Appendix A

Stakeholders and Advisory Committee Members

List of Stakeholders and Advisory Committee Members

Stakeholder	Organization
David G. Jefle	Corridor business owner
Richard Ochsnol	Corridor business owner
Glen Bumgardner	Corridor resident
Wally Sept	Corridor resident
Elloie Jeter	Florence Civic Club
John C. McGee	Florence-Carlton School District
Gordon Reese	Friends of the Bitterroot Trail
Jean Belangie-Nye	Lolo Community Council
Phil Smith	Missoula City Bike & Pedestrian Program
Greg Robertson	Missoula County
Barbara Evans	Missoula County
Bob Giordono	MIST
Charlie Wright	Montana Department of Commerce
Shame Grimes	Montana Highway Patrol
Mike Kress	MPO – Office of Planning and Grants
Cheryl Russell	University of Montana

Advisory Committee Member	Organization
Bruce Bender, Chief Admin Officer	City of Missoula
Ed Childers, City Council	City of Missoula
Elloie Jeter	Florence Civic Club
David Gjefle	Corridor business owner
Jean Belangie-Nye	Lolo Community Council
Phil Smith, Bike/Pedestrian Coordinator	Missoula City Bike & Pedestrian Program
Greg Robertson, Public Works Dir.	Missoula County
Barbara Evans, CC (Beginning of Study to August 2007)	Missoula County
Larry Anderson, CC (August 2007 to present)	Missoula County
Sheriff Mike McMeekin	Missoula County Sheriff's Department
Capt. Tom Hamilton	Montana Highway Patrol
Ray Kuntz	Montana Motor Carriers Association
Steve Werner	Montana Rail Link
Steve Earle, General Mgr.	Mountain Line
Mike Kress, Sr. Transportation Planner	MPO – Office of Planning and Grants
Lyn Hellegaard, Manager	MR TMA
Karen Hughes, Interim Planning Dir. (Beginning of Study to July 2008)	Ravalli County
Renee Lemon , Interim Planning Dir. (July 2008 to present)	Ravalli County
Greg Chilcott, CC	Ravalli County
Undersheriff Kevin McConnell	Ravalli County Sheriff’s Office
Amber Blake (Beginning of Study to August 2007)	Missoula Office of Planning and Grants
Mirtha Becerra (August 2007 to present)	Missoula Office of Planning and Grants

Appendix B

Comments Received During Final Public Meetings and Public Comment Period (July 23, 2008 – September 8, 2008)

