					SUM	MARY O	F COM	MENTS	S - OCTOBER	R 2015 F	PUBLIC MEE	TING
FIRST NAME	LAST NAME	PARCEL	CITY	STATE	TWO-WAY-LEFT TURN LANE	LEFT TURN LANES AT MAJOR INTERSECTIONS	WIDER SHOULDERS	ROUNDABOUT(S)	FLATTEN CURVE FLATTEN CURVE AT AT RATHBUN M0IESE	SHARED-USE PATH	SHIFT CENTERLINE TO INCLUDE WILDI CROSSING IMPACTS TO MY STRUCTURES PROPERTY FENCING	OTHER
Chriss A.	Mack	1	Missoula	MT	Nie					NI-	PROPERTY FENCING	TURN LANE - I object to the construction of the turn lane because there will be NO place to legally pass slow
Joe Brent D. & Tamie C.	Slagle Wahrer Parrish	3	Lolo Stevensville Henderson	MT MT NV	No					No		moving vehicles the entre route. BIKE PATH - We believe use of highway funds to build bike paths is a misuse of those funds approval of funding for unnecessary projects is irresponsible.  New owner - had questions about the public involvement process
Gene W. & Rhonda L.  Berkley C.	Crosby Barker	5	Stevensville Stevensville	MT MT								
San Juan Log Homes, dba Frontier Log Homes Eagle's Landing . A Montana	Inc.  Construction, Inc  Corporation	8	Montrose Stevensville	CO MT								
Eagle's Landing .  A Montana  Rebecka Z  Montana Rail Link, Inc.	Construction, Inc Corporation Lords	9 10 11	Stevensville Stevensville Missoula	MT MT MT								
Heather T  Gary A. & Katheryn E.	Carleton Snook	12	Stevensville  Lolo	MT MT								
Rainbow West, LLC		14 15	Missoula Missoula	MT MT								
J. E.  Ravall County Electric  Cooperative, Inc.  CG Land LLC	McHatton	16 17 18	Lolo  Corvallis	MT MT MT								
Lee Metcalf National Wildlife Refuge  Marie A.	Hawkins	18 19 20	Stevensville  Denver  Ely	CO NV								
Joseph Frank  James C.	Cirincione III  Daniel	21	Stevensville Stevensville	MT MT								
Edward A. & Marolane L.	Stevenson	23	Missoula	MT	No	Vac	Voc	NIa				The majority of the people who have to drive the Eastside Highway hate round-abouts. A turning lane for the entire six mile stretch is not the answerexcept for the main roads - Wild Fowl Lane, Ambrose, 3 Mile, Dry
Stanley R. & Debra J.  Betty J.	Clevidence	24	Stevensville  Stevensville	MT MT	No	Yes	Yes	No				Gulch, Porter Hill and Eagle Watch Shoulders and occasional turning lanes will help tremendously. We request that instead of a flat bottom ditch along our property line, that you use a "v" ditch instead, so there would be a minimal impact to our irrigating operation.
Leo Edward A. & Marolane L.	Hansen Stevenson	26	Florence Missoula	MT MT								
Gerhardt F. & Dorothy F.	Rohlman	28	Stevensville	МТ				Yes	No		Yes	We have great concerns for our safety over the curve being changed on Eastside highway. We attended the meeting in Florence on Oct. 8th along wih several in our neighborhood who are opposed to the road changes. Since the proposed changes are taking some of our land and coming so near our house our safety is being put in jeopardy with the fear of a speeding motorist coming through our bedroom. A round-about at Ambrose creek rd. seems to be safer or going futher west of Eastside where no houses are Snow plows are another concern as
Edward A. & Marolane L.	Stevenson	29	Missoula	MT								they sling dirty slush a long way. Our house would get splattered all winter.
Loren F.  Glenn H. & Marlene B.  Joint Trust  Hugh & Susanne	Hershey  Davis  Thomas	30 31 32	Lancaster  Missoula  Nome	PA MT AK								
William N. & Mary C.	Lyon	33	Stevensville	МТ						No		I like the proposed curve at Ambrose bettr than your last proposal. The thing I fail to understand is why we need a bike path down the Eastside Highway. We the taxpayers are already spending a very large sum putting a bike path along Highway 93. Each town already has bike paths from the town to Highway 93. This is total overkill for a very limited, short season endeavor.  If, like everyone says, funds are short, then don't waste the on something not needed.
Sue Anne	Burrows	34	Stevensville	MT								in, like everyone says, rands are short, then don't waste the on something not needed.
Scott R. & Rebecca F.  Thomas A.	Cannon  Currier	<b>35</b> <b>36</b>	Stevensville Stevensville	MT MT								
Paul & Nancy	Maruska	37	Stevensville	MT	No					Yes		I am in FAVOR of the pathway - (walk&bike) - whichever side of the highway it works out to be. I am not in favor of a continuous middle lane all the way from Hurt Ranch to Wildfowl Lanewe could use passing zones on Eastside Hwy - there are many safe areas to pass. I am concerned about 2 cars traveling in opposite directions in that center lane colliding at high rates of speed.
Henry John Mark K.	Rottmar Giuliani	38	Stevensville Missoula	MT MT								: Project No. UPN 6138000 I own property on corner of 3 Mile and Eastside Highway 203. Is there an office where I could go to get more information on this proposed project. I am aware there is a meeting but I would like to get a better idea of how this project affects
McNeece Properties, LLC		40	Missoula Florence	MT								more information on this proposed project. I am aware there is a meeting but I would like to get a better idea of how this project affects my property before I go to the meeting.
