**SOCIO-ECONOMIC SUMMARY**
C-3 would fulfill the DEIS purpose and need to increase Highway 95 safety, better than E-2. ITD wrongly indicates that C-3 would have slightly less safe conditions and cause higher business and residence displacements than E-2.

**ENVIRONMENTAL SUMMARY**
E-2 would have by far the greatest detrimental environmental effects – much greater than those of C-3. The Idaho Fish and Game Department and U.S. Environmental Protection Agency and Fish and Wildlife Service strongly recommend against E-2 implementation.

The Idaho Transportation Department (ITD) considers three alternatives in its U.S. 95 Thorn Creek Road to Moscow Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation, and will accept public comments on its analysis until March 25 (US95ThornCreek.com). An eastern route would cross Paradise Ridge (E-2), a central route would utilize a significant amount of the current road alignment (C-3), and a western route would be substantially longer than the other two (W-4). This summary compares the attributes of the PRDC-favored C-3 alternative and the ITD-preferred E-2 alternative that is similar to a previous ITD proposal for eastern realignment of Highway 95.
ENVIRONMENTAL IMPACTS

* Palouse Prairie: 14 Palouse Prairie remnants lie within one kilometer of, but not close to, C-3. 24 remnants exist within one kilometer of E-2, and many of these occur nearly adjacent to the proposed route. E-2 would also bisect a proposed prairie restoration site contiguous with an extremely significant Paradise Ridge prairie remnant. The detrimental effects of E-2 would extend into this large remnant and thus have a much greater negative impact on the endangered Palouse Prairie ecosystem than C-3.

* Ungulate Habitat: C-3 would pass through poor to marginal ungulate habitat and affect no moderate ungulate habitat. E-2 would cross through marginal to moderate ungulate habitat and impact 4.4 acres of moderate ungulate habitat, significantly challenging conservation of native wildlife. The better habitat surrounding E-2 would sustain more ungulates and would increase the likelihood of vehicle-ungulate collisions.

* Pine Stands/Species: C-3 impacts no pine stands and reliant species, whereas E-2 would destroy four acres of pine stands and associated habitat for the northern alligator lizard, pygmy nuthatch, and long-eared myotis bat.

* Wildlife: C-3 would have the least effect on general wildlife.

* Wetlands: C-3 would least impact wetlands, but E-2 would affect over twice the acreage of wetlands as C-3, thus altering wildlife habitat and flood control significantly influenced by wetlands.

* Stream Tributaries: Both C-3 and E-2 would cross five stream tributaries, although C-3 would traverse them for a greater distance than E-2.

* Impervious Surfaces: C-3 would create the least new areas of impervious surfaces and thus lesser amounts of pollutant runoff into area streams.

ITD DEIS: US95ThornCreek.com, March 25 Comment Deadline
Information: Paradise-Ridge-Defense.org, WildIdahoRisingTide.org