Comment Number	Document Reference	Comment Source and Date	Comment	Response
1	Chapter 6	Steve Werner 7.29.08	Consider expanding transit discussion with more detail from Fehr & Peers' transit analysis, specifically with regard to passenger rail. Alternately, consider including transit analysis as appendix to document.	Transit Analysis will be included as an appendix to the final US 93 Corridor Study.
2	Executive Summary & Chapter 7	AC Meeting 7.31.08	In Recommended Improvement Options table and Table 7.8, change "Lead Party Responsible for Coordination and Implementation" column to "Lead Party Responsible for Planning and Coordination"	Text revised.
3	Executive Summary & Chapter 7	AC Meeting 7.31.08	In Recommended Improvement Options table and Table 7.8, include list of potential funding sources as additional column.	List of Potential Funding Sources has been added to these tables.
4	Chapter 7	AC Meeting 7.31.08	Expand Local Funding Sources discussion to include Other Local Assessments as a new category, with discussion of fees as condition of subdivision approval and waiver of right to protest.	Under the Local Funding Sources section, Impact Fees subsection, the document already notes that local governments can require impact fees as a condition of subdivision approval. A new subsection entitled Other Local Mechanisms has been added to the Local Funding Sources section. This subsection discusses waiver of right to protest.
5	Chapter 6	AC Meeting 7.31.08	Add Land Use Planning as category (perhaps (Zoning / Land Use Planning)	Category is now called Zoning and Land Use Planning
6	Chapter 6 & Appendix F	AC Meeting 7.31.08	Add graphic showing locations of access recommendations from Access Control Report, if available. Include hyperlink for Access Control Report in main body of text.	Graphic showing locations of access recommendations from Access Control Report is not available. Hyperlinks for the Access Control Report and the Hamilton to Lolo EIS have been added.
7	Executive Summary & Chapter 7	AC Meeting 7.31.08	Add recommendation for establishment of US 93 Corridor Management Team to ensure continued dialogue and involvement of key agencies and stakeholders.	At the end of Section 7.3 Near-Term Improvement Options, a new subsection has been added, entitled Implementation of Near-Term Options, which recommends the establishment of a management team.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
8	Executive Summary & Chapter 7	AC Meeting 7.31.08	Discuss recommendations as a forwarded package that ideally should be planned and implemented concurrently in order to provide maximum effectiveness in the corridor.	At the end of Section 7.3 Near-Term Improvement Options, a new subsection has been added, entitled Implementation of Near-Term Options, which discusses concurrent implementation.
9	Executive Summary & Chapter 7	AC Meeting 7.31.08	Consider including MDT as lead for transit and multi-modal options.	MDT can provide technical and financial support, but an eligible local government or non-profit organization would need to take the lead in planning, organizing, and providing transit / multi-modal service. While MDT would likely contribute funding for such options, additional funds would need to be secured through local government, private, or other sources.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
10	Chapter 5	AC Meeting 7.31.08	Consider adding discussion of trends in driver behavior relating to gasoline prices.	Traffic data for this study was collected in 2004 for the majority of the corridor, with some intersection counts occurring in 2006 and 2007. Data for the full study corridor is not available over a multi-year period. The Automatic Traffic Recording (ATR) site nearest to the study area is located one mile south of Florence. Annual Average Daily Traffic increased from 9,480 vehicles in 2006 to 9,570 vehicles in 2007. Effects of recent gasoline price increases on driver behavior would not be evident until 2008 data is released. According to a 2006 report by the Pew Research Center, trends in driver behavior tend to be more apparent over the long term than the short term. This is because people may have difficulty adjusting quickly to a sudden change in gas prices; most consumers cannot lightly make the decision to buy a new fuel-efficient car, and most workers cannot easily change their commuting patterns. It should be noted that this Corridor Study does not recommend large-scale, capacity-adding improvements over the planning horizon, but instead recommends transit, multi-modal, and spot improvement options. These recommendations would not change even if traffic volumes in the corridor were to trend downward over the near-term.
11	Chapter 4	AC Meeting 7.31.08	Include updated ridership information for MR TMA. Include hyperlink for MR TMA web site in main body of text.	Updated ridership information has been added. A hyperlink to the MR TMA web site has been added.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
12	Chapter 6	AC Meeting 7.31.08	Consider proposing increased penalties for downtown employees who use public parking facilities.	This option is considered to be outside the scope of this study and would be best addressed through city policy. Note: Dennis Burns of Carl Walker and Associates presented preliminary findings of the Downtown Missoula Parking Assessment in Missoula on August 6-7, 2008. Chapter 1 of this document outlines current programs administered by the Missoula Parking Commission, including enforcement, transportation alternatives, demand management, and marketing programs. The document is online for review at: http://www.missouladowntownbid.org/DowntownMasterPlan/ParkingWorkshop/tabid/1298/Default.aspx
13	Chapter 6	AC Meeting 7.31.08	Under the Enhanced Vanpool / Rideshare Programs section, add discussion of carpooling.	The word “rideshare” has been changed to “carpool.”
14	Chapters 6 and 7	Public Meeting 8.05.08 in Lolo	Meeting attendees expressed objections to adding lanes in Lolo and to the tunnel / flyover ramp options in Lolo. Consider extending the Eastside highway to provide additional capacity and an additional route through the valley.	Meeting attendees’ opposition to Lolo options is now noted in Section 6.2 Two alternate routes were considered to the east of US 93 connecting between Florence to Missoula or from Lolo to Missoula. Depending on the specific location of the route, a bypass to the east of US 93 could encounter rough terrain and a number of river crossings, thereby increasing the cost of construction. Based on comments received from public meeting attendees, there is minimal public support for such an option at this time. The majority of public meeting attendees opposed a bypass option out of concern that a new roadway may promote development in previously undisturbed areas. Additionally, there currently is no state or federal funding available for a bypass route. For these reasons, this option is currently not advanced in this Corridor Study.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
15	Chapter 6	Public Meeting 8.05.08 in Lolo	Consider impact fees as condition of subdivision approval.	This policy tool is discussed in Chapter 6. All policy tools are recommended in Chapter 7.
16	Chapter 7	Public Meeting 8.05.08 in Lolo	Emphasize importance of planning efforts and potential for alternative funding sources.	At the end of Section 7.3 Near-Term Improvement Options, a new subsection has been added, entitled Implementation of Near-Term Options, which emphasizes the importance of concurrent planning and implementation. Section 7.1 lists a number of potential funding sources, including local mechanisms and private sources. All of these avenues should be explored.
17	Chapter 7	Public Meeting 8.06.08 in Missoula	Move transportation communication system to long-term and transit options to near-term.	Based on transit mode share estimates, bus service would not be cost effective in the immediate term, and is therefore recommended as a mid- to long-term option. In the near-term, expansion of the carpool and vanpool programs is recommended as a gradual step toward increasing the "transit habit" among corridor commuters. The recommended implementation timeframe for a transportation communication system does not affect recommendations for transit options because these options would not be in competition for funds. Distinct funding sources for each are detailed in Chapter 7.
18	Chapter 7	Public Meeting 8.06.08 in Missoula	Transit / multi-modal options should be implemented concurrently (including improved park and ride locations with bus service option).	At the end of Section 7.3 Near-Term Improvement Options, a new subsection has been added, entitled Implementation of Near-Term Options, which discusses concurrent implementation.
19	Chapter 6	Public Meeting 8.06.08 in Missoula	Propose connections between bike/pedestrian path and bus stops.	At the end of Section 7.3 Near-Term Improvement Options, a new subsection has been added, entitled Implementation of Near-Term Options, which discusses linking transit and multi-modal options for maximum effectiveness.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
20	Chapter 6	Public Meeting 8.06.08 in Missoula	Consider moving Lolo School off of US 93.	This action would be dependent upon School Board approval and is outside the scope of this study.
21	Chapter 6	Public Meeting 8.06.08 in Missoula	Consider including Lolo in Missoula Urban Transportation District (MUTD)	This request is outside the scope of this study and would be the decision of the Missoula Urban Transportation District Board of Directors.
22	Chapter 6	Public Meeting 8.06.08 in Missoula	Consider transit options' potential impact on economic development in corridor. Transit systems sometime spur development.	While expanded transit options in the US 93 corridor may serve as an incentive for some types of growth, development is largely dependent on other factors, such as land use planning and zoning regulations.
23	Chapter 5	Public Meeting 8.06.08 in Missoula	Consider reviewing and adjusting traffic projections downward in light of potential changes in driver behavior due to increasing gasoline prices and other economic factors.	Please see response to comment #10.
24	Chapter 4	Lyn Hellegaard MR TMA 8.13.08	Please update the van pool ridership numbers as follows: As of 6/30/08: • 160 people use the vanpool program • Serves 78 work sites • There are 14 van pools, 11 of which serve the US 93 corridor • 130 people are on a waitlist for the vanpool program.	This section has been updated.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
25	Chapter 6	Online Comment submitted by Dorinda Troutman 8.05.08	The HWY 93 corridor must have in all future construction and plans, pedestrian walkways and bicycle lanes. The pedestrian walkways are heavily used and will be even more so in the future. Being able to safely commute via bicycle is imperative. The corridor between Lolo and Missoula must incorporate both bicycle lanes and pedestrian walkways, as in all other construction of the highway where bicycle and pedestrian walkways are not already present.	This study recommends a separated bike/pedestrian path between Lolo and Missoula. The Bitterroot Trail Committee and public meeting attendees did not express strong support for bike lanes on US 93 when compared to a separated bike/pedestrian path due to perceived safety and comfort concerns associated with bicycle travel directly adjacent to high speed vehicles. For this reason, this option is currently not advanced in this Corridor Study.
26	Chapter 7	Mountain Line / MUTD Comments 8.12.08	Stress more forcefully the need for cooperative implementation of the necessary policy tools. In the face of no money for construction, these will be imperative to maintaining some degree of system preservation.	Chapter 7 now stresses the importance of policy tool implementation more strongly.
27	Executive Summary	Mountain Line / MUTD Comments 8.12.08	On the table titled Recommended Transit Improvement Option, Missoula Urban Transportation District (MUTD) is omitted and should be added as the party responsible for Fixed Route Bus Service and MTD should be listed as a partner.	Text revised.
28	Chapter 4	Mountain Line / MUTD Comments 8.12.08	The data used is 2001 data, but on page 61, the current TDP is sited. FY 2008 data is available, as is data for every year between – why use such old data? – fixed route FY 2008 has a ridership of 799,934	Text has been updated using 2007 numbers from the TDP approved by MUTD on 4.28.08.
29	Chapter 6	Mountain Line / MUTD Comments 8.12.08	This lists policy tools and primarily MR TMA, but many of these things should be credited to Missoula In Motion as well.	The Guaranteed Ride Home and telework training programs are now credited to both MIM and MR TMA.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
30	Chapter 6	Mountain Line / MUTD Comments 8.12.08	US Census mode share (2%) versus Envision Missoula telephone survey mode share (7%) not used here.	Text now notes the 2008 Missoula Long-Range Transportation Plan telephone survey found that 6.5 percent of Missoula-area workers age 18 or older use public transportation when commuting to work, but that Census Bureau information is used for the Corridor Study because it is widely accepted as a reputable source of data.
31	Chapter 7	Mountain Line / MUTD Comments 8.12.08	On the table titled Summary of Recommended Improvement Option, Missoula Urban Transportation District (MUTD) is omitted and should be added as the party responsible for Fixed Route Bus Service and MTD should be listed as a partner.	Text revised.
32	Chapter 2 & Appendices	Mountain Line / MUTD Comments 8.12.08	There is only one letter included in the letters from State and Federal agencies and no summary of other public comments. Would like to see a more comprehensive inclusion of comments received.	Written comments received during the public review period and agency review period have been included as an appendix to the document. Oral comments received at public meetings have been summarized in Chapter 2 of the Study.
33	Chapters 6 and 7	Mountain Line / MUTD Comments 8.12.08	Overall, we disagree with the decision to not advance items in the corridor study due to lack of funding.	Comment noted.
34	Transit Analysis	Mountain Line / MUTD Comments 8.12.08	Throughout 2001 numbers are used. We keep good records, why not use something more recent?	Text has been updated using 2007 numbers from the TDP approved by MUTD on 4.28.08.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
35	Transit Analysis, Table 1.1	Mountain Line / MUTD Comments 8.12.08	Transit ridership for Mountain Line shows 2001 numbers and only 262 days of operation in the year – is this correct? Why was a more recent number not used? FY 2008 has a ridership of 799,934 and I believe 306 days of service giving us ADR of 2,614 (better is you separate weekday from Saturday)	Table 1.1 now notes that the average number of weekday trips was 2,750 in 2007, based on numbers listed in TDP approved by MUTD on 4.28.08.
36	Transit Analysis	Mountain Line / MUTD Comments 8.12.08	Existing transit service car pool might be helpful	The following text from Chapter 4 of the US 93 Corridor Study document has been added to the Transit Analysis: "The carpool program coordinated by MR TMA serves to connect commuters interested in sharing transportation to work. Commuters can access the MR TMA web site to be matched with others interested in carpooling. Carpooling groups can use existing park and ride facilities throughout the corridor as a meeting place, or may make different arrangements. The program currently has over 20 carpool destinations in Missoula and Hamilton." The Corridor Study document and the Transit Analysis now also note: "More information about the organization is provided on their web site at http://www.mrtma.org/"
37	Transit Analysis	Mountain Line / MUTD Comments 8.12.08	Envision Missoula phone survey shows existing mode share at about 7% for transit in Missoula, versus the 2% in the Census which is what appears to have been used in this study	See response to Comment #30.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
38	General	Online Comment submitted by Susan Reneau 8.12.08	You need to slow down traffic by requiring lower speed limits along dangerous sections such as the one out of Lolo where the cement barriers are located. I support re-paving of Hwy. 93 and stop lights at major intersections from Lolo to Missoula to slow down traffic and make it flow better. I also support overpasses that allow major intersections to flow smoothly. I do not support a bridge from Linda Vista and the Maloney Ranch to Hwy. 93 because the flow of traffic is only from their subdivisions and not the other way across. They can pay for the bridge if they want one. I imagine this isn't part of your study but it should be because what happens on the other side of the Bitterroot River will impact the traffic on our side. I favor toll roads for bridges across the river and use of Hwy. 93 from the Bitterroot Valley. If commuters are rewarded for driving with two or more people in the vehicle, that will reduce traffic on the highway. I also support payment of road construction before any major subdivision is approved by the County Commissioners.	Speed limits are set by the Montana legislature and will not be addressed in this study. As detailed in MCA 61-8-309, a speed study may be requested by a local authority. Based on the findings and recommendations of the study, the Montana Transportation Commission will decide on an appropriate speed limit. US 93 is functionally classified as a rural principal arterial. Arterials provide the highest level of mobility, at the highest speed, for long uninterrupted travel. The intent of improvement options recommended in this study is to keep traffic moving along US 93 as smoothly as possible. For this reason, additional stop lights at major intersections are not proposed or recommended for this corridor, as they would slow traffic and create additional delays on US 93. Traffic lights are not installed with the intention of slowing traffic; they are only installed when they meet a specific set of warrants, or criteria, that justify the corresponding increase in accidents. Bridges connecting US 93 with subdivision developments are not proposed or recommended in this study. As noted in Section 6.1 of the study, toll roads are currently not permitted in Montana. Legislative authority would first need to be granted in order to move forward with any kind of toll structure on US 93. Further, tolls from existing traffic volumes would not be sufficient to pay for tolling administration costs. This study recommends consideration of impact fees as a condition of subdivision approval as a means of financing specific intersection improvements where development impacts are anticipated.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
39	Chapter 6	Online Comment submitted by Marlene Petersen 8.13.08	Regarding US 93 Corridor Study. I believe you need to address bicycle paths as alternate transportation between Lolo and Missoula. You could lower the speed on this corridor to 45 to 50 and create a bike path to the east of the guardrail by moving the guardrail in about 3 feet and create a no stopping zone through the curves between Lolo and Missoula. You would cut the number of cars down significantly, creating a safer/saner commute, less cost than a rail system and promote good health in people who are capable of riding to work but are currently trapped into commuting in cars because bicycle travel through this corridor is too dangerous.	A separated bicycle / pedestrian path is recommended between Lolo and Missoula. Please see comment #38 regarding speed limits. This study recommends the construction of pullout locations in the curves from Lolo to Missoula to accommodate emergency stops and allow for the efficient clearing of accidents from US 93.
40	Chapter 6	Online Comment submitted by Elmer Palmer 8.14.08	One of the comments that I made at the first public meeting was that we needed an alternative route because a major accident or incident between Missoula and Old 93 could block ALL traffic between Missoula and Florence. The study ignored this possibility, saying the alternate routes were not practical. How coincidental that within a week of the last meeting in Lolo a three-car accident between Lolo and Old 93 completely blocked ALL traffic between Missoula and Lolo. This STILL needs to be addressed.	Please see response to comment #14 regarding an eastside bypass option. This study does recommend improved incident management within the corridor. As outlined in Section 6.1, an Incident Management Plan is a key first step in improving response to emergencies in the corridor. The Plan should outline methods for detection of incidents, incident response protocols, methods for motorist information dissemination (including variable message signs through the corridor), and site management and incident clearance procedures.
41	Chapter 6 &7	Online Comment submitted 8.19.08	Would like to see the option of a separate bike/pedestrian path implemented as soon as possible. Not only would this provide safer transportation for the individuals forced to ride a bike, but provide other options for commuters. As an added benefit, increase additional pathways for recreationists.	A separated bicycle / pedestrian path is recommended for implementation in the near term over the next one to five years. The specific timeframe for implementation will be dependent on available funding.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
42	Chapter 6	Written Comment Submitted 8.19.08	The proposed pedestrian/bike path is wholly unjustified by the cost and the amount of potential use. The suggestion by some that the path would generate use is not founded on any concrete data. I ride a bike, but simply would not ride to town (Missoula) for anything from mid-October to late March due to generally unsafe weather-related riding conditions, path or no path. The argument that significant use of 93 currently exists is also based on unsupported data. I drove 93 every day for nearly 6 years between 7:15 and 7:35 a.m. and both late afternoon or evening drive times. I would infrequently see one or two riders (the same people always) and never in the dead of winter. While I would love to see more carpools and/or public transportation, 2.2 million is much better spent on the overwhelming majority that a very small and select minority. In this time of tight budgets and shrinking availability of funds, surely the needs of the many are more viable.	While there is no available information regarding the number of potential users of a separated bicycle / pedestrian path, this option received broad support from members of the public at each of the public meetings and via written comments received throughout the study process. For this reason, it is recommended in the Corridor Study. Separate sources are used to fund trails as compared to transit options. As noted in Section 7.1, CTEP and the Recreational Trails Program could be used to fund a separated bicycle / pedestrian path, whereas enhancement of vanpool and carpool programs, improved park and ride facilities, and capital and operating costs associated with a fixed route bus service would be funded through a separate set of sources. The separated bicycle / pedestrian path option is not in competition for funds with transit options recommended in the Corridor Study. A pedestrian / bike path is recommended as one of several options that could be implemented in the near term. The study also recommends implementation of transit-related options over the near, mid-, and long term. Implementation of improvement options will be dependent on funding availability and local planning and prioritization efforts.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
43	Chapter 6	Online Comment Submitted by Steve Nelson 8.28.08	I would support transportation options that provide commuters and recreational travelers alternatives to car/pickup travel, with an emphasis on safety for those who choose to travel by methods other than personal car/truck. It appears increasingly probable that fuel costs will remain high, and the availability of highly fuel efficient vehicles will be constrained for the near future in Western Montana. Consequently, to ease the burden of transportation costs on individuals, and to encourage alternative transportation use, a comprehensive 93 corridor transportation plan should include the following: a well designed bike/pedestrian pathway from Missoula to Lolo, connecting with the Lolo to Florence path; fixed daily bus routes; maintenance and expansion of the park and ride program; and continued work on a passenger rail option (one note on this last option: I reviewed the maps showing the catchment area densities and the general densities of 2 residences per acre required to make passenger rail service viable. It is obvious to even a diehard rail passenger supporter like myself that the numbers, given current transportation choices, are not there. However, continued increases in fuel costs may change commuters habits, and a good commuter train may provide a solution in the not-too-distant future. For this reason, I feel strongly that it remain a part of the long-term vision).	Recommended near-term improvement options include a separated bicycle / pedestrian path and improved park and ride facilities. Recommended mid- to long-term transit options include peak hour and all-day bus service throughout the 93 corridor. As noted in Section 7.2 of the Study, a Passenger Rail option could reduce congestion and delay on US 93 under optimum conditions. In order to be cost effective, however, this option would require a combination of densification of population and employment throughout the US 93 corridor, and a higher mode share than is projected over the 2030 planning horizon. Additionally, implementation of passenger rail would require local / private funding sources. This option could be reconsidered in the future if there is sufficient local support. In the near-term, efforts should focus on corridor preservation to ensure that potential rail corridors are not developed.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
44	General	Written Comment Submitted by Jacquelyn Corday, Open Space Program Manager, 9.09.08	In general we are pleased with the public draft dated July 2008 in regards to what options were not advanced (Section 7.2) and those that were listed as recommended. More specifically: • In Section 7.3, the report lists the Near-Term Options recommended for improving multi-modal transportation within the Hwy 93 corridor, including a separated bike/pedestrian path. As you know, the Parks Department fully supports the creation of this trail and our staff has attended the monthly Bitterroot Trail Committee meetings to lend support to the citizen group to reach the goal of establishing a trail from Missoula to Lolo to connect with the existing trail along the west side of Hwy 93 in Lolo to the Bitterroot Spur bike/ped trail that currently ends about one block east of Reserve at McDonald Avenue. Extending the Bitterroot Spur Trail from Missoula to Lolo is a specifically listed goal in the *2001 Non-Motorized Transportation Plan* (pgs 29-30). The *2004 Master Parks & Recreation Plan for the Greater Missoula Area* has as a goal to extend commuter trail projects in accordance with the *Non-Motorized Plan* (pg 5-2) as does the *2006 Missoula Urban Area Open Space Plan* (pg 34). • We support the Near-Term Option recommendation of "improved pedestrian crossings" as stated in table 7.3, but feel that it is beyond our area of expertise and jurisdiction to comment more specifically on where those should be located in the Lolo and Florence areas. In regards to the Missoula end of the study area,	Comment noted.