Scott & Diana L.  Douglas P. & Cristy L.  Cory A.	Giesick Grayson Brown	41 42 43	Stevensville Florence Stevensville	MT MT MT								
Paul & Ande  Raymond E. Sr. & Catherine	Odegaard	45 44 45	Stevensville  Stevensville	MT MT								
Gary Ince Construction, Inc.  John W. & Marjorie A.  Jennifer E.  Kari	Hanson Cotton &	46	Hamilton Stevensville	MT MT								
Raymond E S.r & Catherine  Monty	Lewis	48	Stevensville Stevensville	MT MT								
Marvin A. & Diane L.  Jessica L.	Martin Breneman	50 51	Stevensville Stevensville	MT MT								
Chad Gail. A Douglas C.	Moody Dahl Ernst	52 53	Stevensville Stevensville	MT MT								
John T.  Charley J. & Ann F.	Moody  Blaine  Moody	54 55	Drummond  Missoula Stevensville  Hamilton	MT MT MT								
Thomas L. & Sandra L.  Sperry Revocable Living Trust	Stecher	57 58	Stevensville  Stevensville	MT MT								
												1. Building a 3-lane road in this area is not justified 3. Right turns are as big an issue on this road as are left turns. So a continuous center lane will do nothing to make right turns any safer. 4. Having this as a no-passing zone for these many miles will only inconvenience residents stuck behind farm equipment and folks not comfortable traveling at the speed limit and there are many You will force people to illegally pass to negotiate slower traffic. I suspect this will cause more
												accidents then it prevents. 6. There are several areas where the proximity of houses to the existing road will either force the owners to give up their homes or make them essentially worthless with a 60 mph highway at their front steps. There is no justification in any of this project for that.  7. The modification of the turns at Ambrose Creek and Rathbun also makes no sense and will not improve safety without right and left turn lanes being added to the plan Turn lanes could probably be done with minimal impact to the adjacent property owners unlike what is currently shown. Please don't put another ridiculous roundabout there impeding the thru-traffic
Robert M. Jr. & Ann D.	Peach	59	Stevensville	MT	No	Yes	Yes	No	No No	No		as was done on the north end to accommodate a very small percentage of the traffic.  8. Now to the bike path. a. This proposal is totally out of line for a rural road such as ours and quite a surprise to find it now part of the plan I've no interest in having the bicycle traffic through my front yard f.Most of the residents here live here for the rural nature. Growth is always said to be inevitable and while on some level that may be true, it can always be done in keeping with the existing lifestyle of the area. This notion that growth is inevitable and that œurbanization†is the natural
												outcome is a ludicrous thought. The bike-path represents the beginning of this process which will change the valley forever. g. Lastly, I suspect there are more pressing road problems where the additional money could be used. A bike-path in this area only makes sense for one reason, to spur the development of yet another high density corridor as seems to be all the rage in the urban planning and land use world these days.  9. Recommendations:
												a. Eliminate the continuous 3-lane road through this area.  Put turns lanes, both left and right, in at the major intersections. This will improve safety much more without hindering traffic flow in the open sections of the road. It can also be done for the most part in these areas with very little intrusion into the adjacent properties. b. The additional shoulder of 4' on each side is justifiable from a safety perspective and I whole-heartedly support that. Keep that in the plan.  c. Eliminate portion of the right-of-way being taken for the bike-path for all the previous reasons stated.
Sunnyside Orchards, LLC, a Wyoming Limited Liability		60	Missoula	MT								d. It is my feeling that incorporating these recommendations would achieve the desired safety improvements on the highway and at the same time lessen the impact on all the residents being affected by this proposal.
N D Ventures, LLC  Sunnyside Orchards, LLC, a Wyoming Limited Liability Company  Sunnyside Orchards, LLC, a		61 62	Corvallis Missoula	MT MT								
Wyoming Limited Liability Company Cleatus E. & Beryl A.	Johnson, Trustees	63 64	Missoula Stevensville	MT MT								
The Lois Huble Crain Living Trust The Lois Huble Crain Living Trust  Lyle Gooden Frost & Elizabeth		65 66	Stevensville Stevensville	MT MT								
McLennan Frost, Co-Trustees of the Frost Revocable Living Eric A & Rebekah M Wilson		68	Hamilton Stevensville	MT MT								
Lyle Gooden Frost & Elizabeth McLennan Frost, Co-Trustees of the Frost Revocable Living Trust	3	69	Hamilton	MT								
Lake Duane & Shirley J.  Richard L.	Shinn Schindler, etal	70	Stevensville Stevensville Santee	MT MT CA								
William E. & Susan L.  Jennifer & Ronald	Buchanan Rosa	72 73	Stevensville Stevensville	MT MT								
Michael Sr. & Jennifer  Richard A. & Judy L.  Scott R.	Blachura Mucha Mucha	74 75	Stevensville Stevensville	MT MT								
Kenneth B. & Carole A.  Bryon & Janet	Henegar Eyre	76 77 78	Missoula Stevensville	MT MT								(change of owner)
Jeffrey & Tracy  Joanne L. & Steven L.	Scussel Costanzo	78	Florence Stevensville	MT MT								My property has an 844 ft. Frontage along the east side of Eastside Hwy. I'm very concerned about how your road
K. Roger & Carol J. Clute,		00	Q1									"improvement" will impact my land. About 2/3 of this frontage has a bank height of 18' - 20' above the existing roadway. Current slope is about 1 to 1 (45°) and has been stable for 40+ years. Across the existing roadway (west side) is a steep drop off, meaniing all R/W taken for this "improvement" will come from my property and not split evenly from both sides. My concerns! 1) The insistence of MDT to include a bike path (shared use) in addition to the proposed 44' wide roadway. This will require additional R/W from my property (all of this R/W is coming
Trustees		80	Stevensville	MT								from my side of the roadway). 2) I was told at the Oct. 8th 2015 meeting that your minimum design cut slope would be 2 to 1, or maybe 1-1/2 to 1. This would call for even more land take from me for R/W. Current existing slope is stable and has been for many years. I would like to see this existing slope maintained. 3) In all drawings you (MDT) have displayed, there are no dimensions shown for amount of R/W that would be required for your design. This size and scope of highway design will "de-nude" and make what would be a "clear cut" of current
Flyhigh Developers, Corp  Edward L. & Katherine A.	Quick	81 82	Missoula Stevensville	MT MT								scenic highway.
