (MDT)

Jean Riley (MDT)

Lloyd Rue (FHWA)

Joe Hovenkotter (Confederated Salish & Kootenai Tribes) – polycom

Janet Camel (Confederated Salish & Kootenai Tribes) – call in

■ Michael Durglo, Sr. (Tribal Preservation Office) — call in

Clarinda Burke (Tribal Preservation Office) – call in

Bill Barron (Lake County) - polycom

Todd Crossett (City of Polson) - polycom

■ Jeff Ryan (DEQ)

Steve Potts (EPA) - polycom

Beau Downing (FWP)

Todd Tillinger (USACE)

Christina Schroeder (USACE) - polycom

■ Jeff Key (CDM)

Jamie Jespersen (CDM)



# **WELCOME & INTRODUCTIONS**

Attendees were welcomed by Jeff Key followed by introductions of individuals both present and those participating via phone and polycom.

# **PRESENTATION**

After the introductions were completed, CDM presented a PowerPoint presentation.

# **ENVIRONMENTAL SCAN**

Following the presentation, CDM asked for comments on the Environmental Scan. Wildlife, permitting, wetlands, secondary or indirect impacts, and mapping were the main topics discussed. Specific discussion is documented below.

# Wildlife

Joe Hovenkotter observed that there is an additional sensitive wildlife crossing area north of Polson Hill. Joe also noted that not all red avoid areas are cultural areas, some are lands held in trust. Janet will have a more accurate account of current trust lands within the week.

Janet mentioned that there is new soils data through NRCS that shows soils associated with riparian vegetation, which may indicate wildlife habitat or movement corridors. It was noted that the MOU only included anecdotal wildlife movement corridors. However, there is an ongoing wildlife crossing report. This ongoing report is for areas south of MT 35. Janet added that there is Bald Eagle habitat surrounding Flathead Lake. Kristina noted that there will be new Bull Trout mapping, which Ann VanDehay would have.

Since the status of gray wolf may continually change throughout the life of the study, Jean suggested referring to text in the North Fork document and to note that gray wolf was relisted.

# **Permitting**

Todd noted that USACE has issued permits on canals within the project area. If the canals are moved or affected, additional permitting may be needed.

Steve noted that Tim Russ in EPA's Denver office would be the one to review the air quality impacts analysis.



# Wetlands

CSKT has a more comprehensive list of wetlands to be included on the wetland mapping. Tom noted that MDT would like to see compensatory mitigation for wetlands. Joe thought there may be wetland reserve credits for MDT. Todd Tillinger recalled this information and added that some of those credits may be used for a different project.

Larry asked for the reference of the updated wetlands map. Larry noted that new wetlands information may be based on NWI and infrared mapping which only goes down to the nearest acre or half acre; therefore, there may be a scale issue. Additionally, NWI defines wetland areas based solely on habitat instead of the plants, soils, and presence of water.

# **Secondary or Indirect Impacts**

USACE asked if the public mentioned secondary or indirect impacts during the public meeting. Jeff noted that the transportation plan would more comprehensively address secondary and indirect impacts since the transportation plan would look at how land may develop. A land use workshop will likely be held for the transportation plan.

Janet mentioned the Access Classification Plan from Polson to Evaro along US 93.

# **Mapping**

It was mentioned that one of the appendices to the Environmental Scan notes a figure portraying the wells in Polson, but no figure is attached. Todd Crossett will provide the relevant information to CDM.

Janet pointed out that irrigation canal roads are not public roads. This needs to be changed on the current mapping. Also, the airport's runway zone extends into the lake as a fly zone area.

Bill noted that the fairgrounds area, which is shown on the map as an avoid area, may be a sensitive area instead. CDM will verify if the fairgrounds is considered a 4(f) resource, and if not, will change its status to sensitive.

Bill also noted that the County would like to see an additional bridge over the Flathead River. If the current one fails, there would be no timely method to reach the other side.

# CONCLUSION

The meeting ended at 2:00 PM. CDM confirmed the next steps of the project are to touch up the mapping, revise the scan, and finalize the Environmental Scan.