Comment Number	Document Reference	Comment Source and Date	Comment	Response
44 continued			we have provided comments on the Miller Creek EIS for the pedestrian crossing of Hwy 93 and Miller Creek Road as follows: “The EIS does not explain in the text or in figures how bicyclists and pedestrians will be able to safely cross over 7 lanes at the junction of Miller Creek Road and Hwy 93. At a minimum, we recommend the seconds "count-down" be installed and the device being set for a sufficient amount of time for a handicapped pedestrian to cross 7 lanes. This same devise should also be installed at the Briggs & Miller Creek Road and the "Y" intersections. All 3 intersections should have painted pedestrian crosswalks.” • We are responsible for implementing the *Open Space Plan*, which includes a goal of protecting lands located in "Cornerstones," areas that have been identified by the community for their high wildlife, agriculture, recreational, viewshed, and/or natural resource values. Preserving land with significant wildlife habitat and/or corridors is one of the highest priorities. A portion of the Bitterroot River Corridor Cornerstone is within the Hwy 93 Corridor Study Area – the section that runs from its crossing of Hwy 93 at Buck House Bridge to just north of Lolo. Thus, we support the Near-Term Option recommendation of "improved animal crossings" as listed in Table 7.3 Installing large culverts with fencing has proven very effective in reducing animal-vehicle collisions and thus they improve the safety of drivers and reduce killing of wildlife. In the many years of driving from	

Comment Number	Document Reference	Comment Source and Date	Comment	Response
44 continued			Florence to Missoula (1993-2004), I personally can attest to the substantial amount of wildlife killed each week on the highway, including huge numbers of deer and lesser but significant numbers of elk, black bear, moose, and countless small mammals. Dave Shaw, the Parks & Trails Design Manager, and I attended the public meetings for this project over the past two years and believe the final draft does a good job of incorporating expressed citizen and agency concerns and priorities over how to best improve multi-modal transportation within the corridor.	

Appendix C

Newsletters

US93 Corridor Plan

Missoula to Florence

Planning Steps & Schedule

Step #1 Identify issues ◆ Stakeholder interviews ◆ Meet with elected officials	Oct / Dec 2005
Step #2 Assess existing transportation / environmental / land use conditions	Nov 2005 thru Jan 2006
Public Open House #1 Project kickoff—Identify issues, discuss goals	**Feb 2006**
Step #3 Analyze future travel demand and performance	Jan 2006
Step #4 Confirm purpose & need / goals	Feb 2006
Step #5 Develop preliminary improvement options	Mar / Apr 2006
Public Open House #2 Confirm possible improvement options	**Jun 2006**
Step #6 Analyze improvement options	Jun / Jul 2006
Step #7 Identify feasible improvement projects and policies	Jul / Aug 2006
Public Open House #3 Present draft feasible improvements	**Late Summer 2006**
Step #8 Develop draft recommendations	Sept 2006 thru Jan 2007
Public Open House #4 Present draft corridor plan	**Fall 2006**
Step #9 Prepare final corridor plan	Spring 2007

For more information

Sheila Ludlow, MDT Project Manager
(406) 444-9193 / sludlow@mt.gov

Don Galligan, HDR Project Manager
(406) 541-8132 / Donald.Galligan@hdrinc.com

Mike Pepper, KMP Planning - Public Inv.
(208) 734-6208 / kmpplanning@cableone.net

Shane Stack, MDT Engineering Services Supv.
Missoula District
(406) 523-5830 / sstack@mt.gov

MDT Recorded Comment Line
(800) 714-7296

Project Web Site:
www.mdt.mt.gov/pubinvolve/us93corridor/

Project Description and Status

The US 93 Corridor Plan (the Plan) is being conducted by the Montana Department of Transportation to identify the most needed improvements to the US 93 transportation corridor between Missoula and Florence that will meet the corridor's operational requirements and user needs for the next 20 years, given financial constraints. The planning process considers the needs of local residents in Missoula, Lolo and Florence along with other residents in the region and the traveling public.

To date, the planning process has included a review of existing traffic and corridor use, land use and environmental conditions. A series of stakeholder interviews, the first round of public open house events, the first advisory committee meeting, agency and a stakeholder workshops have also been completed. Based on this combined input and information, a list of corridor issues (see back of newsletter) have been identified and the draft corridor goals (see list below) have been established.

Using the public issues, existing conditions, corridor needs and goals as a guide, the consultant team is now developing a list of possible improvement options. These draft possible improvements will be presented at the next public open houses in late May or early June. Watch for the next newsletter and local media for dates, locations and times for these events.

Draft Corridor Goals

Safety: Provide and maintain a safe transportation corridor for all modes of travel

Environment: Minimize through "best practices", the negative corridor impacts to the adjacent environment, communities and wildlife

Financial: Ensure the wise use of financial resources, through financially feasible solutions

Multi-modal: Optimize the use of alternative transportation modes throughout the corridor

Transportation Corridor Design: Implement safe "context-sensitive" design solutions that balance corridor functional needs with the community and environmental character of the corridor

Congestion: Maintain acceptable levels of safe corridor operation

Access: Manage corridor access within the law

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Some corridor issues we've heard…

SAFETY

- Lack of adequate left turn protection
- Unsafe / illegal parking
- Vehicle / pedestrian conflicts
- Conflicting and improper center lane movements
- Traffic speeds seem too high
- No, or limited US 93 emergency access when blocked

MULTI-MODAL

- Desire to reduce motor vehicle travel demand
- Desire for separated pathway between Lolo and Missoula
- Desire for more alternative transportation modes
- Lack of sufficient multi-modal connections in Missoula
- Van pool schedules do not meet user needs
- Insufficient number / poorly lit Park and Ride lots
- Desire for passenger rail service

ROADWAY DESIGN

- Drainage / flooding / ice across highway at MP 86.2
- Insufficient shoulder / bike lane width
- Dip on Blue Mtn. Rd. at approach to US 93
- Lack of separation between north and southbound lanes
- Sight distance limitation at Trader Bros. intersection
- Insufficient shoulder width for right turn movements
- Bottleneck between Lolo and Missoula
- Difficulty of visibility of pavement markings during rain
- Lack of real-time roadway information for travelers
- Right turn radius is too tight for southbound truck turns onto Mormon Crk Rd.
- Turn bays on and off US 93 at East Side Highway are too short

CAPACITY / LEVEL OF SERVICE

- Backup on US 93 between Lolo and Missoula when closed due to emergencies
- Lack of traffic breaks during peak traffic
- Congestion at Blue Mountain Rd. westbound from US 93
- Traffic stacking is increasing along corridor
- Increased conflicts with commercial traffic
- Insufficient capacity to meet traffic volume needs and maintain acceptable level of service
- Congestion during peak traffic hours

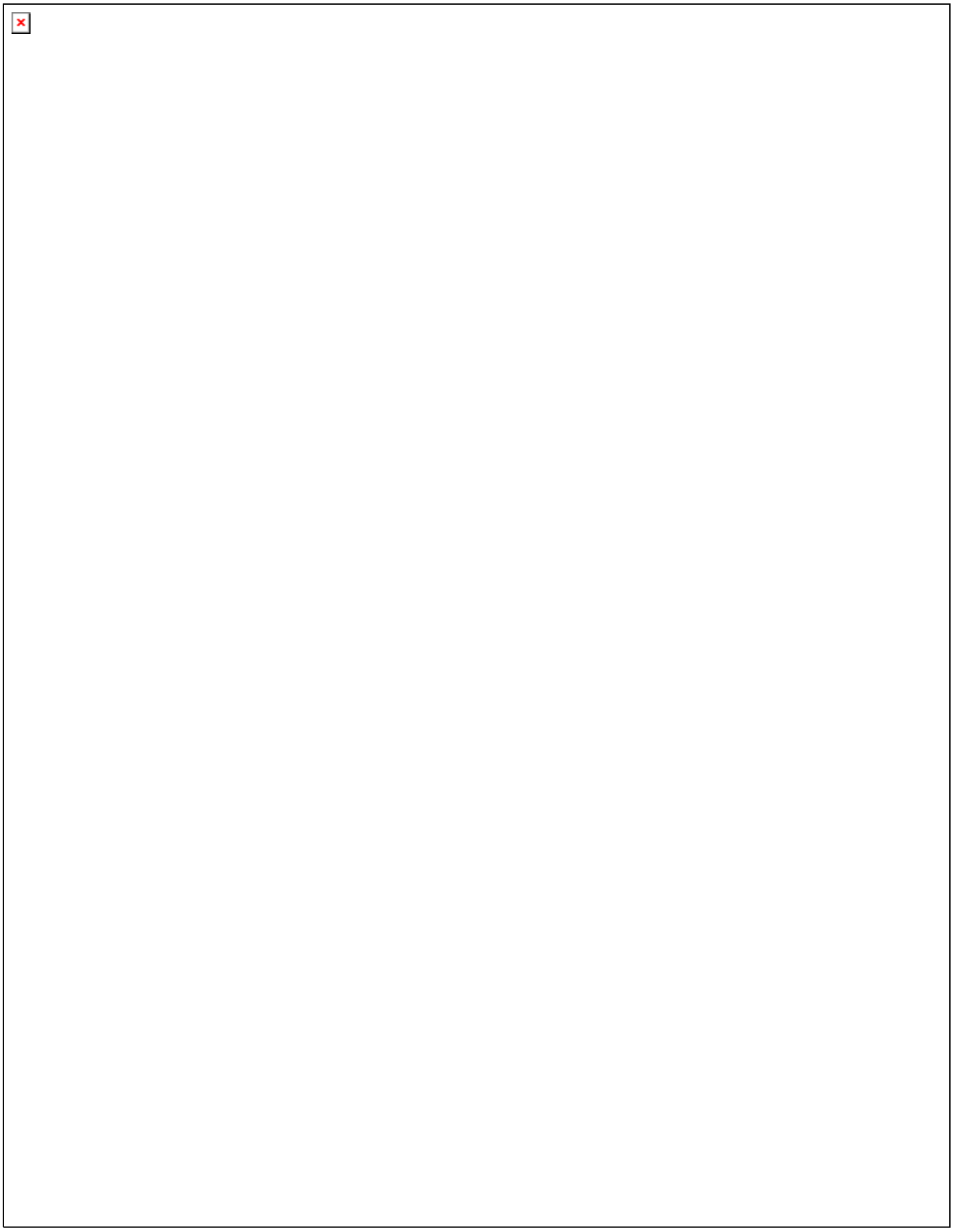
ACCESS

- Too many / close access points
- Conflicting turning movements at Lolo School
- Residential development creates increased demand for access to US 93
- Long delays accessing US 93 during peak times
- Insufficient coordination with land use planning process
- Desire to maintain access control