Gordon P. Sr & Margaret L Peter G.	Blietz Ryerson	83 84	Stevensville Stevensville	MT MT								
Arleatha Kay  James L. & Pamela A.	Miller Sund	86	Stevensville Stevensville	MT MT								Lower speed limit / Put bike path at same level as road if one gets put in. Put bike path on West side of project, less wet ground to deal with at s/w corner of our ground
Three Mile Fire District  Donald B.	Hinxman	87	Stevensville Stevensville	MT MT						Yes		I see some have suggested a lower speed limit and I'm all for that My guess is costs will have an effect on wheter or not there is a shared use path. I think there should be one There is a year round stream that runs my west boundary. It culminates at the SW corner. You'll need to do a bit of work down there.
Tracey D. & Heidi A.  Karl W. & Lisa G.	Blyton Kyer	90	Stevensville Stevensville	MT MT								Our well and access road to get to our well will be impacted We would like a new fence installed before the old
Steven D. Sara L.	Zachry Marr	91	Stevensville	МТ	No	Yes		No		Yes		fence is removed. We are concerned about the 90° turn onto Old Eastside Hwy. We would like to see a turn lane installed for safety. Would like to see a turn out for the school bus Now they stop at Old Eastside Hwy. This creates a traffic jam of parents cars waiting to pick up or drop off kids. Road is too narrow to accomodate that many cars. There needs to be passing zones. Range of speeds on the Eastside Hwy are 35 mph to 60 mph! Due to the steepness of the hill we feel it would be appropriate to have a guardrail - we have had vehicles run off the
Noah & Wanida	Duguid	92	Stevensville	MT								road & hit our fence in the past. We ae concerned about water/chemical run off coming onto our property - particularily because of the location of our well. Reseeding of cut slopes & fill slopes need to be done promptly to reduce erosion. We are if favor of the shared use path.
Monica & L. Mike  Gary P.	Cassidy Beaty	93 94	Stevensville  Soldotna Stevensville	MT  AK  MT				No				
Bernice & Ronnie	Young, Trustees	95	Stevensville	MT								In Oct. of 2014,, the right of way came to with in less than 10 ft of our shop. That alignment would've take out our 10'x12' garden shed, septic tank (for the shop) and all of the drain field (Lot #96, approx. Sta. 425+00). The
John R. & Lynda J.	Fisher	96	Stevensville	МТ	Yes		Yes			Yes		our 10'x12' garden shed, septic tank (for the shop) and all of the drain field (Lot #96, approx. Sta. 425+00) The new alignment (per the plans dated 9-25-2015) has the right of way moving away from the shop several feet, but it appears to still take a portion of the shed and cut the end of the drain field. We would like to request a design modification that moves the right of way and the ditch cut further to the west my estimate would be about 10 ft The bigger concern is cutting into the drain field. We do support the bike path We also support the center turn lane or, any other designs that improve the safety of this stretch of highway. This highway, particularly,
			C'									center turn lane or, any other designs that improve the safety of this stretch of highway. This highway, particularly, from Huckleberry Lane south to Dry Gulch Road is now more residential than rural/agricultural and will continue to become more so in the future. Without the center turn lane speeds should be reduced to no more than 45 mph. Even with the CTL and wider shoulders, our guess is that speeds will increase.
Aaron & Melissa  Thomas Joseph Sharon  Montana Land Reliance	White Woodgerd Hubbell	97 98 98CE	Stevensville  Helena	MT MT								
Amy	Mack	101CE 99	Helena Stevensville	MT MT				No				
The Scott Family Trust Leroy L Scott & Lynda G Massey, Trustees Lynda G Mark Alan Woodgerd & The		100	Stevensville	МТ								
Mark Alan Woodgerd & The Woodgerd Children Irrevocable Family Trust, Leslie Lynn McEwen & Amanda Jean Treppmann,		101	Stevensville	MT						Yes		Please include a shared use path. We live along the highway and would definitely use the path.
Glen A. & Tina  Heirs & Devisees of Jeanne	Sutherlin	102	Stevensville	MT								
Tasnady NPI - Deborah J & Gene D Breneman Linda L. & Martin D.	Cohen	103	Stevensville Stevensville	MT MT								We have concerns about the removal of our pine trees Please don't burn them and please don't cut them down during nesting season. There are woodpeckers in the area doing their best to eat pine beetles!
Charles A. & Laura H.	Fricke	105	Florence	MT		Yes		No		Yes		during nesting season. There are woodpeckers in the area doing their best to eat pine beetles!  Turn lanes at all major intersections!! Pave walkway now!!! Concerned about purchase of right of way. Need to maintain two approaches. No proposed walkway - Please do including construction. Thanks
John C. Caitlin M Donald H. & Debra C.	Ritter Kraatz Shank	106	Stevensville  Stevensville	MT MT								We are very concerned with our <u>full grown</u> pine trees along East Side, They are beautiful & we don't want to lose them. Also, our septic & leech field What happens to that? Why can't a <u>bit</u> be taken from the west side_of Eastside where that trailer park is??? (\$\$??!?) What about fencing? Will we be compensated? How do <u>you</u> value
Joan M.  Chester W. & Marilyn	Jakob Neuvonen	108	Stevensville Stevensville	MT "								Eastside where that trailer park is??? (\$\$??!?) What about fencing? Will we be compensated? How do you value our property? Can you relocate or replace our trees?
Chester W. & Marilyn  Chester T.  Mimi  Anitra & Richard L.	Morris Lemair Clark	110	Florence	MT MT						Yes		If some of our property is annexed do we get compensated? Does my fence get rebuilt back from the road if it is in the way. I am all for the Bike/Pedestrian path, and it will take some of my property.
Randall R. & Susan W.	Peterson	112	Stevensville	MT	Yes					Yes		in favor of 3 lane w/bike path

FIRST NAME	LAST NAME	PARCEL	CITY	STATE	TWO-WAY-LEFT	LEFT TURN LANES AT MAJOR INTERSECTIONS	WIDER SHOULDERS	ROUNDABOUT(S)		FLATTEN CURVE AT MOIESE	SHARED-USE PATH	FT CENTERLINE TO AVOID/REDUCE	CROSSING	OTHER
J. E. McHatton & John E. McHatton, Trustee of the McHatton		113	Lolo	MT	TURN LANE	WAJOR INTERSECTIONS			AT RATHBUN	MUIESE		IMPACTS TO MY PROPERTY	STRUCTURES/ FENCING	
Family Trust  Robert A. & Kathleen  Ashley A.	Agostino	114 115	Stevensville Stevensville	MT MT										
Gregory A.  James D. & Fredia A.  Charles	Moore Pratt Fricke	116 117	Stevensville Florence	MT MT										
Arleatha Kay Sean & Kyla	Miller Malcom	118 119	Stevensville Stevensville	MT MT										
Duane A. & Gay Lynn	Fricke Sipe	120	Stevensville	MT MT										
Jason M.  Jean K.  Virgil Clay  William N. & Barbara A.	Johns Williams Samples Samsoe	122 123 124	Stevensville  Stevensville  Stevensville	MT MT										
Marion I.	Lund	125	Paradise	MT										We wrote a detailed list of our concerns at the last meeting & were assured you would look into them. Current proposal shows NO CHANGE relative to our property! In short we are on the west side of Eside Hwy. There is
Michael Jerome Sr & Alberta Jeanne	Yalon	126	Florence	MT							No			NOTHING on the East Side! And you are taking too much of our property - including our driveway If you used the "bikepath" area to expand the width of the road, less property on the west side would be needed We need someone who knows what he/she is talking about to walk the property with us and explain the proposal. Use the "bikepath" area to expand the road and lessen impact on property owners!
														The heavy cuts indicated adjacent to the east side of the proposed road, especially from sta. 474 through 497 plus one large fill near sta. 482, are of much concern to us. The cut slopes are especially problematic because of the nature of thin and fragile soil to be disturbed. These side slope soil types are made up of quickly draining gravel which lacks any clay and/or organic matter to hold them together. A normal 1:1-1/2 or greater back slope will probably be necessary, but even so there would be a very long back slope which would take up a large area of our
Roger C.	Lund	127	Paradise	MT								Yes		adjacent uniquely developable, residential property. We are completely opposed to any plan for road development which would result in such large back slopes. To keep back slopes small any road construction plan must utilize straight-angled retaining walls, where such steep and large road cuts would otherwise be necessary. This requirement may necessitate re-designing the road plan, i.e. move the centerline west to avoid encroaching on the
														steep side hills which make up our property at this location. When we purchased this property, we anticipated subdividing it into large parcels of 3 to 5 acres in size. Since then, we came to realize that such large parcels would be wasteful. We now believe it most beneficial to us and society to develop the property with smaller parcels of perhaps 1 to 2 acres each with the possibility of some larger 3 to 4 acre parcelsThe road plan must be made in conjunction with development of the future overall plan for the entire parcel, and may exceed 3 or more access
James F.	Omdahl	128	Florence	MT	No	No	No		No	No	NIO			The project has too many negative effects to property owners and the safety to drivers Drivers will not be able to pass creating conjection & safety issues This is a no win project that will be fought diplomatically or legally.
Janues F.	Onidani	120	Florence	IVII	No	No	No		No	No	No			You are wasting tax payers money & time. This is a scenic byway Leave it alone. We suggest lowering the speed limit to 45 mph: include guardrails where necessary  I am in full agreement with the project and the need for the planned design. My count shows 75 road egress sites along the 5.8 mile project. Some are major roads, such as Eagle Watch, Dry Gulch, Three Mile, etc. Some are
David S. & Dolores	Hurtt	129	Florence	MT	Yes		Yes		Yes	Yes	Yes			only minor farm driveways or access to private dwellings. They all need to have a turn lane for safety One comment on the current road of three lanes which terminates at my front gate driveway at reference post 10.1, about 0.2 mile south of Hidden Valley Road: The turn lane at that point narrows back into a 2 lane, and appears to be a very dangerous design, as anyone turning left into my driveway must slow, or stop well back from the driveway if there is oncoming (northbound) traffic and southbound traffic is closely following the turning vehicle. My
Durit O. A. Dulana		400	Floring	MT										wife experiences that danger each evening at the rush hour of commuter traffic. We also have a number of people pulling horse trailers entering the driveway during the week. Therefore, I give my full support to a timely completion of the project with a minimum of bureaucratic delays.
David S. & Dolores  Julie A.  Wilson Family Revocable Trus	Hurtt Hester	130 131 132	Florence	MT MT										
William J. Hester Paula	Pavlicas Mitchell	133 134	Florence Florence	MT MT										
														why so far my direction and one concern was the drop from the road down to the draw on my property. I would have no prob. If the MDT did fill to make it safer but with the size of my property, any reduction would greatly impact any future resale which is part of what we were counting on in the future sale of my practice (dental) for retirement. The open lots across the existing hwy would have no such impact. I have previously talked to the
Dennis R. & Sandra J. dba Eastside Dental Clinic	Lacey	135	Florence	MT								Yes		sanitarian about where I could move my septic & he came out and said *there is no other place on this property since it is only just over one acre (1.64). The proposed changes would take about 1/3 of my dental practice parking, not to mention a turn around parking area for patients who drive big rigs (trucks etc) to use. Most important: my septic tank and drain field wouyld be taken out My land is just over 1 acre and the postion of the building & the well there is really no place to relocate my septic. directly opposite of ther property is just empty field
Dennis R. & Sandy J.	Lacey	136	Florence	MT										and would not be any impact of the line was moved tha directipon. I want to add on to my office to the west which is the only direction poss. and if I lose any land that would make expansion impossible.