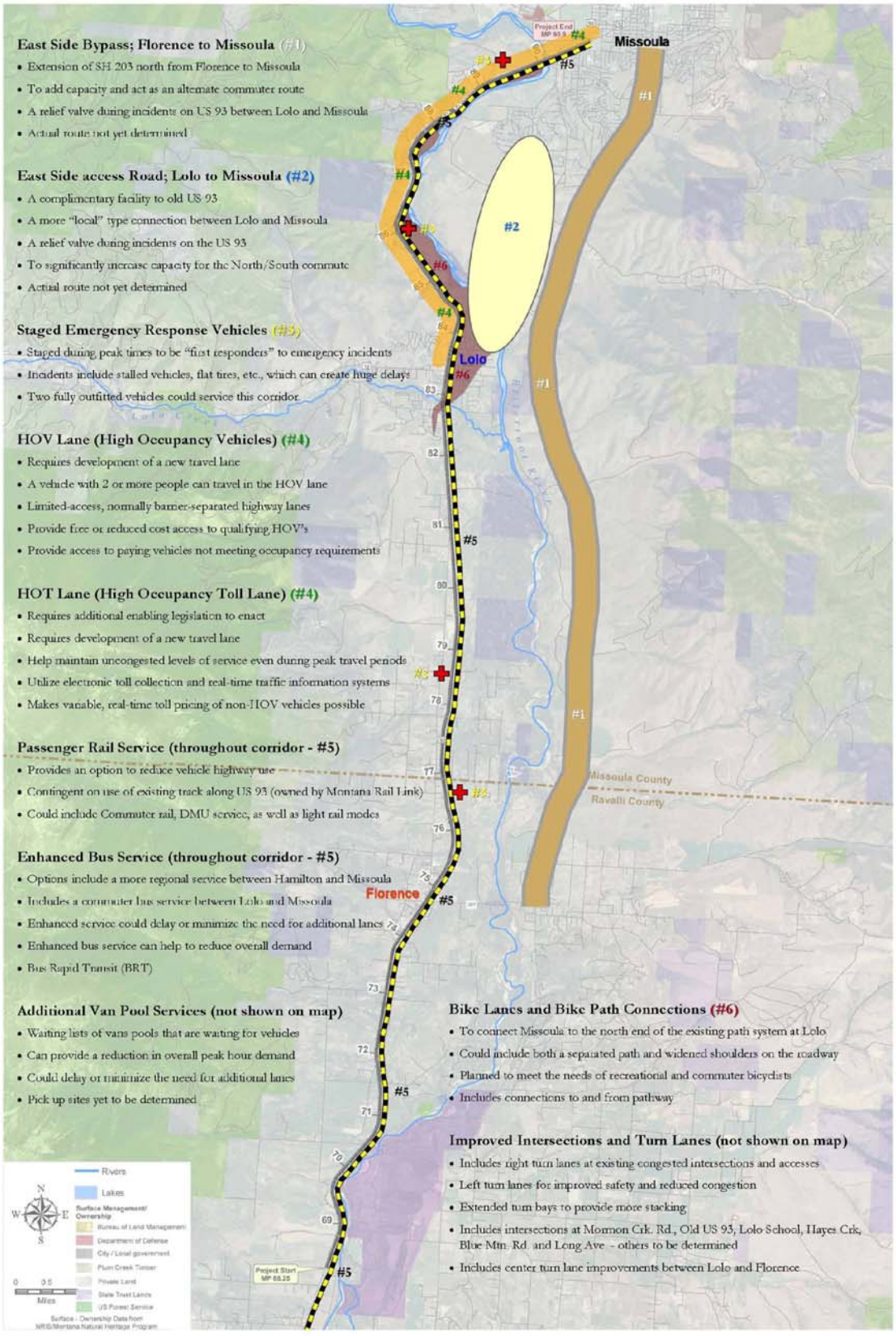
ENVIRONMENTAL

- Corridor noise through Lolo and Florence
- Deer crossing and congestion near Buckhouse Bridge
- Reduced air quality due to traffic volumes and congestion
- Risks due to use of US 93 as hazardous material route
- Poor aesthetics at southern gateway to Missoula
- Aging population needs for emergency services and mobility
- US 93 impacts to wetlands; bisect and drainage
- Air pollution and impacts to bike and ped use from roadway dirt and winter time sanding
- Excessive noise from rumble strips

"MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 541-8132 or TTY (406) 444-7696"



US 93 Corridor: Missoula to Florence
Possible Improvement Options



US 93 Public Meeting
August 15 & 16, 2007

AGENDA

Wednesday, August 15th Lolo School
Thursday, August 16th Missoula Quality Inn

Presentation will begin at 6:30 p.m.

Primary purpose of the meeting:

To confirm draft corridor improvement options
To discuss the screening process that will be used to prioritize improvement options
To discuss and gather comments on the draft policy recommendations

I. Welcome and Introductions

Sheila Ludlow, MDT Project Manager
Shane Stack, MDT Missoula District
Bob Burkhardt, FHWA
Darryl James, HKM Engineering; Consultant Project Manager
Jennifer James, HKM Engineering
Sarah Nicolai, HKM Engineering

II. Project Development Process and Status

III. Improvement Options

IV. Screening Process

Goals:
- Improve Corridor Operation and Design
- Improve Corridor Safety

Objectives:
- Minimize Impacts to the Environment
- Ensure Cost Efficiency and Fundability
- Enhance Multi-Modal Transportation

V. Policy Tools

VI. Comments / Next Steps

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 442-0370 or TTY (406) 444-7696.

US93 Corridor Plan

Missoula to Florence

Planning Steps & Schedule

Step #1 Identify issues ♦ Stakeholder interviews ♦ Meet with elected officials	Oct / Dec 2005
Step #2 Assess existing transportation / environmental / land use conditions	Nov 2005 thru Jan 2006
Public Open House #1 Project kickoff—Identify issues, discuss goals	**Feb 2006**
Step #3 Analyze future travel demand and performance	Jan 2006
Step #4 Draft goals and objectives	Mar / Apr 2006
Step #5 Develop preliminary improvement options	Mar / Apr 2006
Public Open House #2 Introduce possible improvement options	**June 2006**
Temporary Project Break	
Step #6 Analyze improvement options	Summer 2007
Step #7 Identify improvement options for further study	July / Aug 2007
Public Meeting #3 Present improvement options for further study	**Aug 2007**
Step #8 Screen improvement options	Fall 2007
Public Meeting #4 Present screened list of improvement options	**December 2007**
Step #8 Develop draft recommendations	Winter 2008
Public Meeting #5 Present draft corridor plan	**Spring 2008**
Step #9 Finalize corridor plan	Spring 2008

For more information

Sheila Ludlow, MDT Project Manager
(406) 444-9193 / sludlow@mt.gov
Darryl James, HKM Project Manager
(406) 442-0370 / djames@hkminc.com
Jennifer James, HKM Public Involvement
(208) 442-0370 / jjames@hkminc.com
Shane Stack, MDT Engineering Services Supv.
Missoula District: (406) 523-5830 / sstack@mt.gov
MDT Recorded Comment Line
(800) 714-7296
Project Web Site:
www.mdt.mt.gov/pubinvolve/us93corridor/

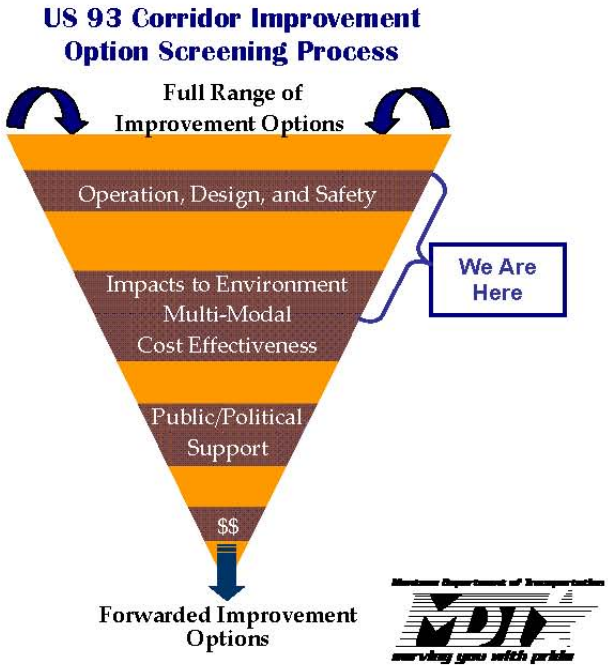
Project Description and Status

The US 93 Corridor Study is being conducted by the Montana Department of Transportation (MDT) to identify the most needed transportation improvements in the US 93 corridor between Missoula and Florence that will meet operational requirements and user needs for the next 20 years. The planning process considers the needs of local residents in Missoula, Lolo, and Florence along with other residents and the traveling public throughout the region.

To date, the planning process has included a review of existing traffic and corridor use, land use and environmental conditions, and socio-economic data and trends. Corridor goals have been drafted based on public input and the operational characteristics of the corridor. The goals have been used to guide the identification of improvement options and as a basis for screening possible improvement options.

Improvement Option Screening Process

The US 93 Corridor Plan Screening Process is being used to prioritize improvement options depending on which one best meets the Goals and Objectives of the project. The following graphic illustrates the process.



US 93 Public Meeting
January 30 and 31, 2008

Project Description

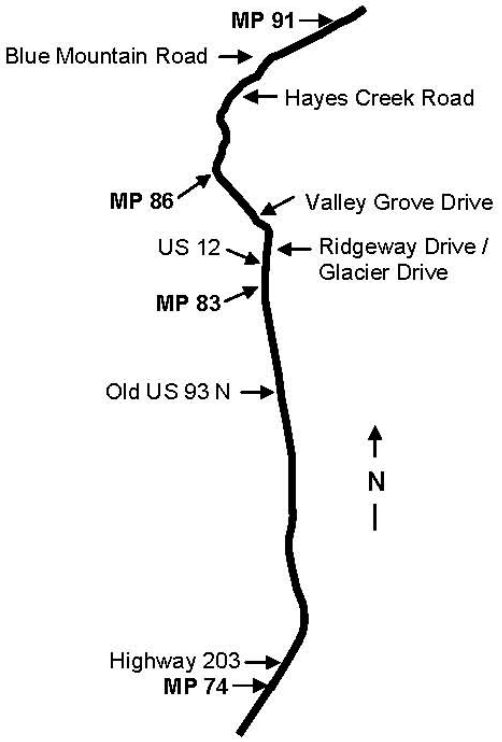
The US 93 Corridor Study is being conducted by the Montana Department of Transportation (MDT) to identify the most needed transportation improvements in the US 93 corridor between Missoula and Florence that will meet operational requirements and user needs for the next 20 years. The planning process considers the needs of local residents in Missoula, Lolo, and Florence along with other residents and the traveling public throughout the region.

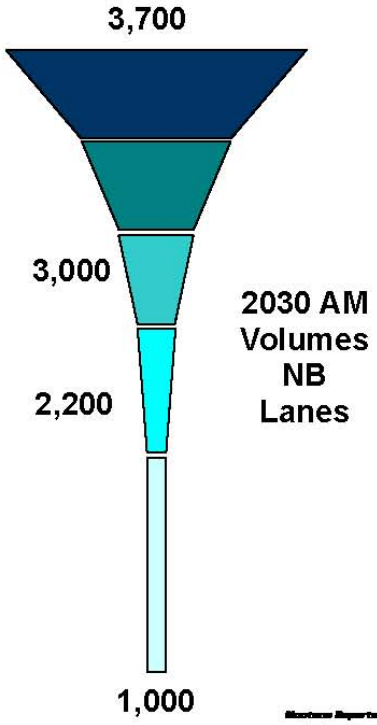
What is the Function of the Corridor?

The main purpose of US 93 is the movement of people and goods. US 93 is functionally classified as a **Principal Arterial**. An arterial provides the highest level of mobility, at the highest speed, for long uninterrupted travel.

What is the Problem in the US 93 Corridor?

- Vehicles can move relatively smoothly through corridor under ideal conditions. Given the high congestion levels, any disruption of flow from an accident, inclement weather, or slow-moving vehicle could create substantial delays.
- It is difficult to access US 93 from side streets, especially at stop-controlled intersections.
- There are projected to be long mainline delays at the intersection of US 93 and Highway 203 and at signalized intersections in Lolo by 2030.





US93 Corridor Plan

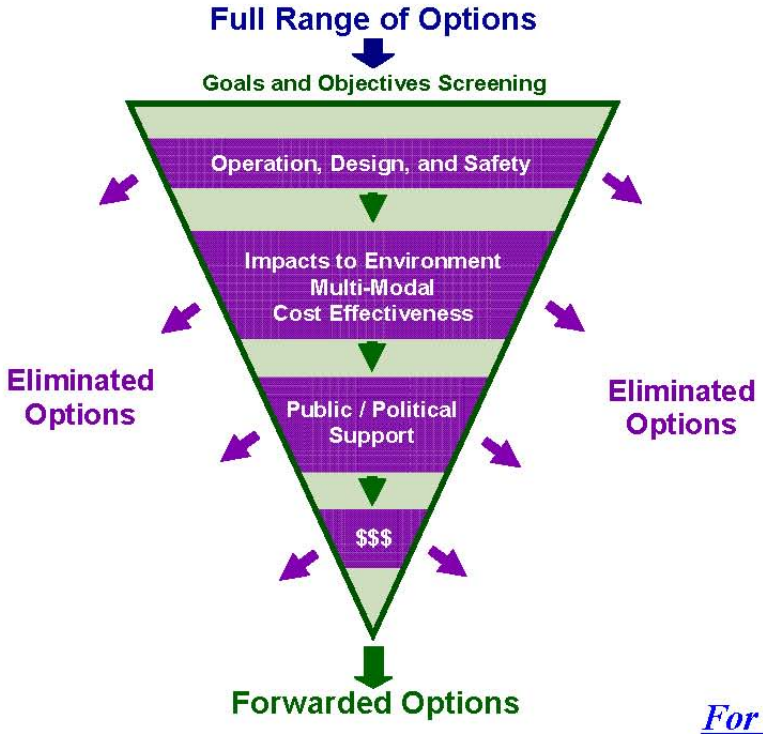
Missoula to Florence

What are Possible Solutions to the Problem?

- Transit Options
- Other Options Enhancing Mode Choice
- Options Adding Vehicular Capacity
- Travel Demand Management (TDM) / Transportation System Management (TSM)
- Spot Improvements
- Policy Tools

Improvement Option Screening Process

The following graphic illustrates the US 93 Corridor Study Improvement Option Screening Process.