Norgaard Family Trust  Dennis & Sandy	Lacey	137 138	Florence Florence	MT MT										We would like to see not only property value reimbursement for the required land, but also payment for the overall
Timothy J. & Becki L.	Knight	139	Florence	MT										We would like to see not only property value reimbursement for the required land, but also payment for the overall property value less impact to the remaining property. Smaller properties will experience greater impact on the overall value loss & should be paid accordingly. Also, what assurance do we have that our fence and our business sign will be replaced?
Timothy J  Bullrun Homeowners  Association, Inc.	Knight	141	Florence	MT MT										
David S. & Dolores  Norgaard Family Trust	Hurtt	142	Florence Lolo	MT MT										
Terry M Kathleen A Steve & Bonnie	Kay Price Arno	144	Florence	MT							Yes			We feel it is important to build a walking/running/bike path along the route of the reconstructed East-side highway. We use the present bike path along highway 93 and are well aware of how popular it is. These bike paths allow many people to get some healthful exercise
														in a convenient and safe outdoor environment, which is a great service to the public at large.  Montana Fish, Wildlife & Parks (FWP) believe the proposed improvement project for this stretch of the highway is a great opportunity to install wildlife crossing structures at key points, mitigating the effects of increased traffic on populations of both game and nongame, while helping prevent potentially deadly wildlife-vehicle collisionsFWP identifies those stretches of the Eastside Highway between
Randy	Arnold (Dept. of Fish, Wildlife & Parks)		Missoula	MT									Yes	Antrim Point and the Bitterroot River (around Sleepy Hollow Trail north to Bullrun Road), and the area where the highway narrowly separates agricultural fields from the river (roughly, the area between Porter Hill Road, north to Dry Gulch Road) These areas are currently minimally subdivided and would likely produce greater risks for wildlife-vehicle collisions The Threemile Creek drainage offers a narrow riparian corridor thorugh a mixture of agricultural land and subdivisions to connect the Bitterroot River with habitats in the foothills of the Sapphires. Providing a bridge or a much larger culvert at Threemile Creek may help facilitate safe wildlife
														movement across (or under) the highway in this area. However, FWP recognizes that MDT is currently conducting a wildlife-vehicle collision analysis, and we would ultimately support focusing larger wildlife crossing structures at those locations where collision rates are highest  Concerning the proposed widening of 203 and corners on 3 mile and ambrose rd. I have lived in this area my whole life, I can tell you
Becky	Barker		Stevensville	MT	No		No		No	No				that the only thing slowing down the amount of accidents currently is the road in the current state. If you widen the road and the corners it will, without question give people more time to increase speed, pass where there do now on double yellow right before the flashing yellow light, that 95 percent of people do not see, because they do not care. There has never been any law enforcement in this area, until an accident occurs. I am sure that this all looks great on your papers, google earth roads. But live here, it would be a grave mistake. More people will pay the price, and not just in taxes.
														This is about that fact that when you give people more room than before, without constant supervision you will see more fatalities. This may be a project to those proposing it, building it and profiting from it, but this will not benefit the lives of the people who live in this area, it is not a project it their front or back yard whatever may be left of it.  . Request that this project be designed to safely accommodate pedestrians and bicycles by including a separated path along
Malinda  Theresa	Barnes  Blazicevich		Helena Stevensville	MT MT							Yes			the Eastside Highway While a shoulder may be satisfactory for some more confident bicycle riders, it is not safe for families, children, pdestrians, and peoply using mobility devices.  Please include the bike/walking path for this project. Please log the trees and chip the brush, please do not let your contractors burn. Please address the air pollution it will cause if you let the contractor burn debris.  I believe a two lane road with turning lanes installed where most needed is a much better design when coupled with a
Vicky Hedges	Bohlig				No	Yes					Yes			dedicated pedestrian/bike path. It seems like a big oversight for the MDT not to include bike paths along scenic rural highways when the demand for such use is getting stronger each year. The MDT should consider future positive economic impacts the availability of such a path will have on Stevensville, I do not like the plan of a continuous center/left turn lane flanked by the two single lanes. There is plenty of road width to include a bike/pedestrian path instead of a continuous center left turn lane. The left turn lane in Hamilton is a constant source of head-on fears, close-calls and accidents. I can't imagine
														such a design for the Eastside Highway. Please put in a path for bicycles and walkers. It is a beautiful scenic roadway for that use  Bike Walk Alliance for Montana fully endorses a need for a pathway on the Eastside Highway for seven miles from the completed Florence section: 1. The Eastside is often chosen by cyclists as another scenic route to ride; unfortunately the narrow shoulders and high speeds leave little leeway in terms of safe riding. A pathway would
Jean	Belangie-Nye (Bike/Walk Alliance <i>for</i>		Missoula	MT	No	Yes					Yes			separate the cyclists, pedestrians, and horseback riders from the motorized vehicles.  2. As the Bitterroot continues to grow more people will move there as part of a choice for a healthy place to live. A pathway will provide a safe resource for recreation and commuting to work, school, and shopping.  3. The Bitterroot will continue to grow. Many of the sub-divisions are planned for the Eastside. As folks move into these areas the need for safe places to walk and ride will become a necessity. This is not a pathway for the next
	Missoula													few years. It is a pathway for the future and will still be utilized in future. It is the first segment in a path that will extend all the way to Hamilton.  4. BWAM understands that the issue is money. So how can the design be changed to provide for a wider, safe highway with turn lanes and a pathway? Is it necessary to have seven miles of three lanes in a largely rural area? Which is more important – safety for all users or safety for a few?
Clint	Carlson		Florence	MT							Yes			Please plan on finishing the shared use path at the same time the rest of the project is finished. Existing bike paths on hiwy 93 are used extensively by not only bikers, but by walkers, runners, , and others as well. Phase One was an excellent piece of work & the shared use path there was done in great fashion. Please continue Phase 2 as you did in Phase 1.
Sally	Carlson		Florence	MT							Yes			The Florence community was so involved in getting the MDT t put a bike path from Lolo to Florence, and from Florence to the river. The bike path (shared use path) has been a great asset for everyone. With the newest construction of the Eastside Hwy, it was even better with the connection to Hidden Valley. Now I would like to encourage you to continue the share use path all the way to Wildfowl Lane. It opens up so many off highway areas
														for people to bike on & provides access for those people to Florence & along Hwy 93. P.S. Please find the funds, it was the same story for Lolo too.  We live directly east of parcels 41 & 43, at 4637 Donaldson Drive, Stevensville, Mt, 59870. We are concerned about the proposed third/middle lane being used by speeders to pass other vehicles. We don't like suicide lanes; look at Hwy 93 in downtown Hamilton. Scary. We wish there was more enforcement of the current speed limit and
Jeff & Janet	Crane		Stevensville	MT	No									fear the road "improvements" will only make the road worse.  Also, the house on the corner of Foxtail and Eastside Highwayno parcel number on your materials, the house was constructed after your maps were prepared. How can you place the highway closer to that residence?! The road is already too close. There are real people who live there and they are distressed. There is a big hay field across the
														road that you could use!  Your lack of regard for resident's safety, comfort, life style, and property value is showing. Have you talked to these owners? What you have planned is harming them. You told the owner you would move his flagpole; maybe you should move YOUR ROAD. Oh, waitits supposed to be OUR ROAD.
Roger	Dibrito		Florence	MT							Yes			Pleas include a non-Motorized Path!  Please do not build another road with a turn lane down the middle. We need to slow down traffic, not encourage it to speed up. A few strategically placed turn lanes should suffice. The land that the continuous turn lane would use
Pamela	Erickson				No	Yes					Yes			could instead be used for the shared path. The path will serve the residents and visitors for decades to come. We need to think more about the health of the residents who will be served by a path. Also the safety of the children should be a top priority. Bus turn outs need to be included in your plan. Wait for the funding to do this project correctly.
														While we understand some property owners may oppose a bike lane as an intrusion, we also do not understand how a bike lane would be more of an intrusion than a high-speed highway. Why prevent something that will benefit everyone now and into the future? The cost of adding a bike lane is minor compared to the overall cost of the project. We believe that bike lanes actually increase public safety, enhance the quality of life and increase property values over time. With the inevitable increase in housing density in this area, it seems like a wonderful idea to be
Margaret Caroline	Gorski Grandstaff (Bitterrooters for Planning)		Corvallis	MT				Yes			Yes		Yes	able to ride a bike safely to the river or be able to connect to the route along Highway 93 and even ride to Hamilton, and soon to Missoula. As the valley develops and increases in density the easiest way for MDT to plan for safety is to construct a three-lane road the entire route. Reducing the property encroachment caused by a three-lane road with a bike lane calls for a more creative approach, rather than a "cookie cutter" design along the entire route. We also question MDT's abandonment of the roundabout originally proposed at Ambrose Creek Road. As MDT knows,
	r idillillig)													transportation studies show that roundabouts are safer than traffic lights, produce less air pollution, don't require electricity, and enhance the smooth flow of trafficit appears that MDT is not proposing to install any wildlife crossings or directional fencing. Considering the proximity to the Lee Metcalf National Wildlife Refuge and Bitterroot River, the wildlife usage of Antrim Point, Dry Gulch, and Threemile Creek, and the fact that there are a significant number of deer collisions along this stretch of road, we should take every opportunity we can to reduce
														the likelihood of collisions between wildlife and vehicles.  . My request is that the project include a separated paved path the entire length of this phase. Your long range plan from a few years ago included this in the master plan. I think it is important that it remain in the current plan as well. Providing safety for pedestrians, bicycles and all other users of the path must remain the highest goal. Connecting to and continuing with the existing path from Florence is essential to serving the large population that
Ed	Greef		Florence	MT	No	Yes					Yes			lives in the Eagle Watch and Lone Rock areas that will be served by this project. Not providing the path for the future of our east side of the Bitterroot Valley would be a travesty in my opinion.  I attended the public hearing meeting in Florence and I heard many landowners express interest in the path as well. And several of them said they would favor NOT having a full 3 lanes, but would rather see 'turn lanes' placed at the
														major roads, which are five as I recall. I have talked with many that live and use this highway daily and this opinion is popular with a large majority.  The money saved by taking away most of the 3rd lane might be enough to offset the overrun cost of today's estimates. Citizens in all neighborhoods are looking for and wanting to live in areas that are safe to work, live and
														play. This will be nicely accomplished by revising your project plan to using turn lanes as needed and then including and continuing the separate paved path.  I support the shared use path as proposed for this project. Although the HWY93 provides easy access to the corridor, the scenic beauty of the valley is exposed by the Eside Hwy Access to local farms & the hillside can
Arlen	Hall		Missoula	MT							Yes			be better provided by a safer multi-use path on the road. As the Missoula - Lolo trail is completed, the valley businesses will be open to greater tourism \$\$; more safer trails built make for a geater economic boon for the valley. Local resident trail use will increase the health of the citizens of the valley. Build it and they will come!