Next Steps

We are Here →	**Public Meeting #4**	**January 2008**
	Develop draft recommendations	Winter 2008
	Public Meeting #5	**Spring 2008**
	Finalize corridor plan	Spring 2008

For more information

Sheila Ludlow, MDT Project Manager
(406) 444-9193 / sludlow@mt.gov
Darryl James, HKM Project Manager
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Project Web Site:
www.mdt.mt.gov/pubinvolve/us93corridor/

US 93 Corridor Study

Missoula to Florence

US 93 Public Meeting

August 5 & 6, 2008

Project Description

The US 93 Corridor Study is being conducted by the Montana Department of Transportation (MDT) to identify transportation improvements in the US 93 corridor between Missoula and Florence that will help meet operational requirements and user needs for the next 20 years. The planning process considers the needs of local residents in Missoula, Lolo, and Florence along with other residents and the traveling public throughout the region.

Corridor Function

- The main purpose of US 93 is the movement of people and goods.
- US 93 is functionally classified as a **Principal Arterial**.
- An arterial provides the highest level of mobility, at the highest speed, for long uninterrupted travel.

Corridor Problems

- Vehicles can move relatively smoothly through the corridor under ideal conditions. Given high **congestion** levels during peak hours of travel, any disruption of flow from an accident, inclement weather, or slow-moving vehicle could create substantial delays.
- It is difficult to **access** US 93 from side streets, especially at stop-controlled intersections.
- Long mainline **delays** are projected at the intersections of US 93 with Blue Mountain Road and Highway 203 and at signalized intersections in Lolo by 2030.

Possible Solutions

- Transit Options
- Other Options Enhancing Mode Choice
- Options Adding Vehicular Capacity
- Travel Demand Management (TDM) / Transportation System Management (TSM)
- Spot Improvements
- Policy Tools

Montana Department of Transportation
MDT
serving you with pride

US 93 Corridor Study

Missoula to Florence

Recommended Options

Near-Term

Category	Option		Estimated Cost
Transit / Multi-Modal Options	1	Enhanced Vanpool / Rideshare Programs	$5,000 to $40,000
	2	Improved Park and Ride Facilities	$150,000 per location
	3	Separated Bike / Pedestrian Path	$2,200,000
Spot Improvements	1	Improved Pedestrian Crossings	$2,500 to $1,500,000 per location
	2	Improved Animal Crossings	$300,000 to $2,000,000 per location
	3	Improved Pullout Locations	$300,000 per location
	4	Transportation Communication System	$350,000 per location
	5	Intersection Improvements at Blue Mountain Road and Highway 203	$450,000 per location
Policy Tools	1	Zoning	NA
	2	Corridor Preservation	
	3	Access Management	
	4	Incentive / Disincentive Programs	
	5	Incident Management	

Mid-Term

Option		Estimated Cost
1	Peak Hour Fixed Route Bus Service	$400,000 to $8,000,000*

*Operating costs are estimated at $180,000

Long-Term

Option		Estimated Cost
1	All-Day Fixed Route Bus Service	NA*

*Operating costs are estimated at $610,000

Please review the Corridor Study!

The Corridor Study document can be reviewed online at www.mdt.mt.gov/pubinvolve/us93corridor/documents.shtml or in hard copy format at the following locations:

- Lolo School Library (11395 Highway 93 South)
- Florence-Carlton School Library (5602 Old Hwy 93)
- Missoula Public Library (301 East Main)
- MDT Missoula District Office (2100 W Broadway)
- Missoula Office of Planning and Grants (435 Ryman St.)
- MDT Helena Headquarters Office (2701 Prospect Ave)

For more information

Sheila Ludlow, MDT Project Manager
(406) 444-9193 / sludlow@mt.gov
Darryl James, HKM Project Manager
(406) 442-0370 / djames@hkminc.com
Shane Stack, MDT Engineering Services Supv.
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Appendix D

Letters Received from State and Federal Agencies

COPY to [illegible] + Shultz
PC File

Montana Fish, Wildlife & Parks

RECEIVED
APR 0 5 2006
ENVIRONMENTAL

Region 2 Office
3201 Spurgin Road
Missoula, MT 59804-3101
406-542-5500
April 3, 2006

Jean Riley, Bureau Chief
Environmental Service Bureau
MT Department of Transportation
PO Box 201001
Helena, MT 59620-1001

MASTER FILE COPY

Dear Ms. Riley:

Reference: US 93 Corridor Plan, Missoula to Florence--Preliminary thoughts

We have looked at the general map and the aerial photo for this project located in Region 2 of Montana Fish, Wildlife & Parks (MFWP). We offer these initial comments on some preliminary fish and wildlife issues we identified for this project's location.

Fisheries Issues

Highway 93 currently has two stream crossings that have inadequate passage facilities for fish and aquatic organisms:

1. Hayes Creek crossing (section 10, just south of Missoula). This is a perennial, high quality cutthroat trout stream in reaches upstream of the highway and above the private land parcels just upstream of the highway. The Highway 93 crossing is a steep, grossly undersized culvert that is considered a complete fish passage barrier.

2. Carlton Creek crossing (section 2, just north of Florence). This is a large tributary drainage that is intermittent in the highway crossing reach. The Highway 93 crossing is an undersized box culvert with a bottom composed of natural substrates. The crossing is likely a barrier at high flows to fish and a more frequent barrier to other aquatic organisms.

Wildlife Issues

1. Missoula to Lolo Segment. Development from Missoula to the Blue Mountain Road area has pretty well eliminated wildlife habitat. From Hayes Creek to Worden Creek

development is relatively less, distance from hillsides to Bitterroot River is less, and the ability for wildlife to get from the west to east side of the river is greater. The hillsides and river bottom provide winter range for white-tailed deer, and there is lots of elk use on the hillsides above the highway. In other words there is some potential for future wildlife linkage in that area. At the same time it is our impression that both black bears and white-tailed deer get hit in this area at a pretty high rate. If reconstructed, consideration should be given to providing for wildlife crossings in this area.

2. Lolo to Florence Segment. Potential linkage for grizzly bear, lynx, mountain lion and wolf occurs just south of Lolo where the Bitterroot Valley narrows for about 2-5 miles. We have evidence that all those species have been along the Bitterroot River bottom. The north end of the Bitterroot Valley is the one most likely place to provide linkage because the valley is constricted and development is relatively sparse there. In addition two major landowners in that area are very interested in applying conservation easements to their ranches. It is not until south of Hamilton before we find similar conditions that foster linkage for those species between the Bitterroot and Sapphire Mountain Ranges.

Park & Recreation Issues

1. Fishing Access Sites. There are several parcels of MFWP land along this highway corridor that are designated Fishing Access (FAS) Sites. Currently, vehicles drive off of the highway to access these sites. This is potentially creating an unsafe condition. It would be important that access to these parcels be maintained and a safer design implemented to enhance or improve that vehicle access.

2. Trails. With the existence of the great, nonmotorized trail system running from Lolo to Florence, the public and trail advocate groups are requesting to see the trail linked and extended northward from Lolo to Missoula. Whatever could be done to make this happen would be critical in meeting that demand for trails and recreation, according to the Statewide Comprehensive Outdoor Recreation Plan.

We thank you for providing the opportunity for MFWP to comment on this project, and we look forward to working with you.

(Please contact Sharon Rose at 542-5540 or shrose@mt.gov if you wish to receive an electronic version of these comments.)

Sincerely,

Mack Long
Regional Supervisor

ML/sr

Appendix E

Map of Lolo Area
Land Uses

LOLO REGIONAL PLAN: OVERVIEW

County Resolution 2002-064 April 24, 2002

Office of Planning & Grants

LOCATOR MAP

PURPOSE:
The land use map is visual representation of the goals and policies articulated throughout the Lolo Regional Plan. It is not a zoning map. The designations on the map are approximate. Site-specific conditions are taken into consideration when evaluating proposals and adopting regulations. The narrative in the Land Use Rationale section of the plan provides the underlying principles for the land use designations in particular areas.

- Plan Boundary
- Development Area Boundary
- Light Industrial and Commercial
- Light Industrial
- General Commercial
- Community Commercial
- Public and Quasi-public Lands and Facilities
- 16 dwelling units per acre
- 6 dwelling units per acre
- 4 dwelling units per acre
- 2 dwelling units per acre
- Community Crossroads
- Suggested Community Crossroads Commercial Node
- 1 dwelling unit per acre
- 1 dwelling unit per 5 acres
- 1 dwelling unit per 10 acres
- Parks and Open Space
- Open and Resource
- Floodway
- Area of Significant Flood Risk
- 6 Density if connected to public sewer system.

Areas of Special Value:

1. Traveler's Rest
2. Scenic Value
3. Gateways

N

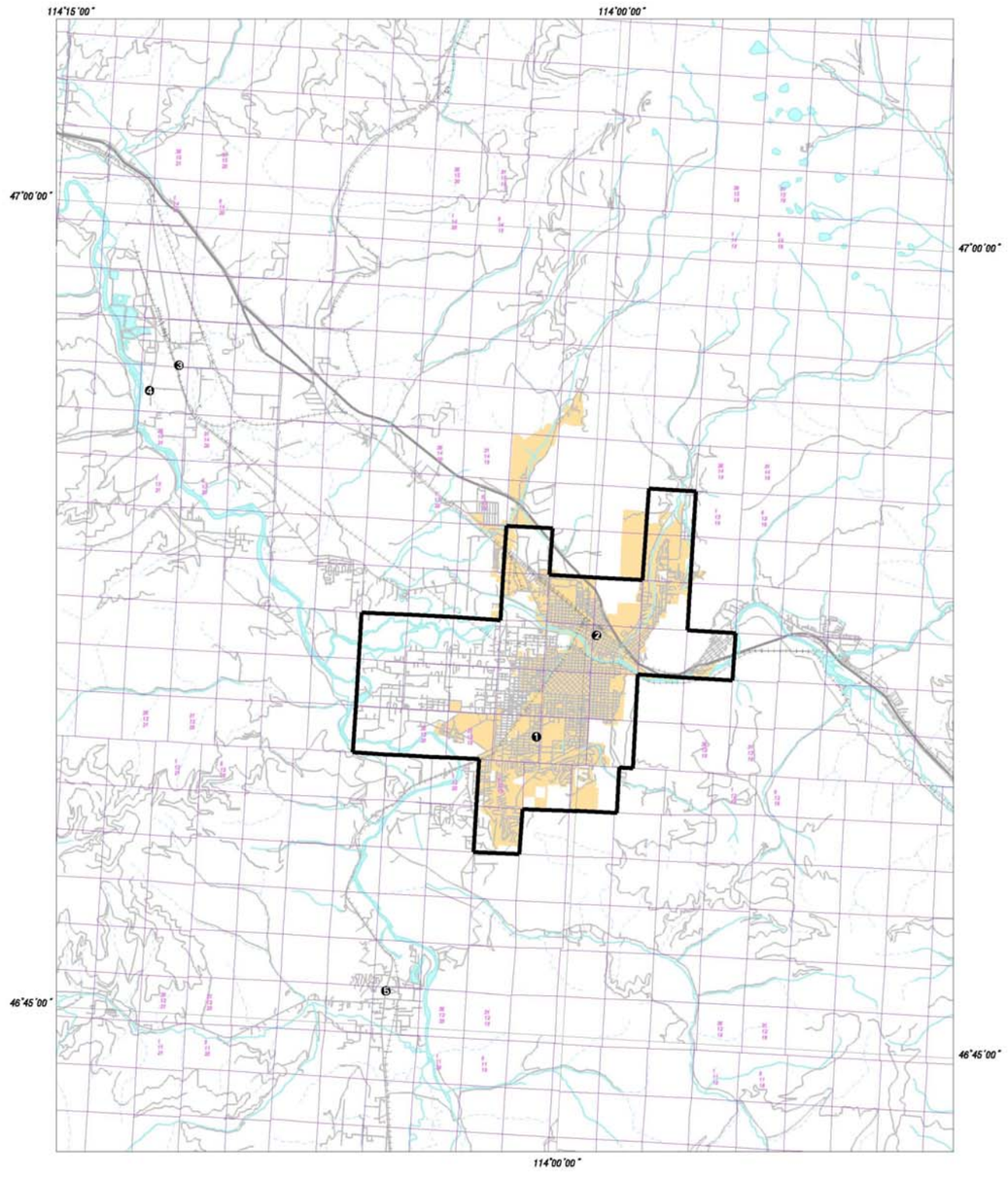
Scale: 1 inch = 6000 feet
0 6000 12,000
Contour interval 160 Feet.

Source: Missoula County Surveyors, County Carrying Capacity Study, USGS, and Office of Planning & Grants. July 17, 2002

Filename: PLOLOGNL.PLT

Appendix F

Non-Attainment Areas



MISSOULA COUNTY

Missoula PM-10 Nonattainment Area

MISSOULA PM-10 Nonattainment Area:*
T13N, R19W; Sections 2, 8, 11, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, 32, 33 and 34;
T12N, R19W; Sections 4, 5, 6, 7;
T13N, R20W; Sections 23, 24, 25, 26, 35 and 36.

* Boundary as described by 56 FR 56794, November 6, 1991.

❶ Boyd Park PM-10 SLAMS monitoring site. TEOM sampler with Years of Record 1994 to present. AIRS number 30-63-0024, UTM location Zone 11, 727245mE; 5191741mN.

❷ Health Department PM-10 SLAMS monitoring site. HIVOL sampler with Years of Record 1986 to present. AIRS number 30-63-0031, UTM location Zone 12, 271750mE; 5195400mN.

❸ Stone #1A PM-10 SLAMS monitoring site. HIVOL sampler with Years of Record 1992 to present. AIRS number 30-63-0034, UTM location Zone 11, 719000mE; 5203200mN.

❹ Stone #2 PM-10 SLAMS monitoring site. HIVOL sampler with Years of Record 1992 to present. AIRS number 30-63-0016, UTM location Zone 11, 712804mE; 5202351mN.

❺ Lolo Area PM-10 SLAMS monitoring site. HIVOL sampler with Years of Record 1997 to present. AIRS number 30-63-0035, UTM location Zone 11, 722900mE; 5182510mN.

LEGEND

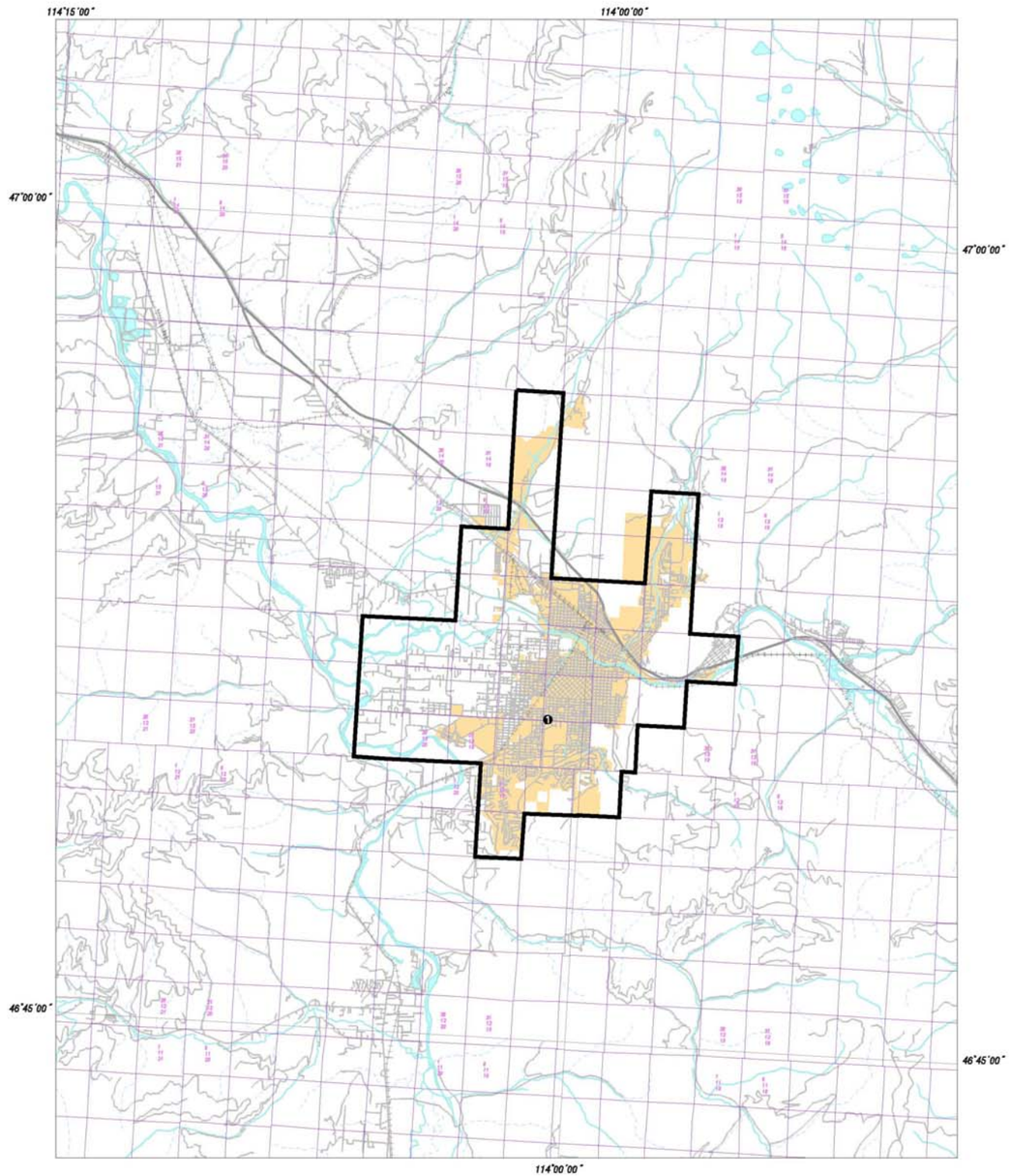
- Designated PM-10 Nonattainment Area Boundary
- Improved Road
- Interstate Highway
- Trail
- Railroad
- River
- Stream
- Public Land Survey
- Municipal Area
- Water Body

Background data from TIGER files and BLM PLSS or UTM grid generated in ArcInfo.

0 1 2 3 4
Scale of Miles
0 1 2 3 4
Scale of Kilometers

N

Montana State Library
Natural Resource Information System
Map #98NRIS248-ae - 08/28/98



MISSOULA COUNTY

Missoula CO Attainment Area Subject to Maintenance Plan

MISSOULA CO Nonattainment Area: *
Missoula and vicinity including the following (Township and Range) sections:
T14N, R19W Sections 29 and 32; T13N, R19W Sections 2, 5, 7, 8, 11, 14 through 24 and 26 through 34;
T12N, R20W Sections 4 through 7;
T13N, R20W Sections 23 through 26, 35 and 36.

* Boundary as described by 56 FR 56790, November 6, 1991.

❶ Malfunction Junction CO SLAMS monitoring site.
Years of Record 1979 to present.
AIRS number 30-063-0005, UTM location Zone 11, 727500mE; 5192500mN.

LEGEND

- Designated CO Nonattainment Area Boundary
- Improved Road
- Interstate Highway
- Trail
- Railroad
- River
- Stream
- Public Land Survey
- Municipal Area
- Water Body

Background data from TIGER files and BLM PLSS or UTM grid generated in ArcInfo.

0 1 2 3 4
Scale of Miles
0 1 2 3 4
Scale of Kilometers

N

Montana State Library
Natural Resource Information System
Map #NRIS248-ac - 08/28/98

Appendix G

Access Control Report Recommendations

Project ID: NH 0002(906)
Designation: US 93 - Lolo to Missoula
Missoula County, Montana

ACCESS CONTROL PLAN
NH 0002(906), CN 4776 US 93 NAS LOLO TO MISSOULA

* From the Institute of Traffic Engineers (ITE) Trip Generation Manual - 7th Edition, where applicable.
** Assumed legal easement or access agreement.

Access locations are subject to engineering feasibility review and design.

Parcel ID	RP (MP)	Side	Access Type	ITE Land Use Code *	Quantity	Unit *	Estimated Traffic Volume* (Trips per Day)	Parcel Address	Access Classification	Recommendation	Comments
N/A	83.40	LL	Public	—	—	—	—	US 12	Developed	Open	Paved approach with signal
1-1	83.41	RL	Commercial	944 Gas Station w/Market and Car Wash	12.0	Positions	1934	11000 US HIGHWAY 93 59847	Developed	Open	Access to gas station
1-1	83.43	RL	Commercial	944 Gas Station w/Market and Car Wash	12.0	Positions	1934	11000 US HIGHWAY 93 59847	Developed	Open	Access to gas station
1-1	83.47	RL	Commercial	—	—	—	—	11000 US HIGHWAY 93 59847	Developed	Close	Multiple access with access via Lewis & Clark Dr
1-2	83.40	LL	Commercial	932 High-Turnover Restaurant	5.0	KSF	636	11005 HWY 93 S LOLO 59847	Developed	Open	Access to adjacent property (1-3) parking **
1-3	83.44	LL	Commercial	—	—	—	—	11005 HWY 93 S LOLO 59847	Developed	Close	Access via approach for Property 1-2 **
1-3	83.45	LL	Commercial	—	—	—	—	11005 HWY 93 S LOLO 59847	Developed	Close	Access via approach for Property 1-4 **
1-4	83.46	LL	Commercial	932 High-Turnover Restaurant 917 Bakery	5.0 3.0	KSF KSF	654	11075 HWY 93 S LOLO 59847	Developed	Open	Access to Bakery shop & parking for Property 1-3 **
1-5	83.48	LL	Commercial	—	—	—	—	11085 US HWY 93 59847	Developed	Close	Access via Lewis & Clark Dr
N/A	83.50	LL	Public	—	—	—	—	Lewis and Clark Dr	Developed	Open	Paved approach with stop sign
N/A	83.51	RL	Public	—	—	—	—	Lewis and Clark Dr	Developed	Open	Paved approach with stop sign
1-6	83.52	LL	Commercial	—	—	—	—	11125 US HIGHWAY 93 59847	Developed	Close	Access via Lewis & Clark Dr
1-7	83.53	RL	Commercial	—	—	—	—	11130 LEWIS & CLARK DR 59847	Developed	Close	Access via Lewis & Clark Dr
1-8	83.54	LL	Residential	240 Mobile Home Park	15.0	DU	75	US HIGHWAY 93 59847	Developed	Open	Access to mobile home park
1-9	83.55	RL	Field	—	—	—	—	US HIGHWAY 93 LOLO 59847	Developed	Close	Multiple accesses
1-9	83.55	RL	Field	—	—	—	—	US HIGHWAY 93 LOLO 59847	Developed	Close	Multiple accesses
1-9	83.56	RL	Field	—	—	—	< 10	US HIGHWAY 93 LOLO 59847	Developed	Open	Access to field
1-10	83.54	LL	Commercial	942 Automobile Care Center	1.0	KSF	15	11195 US HIGHWAY 93 59847	Developed	Open	Access to auto shop
1-10	83.55	LL	Commercial	—	—	—	—	11195 US HIGHWAY 93 59847	Developed	Close	Multiple accesses
1-11	83.57	LL	Commercial	—	—	—	—	US HIGHWAY 93 LOLO 59847	Developed	Close	Multiple accesses
1-11	83.59	LL	Commercial	843 Automobile Parts Sales	1.0	KSF	62	US HIGHWAY 93 LOLO 59847	Developed	Open	Access to equipment repair shop
1-12	83.60	LL	Commercial	814 Specialty Retail Center	0.2	KSF	9	US HIGHWAY 93 59847	Developed	Open	Access to print shop
1-13	83.61	RL	Field	—	—	—	—	101 ANN'S LN 59847	Developed	No Direct Access	Access via Ann's Lane
N/A	83.66	RL	Public	—	—	—	—	Ann Ln	Developed	Open	Paved approach with stop sign
1-14	83.61	LL	Commercial	—	—	—	—	11625 US HIGHWAY 93 59847	Developed	Close	Multiple access with access via new shared access
1-14	83.66	LL	Commercial	9xx Other 941 Quick Lubrication Vehicle Shop	20 3.0	KSF Positions	103	11625 US HIGHWAY 93 59847	Developed	Open	New shared access with Property 1-15
1-15	83.65	LL	Commercial	—	—	—	—	11655 US HIGHWAY 93 59847	Developed	Close	Access via new shared access with Property 1-14
1-16, 1-17	83.68	RL	Field	—	—	—	—	102 ANN'S LN 59847	Developed	Close	Access via Ann's Lane South
			Field	—	—	—	—	107 ANN'S LN 59847			Access via Ann's Lane North
1-18	83.69	LL	Commercial	—	—	—	< 10	US HIGHWAY 93 59847	Developed	Open	Access to utility station
1-19	83.71	LL	Commercial	—	—	—	—	US HIGHWAY 93 LOLO 59847	Developed	No Direct Access	Access via approach for Property 1-21 **
N/A	83.71	RL	Public	—	—	—	—	Ann Ln	Developed	Open	Paved approach with stop sign
1-20	83.72	RL	Commercial	—	—	—	< 10	US HIGHWAY 93 LOLO 59847	Developed	Open	Access to future development
1-21	83.74	LL	Commercial	522 Middle School	500.0	Students	810	US HIGHWAY 93 59847	Developed	Open	Access to school and Property 1-18
1-22	83.77	RL	Commercial	833 Fast Food Restaurant	0.5	KSF	358	11400 US HIGHWAY 93 59847	Developed	Open	Access to ice cream shop
1-22	83.79	RL	Commercial	—	—	—	—	11400 US HIGHWAY 93 59847	Developed	Close	Multiple access with access via Tyler Way
1-23	83.75	LL	Commercial	—	—	—	—	US HIGHWAY 93 59847	Developed	Close	Multiple access with access via new access
1-23	83.79	LL	Commercial	520 Elementary School	500.0	Students	645	US HIGHWAY 93 59847	Developed	Open	Access to school
1-23	83.83	LL	Commercial	520 Elementary School	500.0	Students	645	US HIGHWAY 93 59847	Developed	New	Recommended right-in, right-out access to school
N/A	83.78	RL	Public	—	—	—	—	Tyler Way	Developed	Open	Paved approach with signal
1-24	83.81	RL	Commercial	—	—	—	—	US HIGHWAY 93 59847	Developed	No Direct Access	Access via Tyler Way
1-25	83.84	RL	Commercial	—	—	—	—	11350 US HIGHWAY 93 59847	Developed	No Direct Access	Access through shopping center **
1-26	83.85	RL	Commercial	820 Shopping Center	50.0	KSF	2147	LOLO SHOPPING CTR 59847	Developed	Open	Access to shopping center and Properties 1-25 and 1-28 **
1-27	83.89	LL	Commercial	310 Hotel	50.0	Rooms	409	11225 US HIGHWAY 93 59847	Developed	Open	Access to hotel
1-28	83.89	RL	Commercial	—	—	—	—	LOLO SHOPPING CTR 59847	Developed	No Direct Access	Access through shopping center **
1-29	83.93	LL	Commercial	—	—	—	< 10	US HIGHWAY 93 59847	Developed	Open	Access to parking
1-29	83.98	LL	Commercial	—	—	—	—	US HIGHWAY 93 59847	Developed	Close	Multiple access
1-30	83.94	RL	Commercial	932 High-Turnover Restaurant	5.0	KSF	636	11150 US HIGHWAY 93 59847	Developed	Open	Access to restaurants and bank **
1-31	83.93	LL	Commercial	—	—	—	—	US HIGHWAY 93 59847	Developed	Close	Access via Ridgeway Dr
N/A	83.95	RL	Public	—	—	—	—	Glacier Drive	Developed	Open	Paved approach with signal
N/A	83.95	LL	Public	—	—	—	—	Ridgeway Drive	Developed	Open	Paved approach with signal
1-32	83.98	RL	Commercial	—	—	—	—	100 GLACIER DR 59847	Developed	Close	Access via Glacier Dr and new shared access with Property 1-33
1-32, 1-33	83.99	RL	Commercial	720 Medical-Dental Office	2.0	KSF	72	100 GLACIER DR 59847	Developed	New	Shared access to business
			Commercial	912 Drive-in Bank	3.0	KSF	738	US HIGHWAY 93 59847			Shared access to bank
1-33	84.00	RL	Commercial	—	—	—	—	US HIGHWAY 93 59847	Developed	Close	Access via new shared access with Property 1-32
1-34, 1-35	84.01	LL	Commercial	944 Gas Station w/Market and Car Wash	12.0	Positions	1934	US HIGHWAY 93 59847	Developed	Open	Access to gas station
			Residential	210 Single-Family Detached Housing	1.0	DU	10	10630 US HIGHWAY 93 59847			Access to residence
1-35	84.03	LL	Commercial	—	—	—	—	10615 US HIGHWAY 93 59847	Developed	Close	Access via new shared access with Property 1-34
1-36, 1-37	84.03	RL	Commercial	912 Drive-in Bank	3.0	KSF	738	US HIGHWAY 93 59847	Developed	Open	Access to bank
			Commercial	814 Specialty Retail Center	0.5	KSF	22	10570 US HIGHWAY 93 59847			Access to shopping center
1-38, 1-39	84.07	LL	Commercial	—	—	—	< 10	10615 US HIGHWAY 93 59847	Developed	New	Access to open lot
			Commercial	—	—	—	< 10	US HIGHWAY 93 59847			Access to open lot
1-39	84.08	LL	Commercial	—	—	—	—	US HIGHWAY 93 59847	Developed	Close	Access via new shared access with Property 1-38
1-39	84.11	LL	Residential	210 Single-Family Detached Housing	1.0	DU	10	10605 US HWY 93 59847	Developed	Open	Future emergency access only
1-37, 1-40	84.31	RL	Field	—	—	—	< 10	10370 US HIGHWAY 93 59847	Intermediate	Open	Access to field
			Field	—	—	—	< 10	NONE			Access to field
1-41	84.33	LL	Residential	—	—	—	—	NONE	Intermediate	No Direct Access	Access via Ridgeway Drive
1-42, 1-44	84.35	RL	Residential	—	—	—	—	10250 US HWY 93 59847	Intermediate	Close	Access via new shared access across from Valley Grove Drive
			Residential	—	—	—	—	9990 US HWY 93 59847			Access via new shared access across from Valley Grove Drive
1-42, 1-44	84.38	RL	Residential	210 Single-Family Detached Housing	1.0	DU	10	10250 US HWY 93 59847	Intermediate	New	Access to residence