														There are five considerations to examine for the construction of two 12 foot lanes instead of the proposed three 12 foot lanes 1) Total cost of project could be reduced by 25 to 30% 2) Deer and other wildlife would have to negotiate 36 feet of pavement instead of 24 feet, resulting in additional road kills. 3) Funding - "We ae being forced to evaluate what amenies we can build into projects and can we afford to maintian them after construction"  Obviously snow removal, chemical ice removal, chip sealing and pavement striping are all additional maintenance
														cost of 36 feet of pavement versus 24 of pavement. 4) A center turn lane for turns only for 5.8 miles combined with 2.1 miles from the existing STPS-BR 203-1(12)10 recently completed project would mean 7.9 miles of no passing. School buses could become a major traffic obstruction backing up 10 - 20 vehicles during school bus activity. 5) MOST IMPORTANT OF ALL SAFETY OF SCHOOL BUS CHILDREN BEING DISCHARGED FROM A SCHOOL BUS there are reports of 2-3 vehicles per week that pass a stopped school bus now with just two lanes of
Paul	Hayes		Stevensville	MT	No	Yes					Yes		Yes	traffic, the risk of ignoring a stopped school bus is greatly increased. A proposed alternative to the 12-foot center/left turn lane would be a left turn lane at the five county road intersections: Ambrose Creek Rd, Three Mile Creek Rd; Porter Hill Rd; Dry Gulch Rd; and El Capitan Loop SHARED USE PATH At the info mtg held on Oct.17 [sic] 2014, MDT stated the shared use path could be constructed within the ROW that will be required for the road reconstruction project. The proposed SUP would start at Wild Fowl Ln. Sta. 214+84 to
														Sta. 316+50± on trhe west side of the Hwy via an underpass structure. This structure could be designed to accomodate a pedestrian/deer crossing. The SUP would then join the existing SUP at Sta, 519+23. DEER FENCING - Install Deer fencing on the East sideand the west side from Sta. 316+50 to Sta. 368+00. The area on the west side is adjacent to the Lee Metcalf NWR, with numerous Deer killed each year along this stretch of the Hwy. WILDLIFE VIEWING AREA - Station 361+15 to 363+00 on west side No additional R/W would be
														required Comment - The reconstruction of this section of Eastside Hwy will be the only opportunity in the foreseeable future to upgrade the road to a higher standard.  I recommend a two-lane road with turning lanes installed at major roads (both Left and right side) instead of a continuous center/left turn lane on Eastside Highway Project. I've been on this road when a school bus is in front of me and was able to safely pass it. I have also been on it when slow equipment or other slower moving vehicles.
Colleen	Hoffman				No	Yes								of me and was able to safely pass it. I have also been on it when slow equipment or other slower moving vehicles backed up traffic. I do not like the continuous lane between Florence and the Bitterroot River now but luckily is a shorter distance. There should have been more right turn lanes such as by the fishing access and the storage buildings.  I for one, am thrilled with the proposed revisions. I have not one pegative comment. I wish the project would
Sally	Schindler Hoover Huck				Yes		Yes		Yes	Yes	Yes Yes			I for one, am thrilled with the proposed revisions. I have not one negative comment. I wish the project would begin immediately.  A multiuse path should be a part of the Eastside Hwy MDT project. This road carries a lot of traffic and connects homes to businesses and schools. There should be a safe way for people to travel along the Eastside Highway besides in their cars. The distances are relatively short and it's perfect for a walking and biking path
Karen	Hughes										Yes			Please include a multi-use pathway as part of the improvements to Eastside Highway for this project. These pathways are in high demand in the County, the region and the State. They contribute to the economic vitality of the region and our local communities. They provide opportunities for all types of users in addition to vehicular traffic to use the transportation facility for both transportation and recreational purposes. Such a pathway also supports community health.
														It is critical that this project include a multi-use path and there seem to be several ways that the project could be reconfigured to include a path in the budget. A multi-use path is a viable form of transportation as well as an excellent way to be out of doors for healthy exercise. It means a great deal to young people who do not yet drive, and to older folks and parents with strollers and other toddler carriage, who value a consistent surface. It provides tangible interconnectedness for a string of communities that make up the social context of the Bitterroot Valley.
Kristine	Komar										Yes			In future, all roads will include multi-use accommodation as a baseline. Yes, we still need to figure out ways to support maintenance and other amenities along the trail, but waiting to include the multi-use path until this issue is solved will mean going without a path for a very long time. Work on more southerly sections of this route will come next. The issue of a multi-use path will be part of the discussion of design for each segment. Let us decide now that we will have a multi-use path and put future energy in figuring out how to enhance and take care of it.
Kerri	Leavell										Yes			A multi-use path would be a wise and welcome addition to the North of Stevensville - North project. The Eastside Highway gets a lot of use by bicyclists etc., and is in serious need of a path to make it safer for everyone. Thanks!  First Thank you very, very much for scraping the idea of any roundaboutsI really wish you'd go back and at least modify the one at eight mile corner if not remove it entirely.
Mark & Pam	Lewing				No	Yes	No	No	No	No				the one at eight mile corner if not remove it entirely It is impossible for a trailer or vehicle of any length to negotiate that little thing without jumping the curb to a major degree Secondly,please leave the Eastside Highway alone. There is nothing wrong with it the way it is. It is a rural country road, the pavement is in good shape and it is not a safety concern anywhere along the length of the proposed project. As for the project itself please do not make it a three lane road A center turn lane is not needed from Eightmile to the Refuge Road I agree that it is a good idea to put in turn lanes at high traffic points such as Ambrose Creek Rd, Threemile Creek Rd., Dry Gulch Rd or even El Capitan LoopThe other thing we
														traffic points such as Ambrose Creek Rd, Threemile Creek Rd., Dry Guich Rd or even El Capitan Loop The other thing we are opposed to is the degree of curve widening at Ambrose and Rathbun do it reasonalby which means far less drastic than you have planned. You are grabbing too much land from people and it is not necessary to make curves supered and increase the speed of traffic around there Rathbun has such little traffic that it is inconsequential Ambrose has a lot more a turn lane for south bound traffic would be a definite improvement but north bound traffic going onto the Ambrose Road should have the straight shot and right of way to proceed as it does now.
Paul Bill	Maroske McChesney		Stevensville	MT	Yes		Yes		Yes	Yes	Yes			Two lane wide shoulders with bike path a must  Good design - long overdue - Please keep the bike - pedestrian path in the plans!
Tom	Monaco		Stevensville	MT	. 55		. 50			. 55				I hope you will put in a passing lane between the 6 mile marker and the 10 mile marker. It is real frustrating to get behind people who will drive no faster the 45 mph and you cannot pass. Every now and them there is farm equipment on the highway and they go even slower. When this happens traffic really back and there is a lot of frustration and anger built up
														ampong all the drivers. If you do not put a pasing lane in there will be apporoximately 9 miles where a person cannot pass  Please Put In A Passing Lane !!!  I highly recommend the construction of a multi-use pathway extending for seven miles from the end of the Florence Pathway .  The pathway provides a safe alternative for recreation and commuting to school and near-by communities.