ACCESS CONTROL PLAN
NH 0003(506), CN 4776 US 93 N&S LOLO TO MISSOULA

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** Assumed legal easement or access agreement

Access locations are subject to engineering feasibility review and design.

Parcel ID	RP (MP)	Side	Access Type	ITE Land Use Code *	Quantity	Unit *	Estimated Traffic Volume* (Trips per Day)	Parcel Address	Access Classification	Recommendation	Comments
			Residential	210 Single Family Detached Housing	2.0	DU	19	8995 US HWY 93 59847			Access to residence
1-43	84.93	LT	Commercial	—	—	—	—	10225 US HIGHWAY 93 59847	Intermediate	No Direct Access	Access via Valley Grove Drive
N/A	84.93	LT	Public	—	—	—	—	Valley Grove Dr	Intermediate	Open	Paved approach with stop sign
1-45	84.95	LT	Commercial	—	—	—	—	US HIGHWAY 93 59847	Intermediate	No Direct Access	Access via Valley Grove Drive
1-46	84.97	LT	Commercial	—	—	—	—	9925 US HIGHWAY 93 59847	Intermediate	No Direct Access	Access via Valley Grove Drive through Property 1-45 **
1-47	85.02	LT	Field	—	—	—	—	NONE	Intermediate	No Direct Access	Specific access control and design to be determined
1-48	85.07	LT	Field	—	—	—	—	NONE	Intermediate	No Direct Access	Specific access control and design to be determined
1-49, 1-50	85.10	LT	Residential	210 Single Family Detached Housing	1.0	DU	10	NONE	Intermediate	Open	Specific access control and design to be determined
			Residential	210 Single Family Detached Housing	1.0	DU	10	9825 BIRD LN 59847			Specific access control and design to be determined
1-51	85.39	RT	Field	—	—	—	—	NONE	Intermediate	Close	Multiple access to field
1-51	85.45	RT	Field	—	—	—	< 10	NONE	Intermediate	Open	Access to field
1-52	85.49	LT	Field	—	—	—	—	9825 BIRD LN 59847	Intermediate	No Direct Access	Specific access control and design to be determined
N/A	85.60	LT	Public	—	—	—	—	Bird Lane	Intermediate	Close	Duplicate intersection approach
N/A	85.62	LT	Public	—	—	—	—	Bird Lane	Intermediate	Open	Recommended right-in, right-out access/Paved approach with stop sign
1-53	85.61	LT	Residential	—	—	—	—	9825 BIRD LN 59847	Intermediate	No Direct Access	Specific access control and design to be determined
1-54	85.63	LT	Residential	—	—	—	—	8100 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-55	85.69	LT	Residential	—	—	—	—	8050 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-56	85.13	LT	Residential	—	—	—	—	8000 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-57	85.19	LT	Residential	—	—	—	—	8850 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-58	85.93	LT	Residential	—	—	—	—	8900 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-59	85.98	LT	Residential	—	—	—	—	8900 BIRD LN 59847	Intermediate	No Direct Access	Access via Bird Lane
1-60, 1-60A	86.09	LT	Residential	—	—	—	—	BITTERROOT RD 59847	Rural	Close	New access via Bird Lane
			Residential	—	—	—	—	BITTERROOT RD 59847			New access via Bird Lane
1-61	86.32	RT	Field	—	—	—	—	NONE	Rural	No Direct Access	Other side of railroad
1-62, 1-63	86.35	LT	Field	—	—	—	< 10	NONE	Rural	Open	Access to conservation area
			Field	—	—	—	< 10	NONE			Access to conservation area
1-64	86.55	LT	Field	—	—	—	—	NONE	Rural	No Direct Access	Access to conservation area
1-65	87.00	LT	Field	—	—	—	—	NONE	Rural	No Direct Access	Access via Property 1-66 (same owner) **
1-66	87.02	LT	Field	—	—	—	—	NONE	Rural	No Direct Access	Access to conservation area
1-67	87.10	RT	Field	—	—	—	< 10	NONE	Rural	Open	Access to railroad & river - Specific access control and design to be determined
N/A	87.13	RT	Field	—	—	—	—	NONE	Rural	Close	Abandoned weigh station - Specific access control and design to be determined
N/A	87.19	LT	Public	—	—	—	—	Cochise Drive	Rural	Open	Paved approach with stop sign - Specific access control and design to be determined
N/A	87.22	RT	Field	—	—	—	—	NONE	Rural	Close	Abandoned weigh station - Specific access control and design to be determined
N/A	87.05	RT	Field	—	—	—	—	NONE	Rural	Close	Informal pull-out
1-68	87.13	LT	Residential	—	—	—	—	7120 US HIGHWAY 93 59804	Rural	No Direct Access	Access via Cochise Drive
1-69	87.23	LT	Residential	—	—	—	—	1300 COCHISE DR 59804	Rural	No Direct Access	Access via Cochise Drive
1-70	87.28	LT	Residential	—	—	—	—	1300 COCHISE DR 59804	Rural	No Direct Access	Access via Cochise Drive
1-71	87.35	LT	Residential	—	—	—	—	1550 COCHISE DR 59804	Rural	No Direct Access	Access via Cochise Drive
1-72	87.45	RT	Field	—	—	—	—	NONE	Rural	No Direct Access	Other side of railroad
1-73	87.51	LT	Residential	—	—	—	—	COCHISE DR 59804	Rural	No Direct Access	Access via Cochise Drive
1-74	87.61	LT	Residential	—	—	—	—	NONE	Rural	No Direct Access	Access via Cochise Drive
1-75	87.13	LT	Residential	—	—	—	—	BITTERROOT RD 59804	Intermediate	Close	Access via new service road to Property 1-78
1-76	87.71	RT	Field	—	—	—	< 10	US HIGHWAY 93 59804	Intermediate	Open	Access to field
1-77	87.76	LT	Residential	—	—	—	—	1306 BITTERROOT RD 59804	Intermediate	Close	Access via new service road to Property 1-78
1-78	87.77	LT	Commercial	843 Automobile Parts Sales 210 Single Family Detached Housing	0.9 4	KSF DU	11	1301 BITTERROOT RD 59804	Intermediate	Open	Access to residences with new service road
1-79	87.78	RT	Commercial	710 General Office Building	2.0	KSF	22	6100 US HIGHWAY 93 59804	Intermediate	Open	Access to business center
1-80	87.79	LT	Residential	—	—	—	—	9255 BITTERROOT RD 59804	Intermediate	Close	Access via new service road to Property 1-78
N/A	87.86	LT	Public	—	—	—	—	Hayes Creek Road	Intermediate	Open	Paved approach with stop sign
1-82	87.85	RT	Residential	—	—	—	—	6003 US HIGHWAY 93 59804	Intermediate	Close	Multiple access with poor sight distance
1-82	87.87	RT	Residential	—	—	—	—	6003 US HIGHWAY 93 59804	Intermediate	Close	Multiple access with poor sight distance
1-82	87.93	RT	Residential	240 Mobile Home Park	15.0	DU	75	6003 US HIGHWAY 93 59804	Intermediate	Open	Access to mobile home park
1-83	87.90	LT	Residential	—	—	—	—	6300 HAYES CREEK RD 59804	Intermediate	Close	Access via Hayes Creek Road
1-84	87.92	RT	Commercial	151 Mini Warehouse	5.0	KSF	13	5960 US HIGHWAY 93 59804	Intermediate	Open	Access to storage facility
1-85	87.95	LT	Residential	—	—	—	—	6300 HAYES CREEK RD 59804	Intermediate	No Direct Access	Access via Hayes Creek Road
1-86, 1-87	87.96	LT	Field	—	—	—	< 10	NONE	Intermediate	New	Access to field
			Residential	210 Single Family Detached Housing	1.0	DU	10	5870 US HWY 93 59804			Access to residence
1-87	87.99	LT	Residential	—	—	—	—	5870 US HWY 93 59804	Intermediate	Close	Access via new shared access with Property 1-86
1-88, 1-89, 1-90, 1-90	87.96	RT	Commercial	110 General Light Industrial	2.0	KSF	14	5910 HWY 93 S 59804	Intermediate	Open	Access to business
			Commercial	710 General Office Building	2.0	KSF	22	5910 HWY 93 S 59804			Access to business center
			Commercial	630 Clinic	2.0	KSF	65	5900 US HWY 93 59803			Access to vet clinic
			Commercial	843 Automotive Parts & Service	3.0	KSF	48	5960 US HWY 93 59803			Access to business
1-91, 1-92	88.00	LT	Commercial Residential	814 Specialty Retail Center 210 Single Family Detached Housing	0.5 1	KSF DU	23	5925 US HIGHWAY 93 59804	Intermediate	Open	Access to gift shop
			Residential	210 Single Family Detached Housing	1.0	DU	10	8719 BITTERROOT RD 59804			Access to residence
1-93	88.03	RT	Commercial	—	—	—	—	5960 US HWY 93 59803	Intermediate	Close	Access via new shared access with Property 1-94
1-93, 1-94	88.05	RT	Commercial	843 Automotive Parts & Service	3.0	KSF	48	5960 US HWY 93 59803	Intermediate	New	Access to business
			Commercial	890 Furniture Store	5.0	KSF	25	5870 US HIGHWAY 93 59804			Access to business
1-94	88.05	RT	Commercial	—	—	—	—	5870 US HIGHWAY 93 59804	Intermediate	Close	Access via new shared access with Property 1-93
1-95	88.07	LT	Commercial	591 Lodge/Fraternal Organization	200.0	Members	13	5765 US HIGHWAY 93 59804	Intermediate	Open	Access to lodge
1-95	88.12	LT	Commercial	—	—	—	—	5765 US HIGHWAY 93 59804	Intermediate	Close	Multiple access
1-94, 1-96	88.09	RT	Commercial	890 Furniture Store	5.0	KSF	25	5870 US HIGHWAY 93 59804	Intermediate	Open	Access to business
			Residential	210 Single Family Detached Housing	1.0	DU	10	5810 US HWY 93 59801			Access to residence
1-97	88.13	RT	Residential	210 Single Family Detached Housing	1.0	DU	10	5803 US HIGHWAY 93 59804	Intermediate	Open	Access to residence

ACCESS CONTROL PLAN

NH 0002(506), CN 4770 US 93 N&S LOLO TO MISSOULA

* From the Institute of Traffic Engineers (ITE) Trip Generation Manual - 7th Edition, where applicable
** Assumed local agreement or access agreement

Access locations are subject to engineering feasibility review and design.

Parcel ID	RP (MP)	Side	Access Type	ITE Land Use Code *	Quantity	Unit *	Estimated Traffic Volume* (Trips per Day)	Parcel Address	Access Classification	Recommendation	Comments
1-98, 1-99, 1-100, 1-101	88.15	LL	Residential	210 Single Family Detached Housing	1.0	DU	10	5125 US HIGHWAY 93 59804	Intermediate	Open	Access to residence **
			Residential	210 Single Family Detached Housing	1.0	DU	10	5155 US HIGHWAY 93 59804			Access to residence **
			Residential	210 Single Family Detached Housing	1.0	DU	10	5055 US HIGHWAY 93 59804			Access to residence **
			Residential	210 Single Family Detached Housing	1.0	DU	10	5005 US HIGHWAY 93 59804			Access to residence **
1-98, 1-99, 1-100, 1-101	88.23	LL	Residential	210 Single Family Detached Housing	1.0	DU	10	5125 US HIGHWAY 93 59804	Intermediate	Open	Access to residence **
			Residential	210 Single Family Detached Housing	1.0	DU	10	5155 US HIGHWAY 93 59804			Access to residence **
			Residential	210 Single Family Detached Housing	1.0	DU	10	5055 US HIGHWAY 93 59804			Access to residence **
			Residential	210 Single Family Detached Housing	1.0	DU	10	5005 US HIGHWAY 93 59804			Access to residence **
N/A	88.30	LL	Public	—	—	—	—	Wornath Road	Intermediate	Open	Paved approach with stop sign
1-102	88.35	RL	Field	—	—	—	—	NONE	Intermediate	No Direct Access	Other side of railroad
1-103	88.39	LL	Field	—	—	—	—	NONE	Intermediate	No Direct Access	Access through Property 1-105 to Wornath Road **
1-104	88.39	RL	Field	—	—	—	—	NONE	Intermediate	No Direct Access	Other side of railroad
1-105	88.55	LL	Residential	—	—	—	—	NONE	Intermediate	No Direct Access	Access via Wornath Road
1-106	88.58	LL	Residential	—	—	—	—	5300 WORNATH RD 59804	Intermediate	No Direct Access	Access via Wornath Road
1-107	88.59	LL	Commercial	843 Automobile Parts Sales	1.0	KSF	62	5275 HIGHWAY 93 59804	Intermediate	Open	Access to business
1-108	88.67	LL	Commercial	814 Specialty Retail Center	1.0	KSF	44	5115 US HIGHWAY 93 59804	Intermediate	Open	Access to business
1-109	88.69	LL	Commercial	110 General Light Industrial	2.0	KSF	14	5145 US HIGHWAY 93 59804	Intermediate	Open	Access to business
1-110	88.75	LL	Commercial	151 Mini Warehouse	5.0	KSF	13	5151 US HIGHWAY 93 59804	Intermediate	Open	New shared access with Property 1-111
1-111	88.77	LL	Commercial	—	—	—	—	US HIGHWAY 93 59804	Intermediate	Close	Access via new shared access with Property 1-110
1-111, 1-115, 1-118	88.82	LL	Commercial	710 General Office Building	2.0	KSF	22	US HIGHWAY 93 59804	Intermediate	Open	Access to business
			Commercial	110 General Light Industrial	2.0	KSF	14	5055 HIGHWAY 93 59804			Access to business
			Commercial	110 General Light Industrial	2.0	KSF	14	5055 HIGHWAY 93 59804			Access to business
1-112, 1-113, 1-114, 1-117, 1-118, 1-119	88.78	RL	Field	—	—	—	< 10	NONE	Intermediate	Open	Recommended right-in, right-out access
			Residential	210 Single Family Detached Housing	1.0	DU	10	5280 HIGHWAY 93 SO 59804			Recommended right-in, right-out access
			Residential	210 Single Family Detached Housing	1.0	DU	10	5190 HIGHWAY 93 SO 59804			Recommended right-in, right-out access
			Commercial	890 Furniture Store	5.0	KSF	40	5120 HIGHWAY 93 SOUTH 59804			Recommended right-in, right-out access
			Commercial	—	—	—	< 10	5070 US HIGHWAY 93 59804			Recommended right-in, right-out access
			Commercial	843 Automobile Parts & Service	3.0	KSF	48	5000 US HIGHWAY 93 59804			Recommended right-in, right-out access
N/A	88.89	LL	Public	—	—	—	—	Blue Mountain Road	Intermediate	Open	Paved approach with signal
1-112, 1-113, 1-114, 1-117, 1-118, 1-119	88.92	RL	Field	—	—	—	—	NONE	Intermediate	Open	Access to field
			Residential	210 Single Family Detached Housing	1.0	DU	10	5280 HIGHWAY 93 SO 59804			Access to residence
			Residential	210 Single Family Detached Housing	1.0	DU	10	5190 HIGHWAY 93 SO 59804			Access to residence
			Commercial	890 Furniture Store	5.0	KSF	40	5120 HIGHWAY 93 SOUTH 59804			Access to business
			Commercial	—	—	—	—	5070 US HIGHWAY 93 59804			Access to business
			Commercial	843 Automobile Parts & Service	3.0	KSF	48	5000 US HIGHWAY 93 59804			Access to business
1-120	88.93	LL	Commercial	—	—	—	—	5030 BLUE MTN RD 59804	Intermediate	No Direct Access	Access via Blue Mountain Road
1-121	89.04	LL	Commercial	—	—	—	—	NONE	Intermediate	No Direct Access	Access via Blue Mountain Road
1-122	89.10	LL	Field	—	—	—	< 10	US HIGHWAY 93 59804	Intermediate	Open	Access for ditch maintenance
1-124, 1-125	89.17	RL	Commercial	942 Automobile Care Center	1.0	KSF	15	4813 HIGHWAY 93 59804	Intermediate	Open	Access to business
			Commercial	942 Automobile Care Center	1.0	KSF	15	4813 HIGHWAY 93 59804			Access to business
1-123, 1-126, 1-127, 1-128, 1-129	89.19	LL	Commercial	—	—	—	< 10	US HIGHWAY 93 59804	Intermediate	New	Recommended right-in, right-out shared access
			Commercial	—	—	—	< 10	4805 US HIGHWAY 93 59804			Recommended right-in, right-out shared access
			Residential	210 Single Family Detached Housing	1.0	DU	10	4805 US HIGHWAY 93 59804			Recommended right-in, right-out shared access
			Commercial	942 Automobile Care Center	1.0	KSF	15	4825 BITTERROOT RD 59804			Recommended right-in, right-out shared access
			Residential	210 Single Family Detached Housing	1.0	DU	10	4825 BITTERROOT RD 59804			Recommended right-in, right-out shared access
1-126, 1-127, 1-128, 1-129	89.23	LL	Commercial	—	—	—	—	4805 US HIGHWAY 93 59804	Intermediate	Close	Access via new access
			Residential	—	—	—	—	4805 US HIGHWAY 93 59804			Access via new access
			Commercial	—	—	—	—	4825 BITTERROOT RD 59804			Access via new access
			Residential	—	—	—	—	4825 BITTERROOT RD 59804			Access via new access
1-130	89.25	RL	Residential	210 Single Family Detached Housing	1.0	DU	10	4755 US HIGHWAY 93 59804	Intermediate	Open	Access to residence. Specific access control and design to be determined
1-131	89.27	LL	Commercial	—	—	—	< 10	US HIGHWAY 93 59804	Intermediate	Open	Access to gravel pit. Specific access control and design to be determined
1-133	89.65	RL	Field	—	—	—	—		Intermediate	No Direct Access	Other side of railroad
1-132, 1-136	89.70	LL	Field	—	—	—	—	US HIGHWAY 93 59804	Intermediate	New	Shared access to field. Specific access control and design to be determined
1-134	89.83	LL	Commercial	—	—	—	—	US HIGHWAY 93 59804	Intermediate	Close	Access via new shared access. Specific access control and design to be determined
1-136	89.88	LL	Field	—	—	—	—	NONE	Intermediate	Close	Access via new shared access. Specific access control and design to be determined
1-135, 1-136	89.91	RL	Commercial	—	—	—	< 10	US HIGHWAY 93 59804	Intermediate	Open	Access to gravel pit. Specific access control and design to be determined
			Residential	210 Single Family Detached Housing	1.0	DU	10	US HIGHWAY 93 59804			Access to residence. Specific access control and design to be determined
1-137	90.21	LL	Commercial	151 Mini Warehouse	10.0	KSF	25	US HIGHWAY 93 59804	Intermediate	Open	Access to storage facility
1-138	90.30	LL	Commercial	—	—	—	—	3850 OLD HIGHWAY 93 59804	Intermediate	No Direct Access	Access via Old Highway 93
1-139	90.25	RL	Residential	210 Single Family Detached Housing	20.0	DU	191	US HIGHWAY 93 59847	Intermediate	Open	Access to residences
1-139	90.30	RL	Residential	210 Single Family Detached Housing	20.0	DU	191	US HIGHWAY 93 59847	Intermediate	Open	Access to residences
1-140	90.29	LL	Commercial	140 Manufacturing	2.0	KSF	8	US HIGHWAY 93 59847	Intermediate	Open	Access to business
1-141	90.33	LL	Residential	240 Mobile Home Park	8.0	DU	40	US HIGHWAY 93 59847	Intermediate	Open	Access to residences
1-142	90.34	LL	Commercial	946 Gas Station with Convenience Market and Car Wash	12.0	Positions	1836	US HIGHWAY 93 59847	Intermediate	Open	Access to gas station
1-143	90.36	LL	Commercial	—	—	—	—	US HIGHWAY 93 59847	Intermediate	Close	Multiple accesses with access via US 12
1-143	90.36	RL	Commercial	—	—	—	< 10	US HIGHWAY 93 59847	Intermediate	Open	Access to future MDT weigh station