Jean	Belangie-Nye		Lolo	MT	No	Yes	Yes				Yes			I agree that the highway needs three-lane turns at major intersections, but the remainder of the highway should have wide shoulders coupled with a pathway. The highway does not need three lanes so that every pasture and gate has a turn-lane access. When Highway 93 was constructed as a four-lane highway, an access plan was developed. There were major areas without access except by the side roads. That access plan might act as a guide, especially in lieu of the absence of planning by Ravalli County.
														I understand that the construction of the pathway needs a million dollars in addition to the allocated funds. So the question is how can the design be changed so that the Eastside Highway is safe for all users, not just cars, trucks, and farm machinery?
	<u> </u>		[	<u> </u>										

Aaron	Riley									Yes		Missoula a decade ago but stopped doing so after nearly being hit numerous times. It's become to populated and traffic is increasing steadily. When I drive Highway 93 I am amazed at the number of smiling people using the path rain, cold, morning, or in complete darkness. If this stretch of highway 203 contains a multi use path it will be even more successful than 93 highlighting one of the best scenic byways of the Bitterroot!
												Stevensville to be able to add a variety of rides. The connection there makes for a perfect loop from Florence to Stevensville looping through the Wild Life Refuge and into Stevensville or visa versa.  We would love to see a multi-use path along Eastside Highway. Countless benefits prevail an active community. This dramatically increases the safety of the highway for all users including the vehicular traffic. I used to bike this stretch to
Robbie	Springs	Stevensville	MT							Yes		I strongly support adding a multi-use path along the Eastside highway project from Florence toward Stevensville. As the owner of the Stevensville Hotel for 11 years, I have seen the positive impacts of having multi-use paths in our communities for both our residents and our many bicycling tourists.
Wayne & Karin	Stanford									Yes		This involves the North Stevensville Eastside Highway project number UPN 6138. We have been residents of the area for the past 46 years. We have lived on Rathbun Lane and currently live on Dry Gulch Road. We use the Eastside Highway on a daily basis. Getting on and off the highway in the morning and afternoon is extremely dangerous due to the amount of traffic. Whether we like it or not, the increased number of subdivisions and new homes continues to put more and more pressure on the highway system. The Eastside Highway is no longer a 55 mph scenic drive or used primarily for hauling ones farm products to market.  People need to admit that a more modern updated road is needed, including a bike/pedestrian path. Please consider building a road that is looking toward the future to meet the needs of our transportation system, the people in this area, and visitors passing through. Thank you for your consideration.
Tod	Trimble	Stevensville	MT							Yes		We <u>really</u> hope there will be a paved bike path. There needs to be better water outflow for the NE corner of the intersection w/ Goose Lane. Please include areas for school bus turnaround and waiting.
Casey	Veltkamp	Stevensville	MT	No	Yes	Yes						Lets keep the hiway 2 lane with left hand turns at major intersections and widen shoulders + Leaves passing abilitities + Less money spent on right a way.
John	Wolverton	Missoula	MT							Yes		I have a friend who owns property in the 8 Mile area and she is very excited have the new bike/ped path connecting into Florence. Now is an opportunity to connect the path further south on the Eastside Highway. It is very important that a bike/ped path be included in this project. Bike/ped paths are good for public health, good for tourism and for improved safety.
Elizabeth	Ballard			No		Yes	No	No	No	Yes		bus turn around at 3 mile fire station
Bill	Koehnke	Stevensville	MT	N.I		V	No	No	No	N.I.		
Dan & Cynthia  Mark & Pam	Bailey Lewing			No No	Yes	Yes Yes	No No	No	No	No Yes		
Paul	Hayes	Stevensville	MT	No	Yes	163	No	INU	INU	Yes	Yes	
Louie	Bouma	Stevensville	MT	No	100		No			No	100	
Cheryl Holden	Rice	Stevensville	MT	No	Yes		No			Yes		
Heidi	Zielinski			No	Yes	Yes						Re: the Eastside Hwy north of Stevi. I disagree with the proposal to put in a center lane the entire length of this project. I live on a side street off the Hwy and drive it almost every day and have never seen a need for this. I consider it a waste of private property that will be confiscated to accommodate it, and of the added cost of a road that wide. Shoulders are appropriate and I support that, just not the center lane. The center lane could be helpful at the "major" intersections like Dry Gulch and Three Mile. Thank you.
Michael	Zielinski			No	Yes	Yes						People have purchased homes along the Eastside highway knowing where the road is and easements are. The state then comes along and changes the rules and moves all the property lines. There are properties with homes that are outside of the current easement. This project now has new easement lines running up to and through homes. This changes makes these home near worthless for resale. If this project goes through as designed, the state should be purchasing these properties at fair market value based on the current easements.  Having a center turn lane the entire length of highway is overkill, especially along Lee Metcalf. Having left turn lanes for major subdivisions or higher use roads would be logical. We have lived in the Three Mile area for 23 years, 15 of that immediately off the Eastside Highway on Fawn Lane. In that time span, I have never seen a collision due to a person making a left or right hand turn. We live near the Ambrose Creek curve and modifications here would be useful. Though in the last 15 years, accidents on this curve have not occurred as frequently as one would expect.  Having some sort of shoulder would be useful if a driver fades to one side, but the four foot shoulder does not serve much of a purpose other than to widen the road. A four foot shoulder does not allow for a driver to safely park off the road. Instead the driver will still need to exit the road way in case of a vehicle problem. With the addition of the bike path, pedestrians and bicyclists will not need to use the shoulders.  In Corvallis along the Eastside Highway the state flattened these curves, but very small, nearly non-existent, shoulders were put in. Why would the Corvallis project need so small shoulders, but the Stevensville project warranted a total of 8 feet of shoulders?